

GABEL, P/O Goldwin Wilbur (J17528) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 15 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2386/43 dated 19 November 1943. Born 8 October 1916 in Didsbury, Alberta; home there. Enlisted Calgary 17 June 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 7 August 1941. To No.2 ITS, 21 August 1941; graduated and promoted LAC, 9 October 1941 when posted to No.15 EFTS; may have graduated 3 December 1941 but not posted to No.11 SFTS until 6 December 1941; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942. To RAF oversea, 30 April 1942. Promoted Flight Sergeant, 29 September 1942. Promoted WO2, 27 March 1943. Commissioned 12 May 1943. Promoted Flying Officer, 13 November 1943. Repatriated 1 April 1946. Retired 18 June 1946. Cited with F/O E.J. Phillips (RAF, trained in Canada, awarded DFC).

One night in July 1943, these officers were rear gunner and pilot respectively of an aircraft detailed to attack a target in the Ruhr. During the operation the aircraft was hit by cannon fire from a fighter; the rear turret was rendered unserviceable and Flying Officer Phillips was wounded in the face and chest. One of the bomber's engines had caught fire and Pilot Officer Gabel tried to feather the propeller. He was unable to do so, however, and the situation became serious. Suddenly the propeller fell away and the flame in the burning engine died away. Displaying great skill and tenacity, Pilot Officer Gabel battled on to eventually reach base. In spite of his injuries, Flying Officer Phillips displayed great fortitude and devotion to duty and remained on watch in the astro hatch throughout the return flight. On a later occasion Pilot Officer Gabel flew his aircraft from Turin with one engine useless. This officer has displayed skill, courage and coolness of a high order.

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GADD, F/L Kenneth Vincent (J27906) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 12 May 1912 Peterborough, Ontario (birth date from obituary); home there. Commercial traveller. Enlisted Toronto 14 May 1942. To No.1 Manning Depot, 9 June 1942. To No.31 OTU (guard), 1 August 1942. To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.11 EFTS until 29 December 1942; may have graduated 19 February 1943 but not posted to No.8 SFTS until 6 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 7 July 1943; to United Kingdom, 15 July 1943; promoted Flying Officer, 25 December 1943. repatriated 3 May 1945; to Rockcliffe, 11 May 1945; released 16 October 1945. Died in Peterborough, 6 February 2001. 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 17 December 1944 when he had flown 30 sorties (126 hours):

27 June 1944 - Biennais (2.30)

30 June 1944 - Villers Bocage (3.20)
2 July 1944 - Beauvoir (3.00)
5 July 1944 - Watten (1.45)
7 July 1944 - Paris (4.35)
10 July 1944 - Nucourt (3.40)
15 July 1944 - Chalons-sur-Marne (6.45)
10 September 1944 - Le Havre (3.15)
12 September 1944 - Frankfurt (6.50)
20 September 1944 - Calais (2.45)
25 September 1944 - Calais (2.50)
14 October 1944 - Duisburg (4.05)
14 October 1944 - Duisburg (4.20)
19 October 1944 - Stuttgart (6.10)
23 October 1944 - Essen (5.05)
25 October 1944 - Essen (3.50)
28 October 1944 - Flushing (2.25)
29 October 1944 - Westkapelle (2.15)
30 October 1944 - Cologne (5.25)
31 October 1944 - Cologne (4.55)
4 November 1944 - Solingen (4.35)
5 November 1944 - Solingen (4.10)
6 November 1944 - Koblenz (4.55)
23 November 1944 - Nordstern (4.30)
27 November 1944 - Cologne (4.25)
28 November 1944 - Neuss (4.05)
30 November 1944 - Osterfeldt (4.10)
4 December 1944 - Oberhausen (4.15)
6 December 1944 - Merseburg (7.00)
8 December 1944 - Duisburg (4.00)

This officer has been a flight formation lead [leader ?] on many occasions. He has led his formation accurately onto the target and shown fine leadership. On 27th November he was leading a daylight raid on Cologne. His aircraft was hit by flak over the target in the starboard outer engine. The engine was immediately feathered to prevent further damage. Flight Lieutenant Gadd was able to lead his flight out of the target area without breaking formation, thereby maintaining the tactical cohesion of the unit. This is typical of his leadership. At all times he has set an extremely high standard of airmanship and flying discipline which is worthy of high praise and admiration.

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GAGNE, S/L Victor Euchariste (C2154) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Equipment Officer. Enlisted in Montreal, 11 June 1940. To No.2 Manning Depot, 25 August 1940; to Western Air Command, 28 August 1942; to Boundary Bay, 1 October 1942; at Station Patricia Bay, 5 December 1942 to 2 March 1945; promoted Squadron Leader, 1 August 1944. To Western Air Command Headquarters, 2 March 1945; to Patricia Bay again, 16 January 1946. Reverted to Flight Lieutenant, 1 October 1946 and served in postwar RCAF (regained Squadron Leader rank, 1 January 1953).

Squadron Leader Gagne has shown outstanding ability as senior equipment officer at Royal Canadian Air Force Station, Patricia Bay. He has re-organized his section in such a manner as to produce the utmost efficiency from an already overworked staff and at the same time has maintained their complete confidence and co-operation. His keenness and ability have set a high standard of efficiency and the contribution he has made to his station has been outstanding.

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GAGNON, F/L Joseph Achille Eugene (J27002) - **Distinguished Flying Cross** - No.23 Squadron - Award effective 22 May 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 28 May 1921 in St.Janier de Weedon, Quebec. Educated in Bromptonville, Quebec where he was a private secretary. Enlisted Montreal 7 February 1941 and posted to No.1 Manning Depot. To No.2 SFTS (guard), 22 March 1941. To No.1 ITS, 27 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.9 EFTS; to Trenton, 15 August 1941; to No.4 Manning Depot, 25 September 1941 for English course; to No.10 EFTS, (8 November 1941; to No.6 SFTS, 3 January 1942; graduated 24 April 1942 in rank of Sergeant. To No.7 BGS, Paulson, Manitoba, 8 May 1942, where he was a staff pilot for 18 months. Commissioned 1 December 1942. Promoted Flying Officer, 1 June 1943. To "Y" Depot, Halifax, 24 September 1943. Embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943. Attached to No.51 Group Pool, 31 December 1943 to 21 January 1944. Attached to M.T.D. Sidmouth (whatever that is), 3-10 February 1944. To No.21 (Pilots) AFU, 29 February 1944. Attached to No.1515 Beam Approach Training Flight, 3-10 April 1944. Attached Tetenhill, 10 April to 9 May 1944. Attached to Person, 9 May 1944. To No.24 OTU, 25 July 1944. To No.1692 Bomber Support Training Unit, 9 October 1944. To No.23 Squadron, 3 November 1944. Attended Gunnery Course at Great Massingham, 16 November to 1 December 1944. Promoted Flight Lieutenant, 1 December 1944. Repatriated 8 July 1945. To No.1 Repair Depot, St. Hubert, 9 July 1945. To Station St. Hubert, 21 August 1945. Retired 28 December 1945. Died

following crash of a Seabee aircraft, Trois Rivieres, 23 October 1947. See also website <http://athabaskang07.wordpress.com/category/eugene-gagnon-dfc/>);

Since joining his squadron in December 1944, this officer has completed many sorties against a variety of targets. His determination has been outstanding and his persistent attacks on enemy locomotives, rolling stock and road transport have been most successful. One night in March 1945, he was detailed on a minelaying mission in a section of the Elbe River. On the outward journey the starboard engine developed trouble but despite this he went on to accomplish his task in the face of heavy enemy fire. On the return journey the starboard engine became completely unserviceable. Height could not be maintained and the aircraft was forced down to 400 feet, becoming extremely difficult to control. Displaying brilliant airmanship and determination, Flight Lieutenant Gagnon made a successful landing at base without injury to his crew and with but slight damage to the aircraft. His devotion to duty has been most notable.

The website noted above lists his sorties with No.23 Squadron as follows:

5 December 1944 - Intruder, Zuider Zee (2.00)
6 December 1944 - Bomber Support, Meppen (2.25)
12 December 1944 - Bomber Support, Twente (1.50)
30 December 1944 - Bomber Support, Gutersloh (3.45)
31 December 1944 - Bomber Support, Paderborn (4.10)
2 January 1945 - Bomber Support, Biblis (3.45)
6 January 1945 - Bomber Support, Geissen (2.40)
7 January 1945 - Bomber Support, Stuttgart (5.15)
13 January 1945 - Bomber Support, Luneberg (4.40)
14 January 1945 - Bomber Support, Dortmund (4.15)
16 January 1945 - Bomber Support, Ueterson Stade (4.20)
2 February 1945 - Bomber Support, Sacheim/Hall (5.30)
3 February 1945 - Bomber Support, Echterdingen (5.10)
7 February 1945 - Bomber Support, Plantelunne (4.00)
10 February 1945 - Bomber Support, Hospten (2.00)
14 February 1945 - Bomber Support, Echterdingen (5.50)
18 February 1945 - Bomber Support, Danemark Beacon (4.20)
19 February 1945 - Bomber Support, Standel (4.35)
21 February 1945 - Bomber Support, Hailfingen (5.25)
25 February 1945 - Flak busting, Troha Fjord (4.50)
27 February 1945 - Ranger, Prague (6.10)
7 March 1945 - Intruder, Greifswald (5.40)
9 March 1945 - Intruder, Munster (3.30)

14 March 1945 - Intruder, Ober-Olm (5.20)
15 March 1945 - Intruder, Paderborn (4.20)
24 March 1945 - Intruder, Linz, Austria (5.30)
27 March 1945 - Intruder, Elbe River (3.45)
2 April 1945 - Intruder, Vechta (3.50)
4 April 1945 - Intruder, Rechlin (5.50)
8 April 1945 - Intruder, Flensburg (4.50)
13 April 1945 - Intruder, Uetersen and Stader (4.20)
15 April 1945 - Intruder, Ingoldstadt (5.35)
3 May 1945 - Intruder, Hohn (3.45)

On repatriation form dated 2 July 1945 he stated he had flown 33 sorties (175 operational hours) and 325 non-operational hours, Types flown were Tiger Moth (15 hours), Oxford (135), Wellington (20), Anson (10) and Mosquito (320). Targets destroyed or damaged were eight rolling stock, 64 transports, one merchant ship and eight locomotives.

On a form dated 30 November 1945 (applying for training and employment on an RCAF Heavy Transport Squadron) he gave his flying types and times as follows: Fleet, 25 hours (all by day); Moth, 25 hours (all by day); Cornell, 40 hours (all by day); Yale, 15 hours (all by day); Harvard, 100 hours (day) and 15 hours (night); Battle, 75 hours (day) and 25 hours (night); Cessna, 20 hours (all by day); Anson, 250 hours (day) and 125 hours (night); Bolingbroke, 340 hours (all by day); Oxford, 100 hours (day) and 25 hours (night); Wellington (ten hours day, ten hours night); Mosquito (125 hours day, 175 hours night). Stated he had flown 33 night intruder sorties.

Assessed 4 December 1942 at No.7 BGS - "A young but mature NCO who has done very good work here. Above average pilot -keen to fly and reliable. Good appearance. Cheerful and cooperative at all times," (G/C W.E. Dipple).

Assessed 4 August 1943 at No.7 BGS where he was a staff pilot. "Pilot Officer Gagnon is doing his work here in a very satisfactory manner - is always willing to do a little extra. Gagnon also takes a great deal of interest in station activities." (F/L C.J. Fallis)/

Training: Interviewed by F/O Louis Gelinias, Montreal, 16 January 1941 - "Above average, good education. Bilingual, keen, alert. Recommended."

Attended No.1 ITS, 27 May to 3 July 1941. Courses in Mathematics (95/100), Armament, practical and oral (59/100), Signals (100/100), Hygiene and Sanitation (38/40), Drill (75/100) and Law and Discipline (40/60). Placed 82nd in a class of 113. "Somewhat immature but willing and keen. Worked hard on initial training course and with further experience in service

will undoubtedly improve considerably. Second Aircrew Recommendation - Wireless Air Gunner.”

Attended No.9 EFTS, 3 July to 20 August 1941. Finch II aircraft - 31.10 dual, 25.10 solo; was 6.55 on instruments and logged nine hours in Link. “Gagnon has been a very promising student, and has obtained very satisfactory results on the flying tests he has been given. His air work is very good, and his clear hood and instrument flying are both very good. Gagnon’s aerobatics are only fair, but would, I am sure, improve with more practice.” (G.A. Dunbar). However, he was deemed unsuitable at the time given his ground school marks - Airmanship (120/200), Airframes (48/100), Aero Engines (35/100), Signals, practical (88/100), Theory of Flight (41/100), Air Navigation (90/200) and Armament, oral (150/200).. Following this failure, F/L R.H.C. Jeffery (Chief Supervisory Officer, No.9 EFTS) wrote the following: “Gagnon as a French-Canadian, and after several hours dual instruction there was some question about his being able to understand his instructor properly, He felt that he would be able to overcome his handicap do far as his understanding of the English language was concerned, and was allowed to continue, his flying progress being average. It is felt that he would have made a suitable service pilot, but he failed in five of the seven of his final ground school examinations, It is felt that this trainee applied himself well while at this school, and his ground school failure can be attributed to insufficient understanding of the English language. He is very keen to continue either as a fighter pilot or as a flying instructor for French-Canadians. He has a pleasant manner, his conduct and deportment were excellent at this school, and it is felt that with further tuition in English, he would make a suitable service pilot,”

The following is from the diary of No.10 EFTS under date of 10 December 1941: “There was quite a serious accident occurred when Tiger Moths 5910 and 5895 collided in mid-air. The first machine was piloted by Sergeant K. Hughes, R76829, who was instructing R122623 LAC McNeil, H. The latter aircraft was piloted by R84334, Sergeant Kenyon, who was accompanied by R79112, LAC Gagnon, J.A.E. The right wing tips of both machines were sheared off, but were controllable and landed safely. However, both students descended safely by parachute. Hughes; machine force landed at the scene of the accident and Kenyon brought his back to the airport. “ A further report of this placed the accident about three miles south of Caledonia near Highway 6.and adds the following: “Aircraft collided while flying above clouds at 5,000 feet. Starboard wing tips broken off on aircraft 5895 [Sergeant Kenyon and LAC Gagnon] and interplane struts sheared off on aircraft 5910 [Sergeant Hughes and LAC McNeil]. Both students parachuted safely. Aircraft 5895 was flown back to Mount Hope aerodrome by pilot and aircraft 5910 forced landed successfully near site of accident.” Cause was obscure at the time; court of inquiry being convened.,

Assessed on 27 August 1941 - “A good type of French Canadian, who wishes to service in any capacity. Somewhat immature but very sincere about flying and service to his country. Took

prominent part in athletics - hockey. Has good flying ability and seems a shame to waste it. Should have help with ground subjects."

Attended No.10 EFTS, 10 November 1941 to 2 January 1942. Tiger Moth aircraft - 29.30 dual, 26.05 solo; was ten hours on instruments. Logged ten hours in Link. "A very good pilot. Should make a good instructor, Has some dual on 'patter.'" Ground subjects were Airmanship (148/200), Airframes (66/100), Aero Engines (74/100), Signals, practical (90/100), Theory of Flight (66/100), Air Navigation (131/200), Armament (126/150). Placed 30th in a class of 33. 'Good pilot; wishes to be an instructor; language problem. Poor on ground school.:

Attended No.6 SFTS was 5 January to 24 April 1942. Flew 55.20 day dual, 59.15 day solo, 5.55 night dual, 11.20 night solo. Was 27 hours on instruments; logged 20 hours in Link (72 percent). . "An average pilot with no outstanding faults." (S/L E.G. Boadway). Courses in Airmanship and Maintenance (145/200), Armament, written (54/100), Armament, practical (56/100), Navigation and Meteorology (123/200), Signals, written (38/50) and Signals, practical (86/100). Placed 24th in a class of 49. "Satisfactory. Could have done better with greater effort."

Course at No.21 (Pilots) AFU was 29 February to 24 July 1944. Oxford aircraft - 4.25 day dual to first day solo, 34.25 total day dual, 67.30 day solo, 1.05 night dual to first night solo, 5.50 total night dual, 12.10 night solo. Was 11.05 in formation and 6.05 on instruments. Logged 10.30 in Link. Flying tests in General Flying (270/400), Applied Flying (1400/200), Instrument Flying (160/250), Night Flying (75/100) and Link (40/50). "A good average pilot who has shown steady improvement during the course," (S/L L.E. Speer).

Attached to No.1515 Beam Approach Training Flight, 3-10 April 1944. Oxford aircraft - 11.15 day dual, all beam flying on instruments; logged two hours 30 minutes in Link. Graded in Beam Approach and "Q" Codes, Link Trainer (143/200), Receiver Operation (70/100), Instrument Flying (165/200), Cloud and Night Flying (170/200) and General Application of Beam Approach Procedure, flying (145/200). "A keen pilot who has worked well on this course and attained Satisfactory results. I.F. quite steady."

Course at No.24 OTU was 25 July to 16 September 1944. Wellington aircraft - 3.50 day dual to first day solo, total 4.20 day dual, 6.10 as captain by day, 3.00 night dual to first night solo, total 4.10 dual by night, 5.55 as captain by night. Logged nine hours in Link. Flying tests in General Flying (310/400), Applied Flying (180/200), Instrument Flying (200/250), Night Flying (80/100) and Link (31/50). Ground examinations in Airmanship (228/300), Navigation (120/200) and Signals (76/100). "An ex-staff pilot who is well above the average. He experience no difficulty converting to the Wellington aircraft although he is rather small for heavy bomber pilot. Recommended for Mosquito aircraft.

Gunnery Course at Great Massingham, 16 November to 1 December 1944 involved eight cine gun exercises (175 feet of film), six air-to-air exercises (727 rounds, 2.3 percent hit), and one air-to-ground exercise (166 rounds, 18 percent hits). "Very keen pilot. Improved greatly during the course."

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GAIN, S/L Thomas Morley (C5569) - **Air Force Cross** - No.14 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 19 March 1909. Member of Public School Cadets, 1920-1922 and St. Andrew's College Cadets (48th Highlanders), 1923. Salesman, teletype operator, office manager and advertising executive before the war. Prewar flying was 150 hours with St.Catharines Flying Club (1929-1938), five hours with Hamilton Flying Club (1929-1930) and five hours with Toronto Flying Club (1939-1940). Elsewhere he gave his prewar times as 160 (solo), 15 (dual) and 15 (passenger). Enlisted 23 October 1940 in Toronto as a Sergeant Instructor. To Camp Borden, 31 October 1940. To Trenton, 23 December 1940 for Central Flying School course. To No.1 SFTS, 11 April 1941. Commissioned 15 May 1941 with rank of Flying Officer. To No.10 EFTS, 21 June 1941. To No.14 SFTS, 10 September 1941. Promoted Flight Lieutenant, 1 June 1942. To No.24 EFS, 24 August 1943. Promoted Squadron Leader, 1 October 1943. To No.7 SFTS, 30 April 1944. To No.3 SFTS, 28 July 1944; to No.4 Release Centre, 8 January 1945; released 7 February 1945. Died in Toronto, 19 October 1994. As of October 1942 he had flown 1,380 hours, 670 hours as instructor. NOTE: It is odd that a 1946 award is based on 1942 flying times.

This officer has shown marked loyalty and devotion to duty of an extremely high order whilst employed as a flying instructor. He has carried out many hours of instructional flying with zest, skill and able leadership. The splendid example he has set for his fellow instructors is most praiseworthy.

The original recommendation for an AFC was raised 15 October 1942 by S/L K.C. Southam, No.14 SFTS. He described Gain as "Examining Officer" and wrote:

This officer has shown marked loyalty and devotion to duty of an extremely high order whilst flying. He has carried out 1,380 hours flying and completed a total of 670 hours in instruction in the ten months he has been at this Unit.

This was supported to the level of No.1 Training Command but did not reach the 1943 New Year Honours List.

It is not clear when the recommendation was revived. A memo dated 12 February 1947 gave his flying time as 914 hours, September 1941 to 17 April 1943, and 233 hours five minutes, May to December 1943.

Notes: Interviewed 23 October 1940 by F/O F. Vaillant. "Applicant has received a good education and has about 190 hours flying experience. A gentleman type of fine appearance, nice personality, refined manners. Reserved - keen and enthusiastic about flying. Good type of man for instructional duties."

Instructor course at Trenton was 29 January to 10 April 1941, by which time he had logged 200 hours solo and 40 hours dual; course flying was 23.15 solo and 28.25 dual (all single engine). F/O G.K. Preston wrote, "This pupil has a clear voice with very good ability to impart knowledge. His flying is a bit rough but should smooth. His aerobatics and general flying have improved greatly." Ground school directed by F/O G.P. Silke in following courses - Airframes (80/100), Airmanship (87/100), Engines (96/100), Air Navigation (66/100). Tested on Harvard and described under following headings: Sequence ("Good"), Manner ("Cautious"), Voice ("Monotonous"), Ability to Impart Knowledge ("Average"), Ability as Pilot ("Average"). "Too much detail in air which has no bearing on sequence." (S/L C. Carling-Kelly, 24 April 1941)

Accident, 18 September 1941, Harvard 3074, with R91821 R.E. Wigle as pupil. No injuries.. Dual night circuits; while landing the pilot over-corrected swing and ground looped. "Error of judgement on the part of Instructor being late in preventing pupils misuse of controls."

Accident, 28 November 1941, Harvard 3070, with R90768 LAC A.E. Clarke as pupil; no injuries. "After landing pupil applied full brake to correct swing." Aircraft nosed up.

Assessed 12 December 1941 by F/L W.J. Harper and S/L W.M. Foster, No.2 Visiting Flight when he was at No.14 SFTS. He had flown 806.45 solo on single-engine machines and 92.35 dual on twins. Had flown 581 hours at Nos.14 SFTS, No.1 SFTS and No.10 EFTS. Tested on Harvard and described under following headings: Sequence ("Above High Average"), Manner ("Mellifluous"), Voice ("Very clear"), Ability to Impart Knowledge ("Above Average"). Ability as Pilot (Clear hood and instruments high average; aerobatics above average") Remarks - "This instructor's knowledge of sequence and high flying ability combine to give interesting and instructive demonstrations. Raised from "C" to "B" Category.

Assessed 18 February 1944 by S/L A. Patton, when he was at No.24 EFTS, He had flown 1,677 hours on single-engine machines and 69 hours on twins. In all he had logged 1,500 instructional hours. Types flown were Harvard, Yale, Moth, Fleet, Anson, Cornell, Crane and Hudson. Tested on Cornell and described under following headings: Airmanship ("Above Average"), General Knowledge ("Above Average"), Sequence ("High Average"), Manner ("Confident"), Voice

("Clear, Impressive"), Clear Hood ("Above Average"), Instrument Flying ("Above Average"), and Aerobatics ("Above Average"). "A very capable instructor who should do more flying in able to keep in touch with modern methods of instruction."

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GAIN, F/L Thomas William (J14042) - **Air Force Cross** - No.1 WS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born 26 September 1920. Home in Alliston, Ontario. Enlisted in Toronto, 9 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.9 EFTS; graduated 28 March 1941 and posted next day to No.1 Manning Depot; to No.2 SFTS, 6 April 1942; graduated and promoted Sergeant, 21 June 1941. To Trenton, 22 June 1941; to No.1 SFTS, 20 September 1941; commissioned 1 February 1942. Promoted Flying Officer, 1 March 1943; to No.4 WS, 8 June 1943; promoted Flight Lieutenant, 1 October 1944. To No.1 WS, 2 January 1945; to No.7 SFTS, 5 October 1945; to Release Centre, 15 October 1945; released 23 October 1945, returning to Toronto. RCAF photo PL-2915 shows Torontonians graduating from No.2 SFTS - G.H. Bayly, D.J. Sinclair, T.R.C. Adams, R.W. Gardiner, N.D. Mara, N.S. Baldwin, T.W. Gain, S.W. Pearce, D.A. Court, H.V. Thompson, W.B. Randall, J.A. Long. RCAF photo PL-2934 shows him receiving wings from G/C W.A. Curtis. As of award he had flown 3,127 hours, 2,887 hours as instructor, 187 hours in past six months.

This officer has been employed on flying instructional duties for the past four years. During this time his keenness and devotion to duty have been unsurpassed. He has energetically evolved new methods to improve the flying standard of the Staff Pilots on this unit and has contributed greatly to the unit's efficiency.

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GALAN, P/O Peter Russell (J18391) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 9 June 1920 in Elphinstone, Manitoba; home there. Enlisted Winnipeg 11 October 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard), 4 January 1942. To No.2 ITS, 15 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.5 AOS; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 26 October 1942. Commissioned 27 August 1943, Promoted Flying Officer, 27 February 1944. Repatriated 22 July 1945. Retired 13 September 1945. Died 25 July 1994. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has

recommendation dated 22 March 1944 when he had flown 27 2/3 sorties (191 hours 37 minutes).

* counted as 1/3 sortie

13 July 1943 - Aachen (6.00)
15 July 1943 - Montebeliard (8.17)
24 July 1943 - Hamburg (5.50)
25 July 1943 - Essen (4.45)
27 July 1943 - Hamburg (5.25)
29 July 1943 - Hamburg (5.30)
30 July 1943 - Remscheid (5.43)
2 August 1943 - Hamburg (5.46)
22 August 1943 - Leverkusen (5.25)
23 August 1943 - Berlin (7.21)
5 September 1943 - Mannheim (7.02)
15 September 1943 - Montlucan (7.08)
16 September 1943 - Modane (6.59)
22 September 1943 - Hanover (6.58)
23 September 1943 - Mannheim (7.31)
29 September 1943 - Bochum (5.27)
3 October 1943 - Kassel (7.14)
4 October 1943 - Frankfurt (7.19)
8 October 1943 - Hanover (3.39, DNCO, late for concentration)
22 October 1943 - Kassel (6.25)
19 November 1943 - Leverkusen (6.33)
25 November 1943 - Frankfurt (7.21)
3 December 1943 - Leipzig (8.12)
20 December 1943 - Frankfurt (6.19)
21 January 1944 - Magdeburg (7.36)
20 February 1944 - Stuttgart (7.20)
24 February 1944 - Schweinfurt (7.08)
7 March 1944 - Trappes (4.31)*
13 March 1944 - Le Mans (5.22)*
18 March 1944 - Frankfurt (5.29)

Pilot Officer Galan has now completed 27 2/3 night operational sorties as navigator against the enemy's most distant and heavily defended targets. His coolness and skill in the face of danger has given confidence to all with whom he

has flown and has gained for him the respect of every one not only in the air but on the ground where his work has been of the utmost value to the squadron.

The following is from <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jn923.html>:

HALIFAX JN923 DAMAGED BY FLAK, RETURNED TO SNAITH AIRFIELD.

On the evening of 19th November 1943 the crew of this 51 Squadron aircraft took off from Snaith airfield at 16.34hrs for an operational flight to bomb Leverkusen. While over the Aachen area the aircraft sustained flak damage but despite the damage the crew bombed the target area from 17,000 feet at 19.27hrs and were able to fly the aircraft back to base of Snaith airfield and land safely at 23.07hrs.

Pilot - F/Lt Thomas Sidley Blyth RAFVR (126153) - awarded DFC.

Navigator - P/O Peter Russell Galan RCAF (J/18391) - awarded DFC

Bomb Aimer - F/O Clifford Owen Russell RAFVR (138894) - awarded DFC; killed 8 March 1945

WOP/AG - Sgt Raymond William Berdinner RAFVR (1429655) - awarded DFM, commissioned.

Flt. Engineer - P/O Francis William McLelland RAFVR (160622) - awarded DFM, commissioned.

Air Gunner - Sgt N A Chappell RAF (552740).

Air Gunner - Sgt Frederick James Littlejohns RAFVR (1601660) - awarded DFM, commissioned.

On 20th December 1943 this crew were again flying in Halifax JN923, during the course of the night Thomas Blyth received injuries and was subsequently awarded the DFC, the citation for which (Gazetted on 14th January 1944) was very detailed and reads.. "One night in December 1943, this officer was the pilot of an aircraft detailed to attack Frankfurt. Whilst over the target area the aircraft was hit. The windscreen was shattered and some of the flying fragments entered Flight Lieutenant Blyth's neck; he was also struck in the face by the clear vision panel which had been torn loose. One of the petrol tanks was pierced, its contents becoming lost. Although badly dazed and almost frozen by the icy blast from the air flow which poured in through the shattered windscreen, Flight Lieutenant Blyth executed his bombing attack and afterwards flew the aircraft to base. He displayed great courage, determination and fortitude." Thomas Blyth had received a commission to the rank of P/O on probation on 1st May 1942 and rose to F/O six months later. He was in the rank of Acting F/Lt in late-1943 and rose to F/O (war subs) on 1st May 1944. He

was later awarded the Air Force Cross, Gazetted on 1st January 1946, for service instructing at 20 OTU. He remained in the RAFVR at least until 1958 but had gained employment as a civilian flying instructor some years before. In 1952 he joined Airwork Services Ltd and two years later was appointed to become chief flying instructor for the Scottish Aero Club, Perth. He was tragically killed in a flying accident on 27th June 1962 when Chipmunk G-APMW crashed near Stanley, Perthshire. Peter Galan was awarded the DFC for service with 51 Squadron, Gazetted on 27th June 1944. His tour began on 13th July 1943.

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GALARNEAU, FS Hubert Phillip (R155391) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 1 July 1916 in Hamilton, Ontario; home Woodstock, Ontario. Salesman. Served in Royal Canadian Artillery. Enlisted London, Ontario 21 May 1942 and posted to No.1 Manning Depot. To No.16 SFTS, 20 July 1942. To No.4 WS, 24 August 1942; promoted LAC, 29 September 1942; may have graduated 19 April 1943 but not posted to No.2 Air Gunner Ground Training School until 1 May 1943; to No.3 BGS, 12 June 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 12 September 1943. Commissioned 14 August 1944. Promoted Flying Officer, 14 February 1945. Repatriated 23 July 1945. Retired 13 September 1945. RCAF photo PL-33728 (ex UK-15727) shows a group of No.426 Squadron personnel, described as having 190 sorties among them - on top of Halifax are P/O George Simpson (pilot, graduate of London Technical School), P/O C.R. Swayze (gunner, London Central Collegiate and former Bell Telephone employee); in front are P/O Bert Clarke (navigator, London Central Collegiate), F/O Jack Taylor behind Clarke, and Flight Sergeant Hugh Galarneau, DFM (gunner). RCAF Photo PL-33729 (ex-UK-15728, 11 October 1944) shows him and says he was a graduate of La Salle School and London Central Collegiate.

This airman was the mid-upper gunner of an aircraft detailed to attack the railway junction at Acheres recently. During the outward flight the aircraft was hit by anti-aircraft fire, causing it to go into a violent spin. The pilot regained control but extensive damage had been sustained. Despite this he decided to attempt to fly the aircraft to this country. On the return flight, Flight Sergeant Galarneau proved a most resourceful member of aircraft crew and proved of great assistance to his captain. He set a fine example of determination and devotion to duty.

DHist file 181.009 D.4431 (RG.24 Vol.20649) has original recommendation for immediate DFM dated 11 July 1944 when he had flown 19 sorties (81 hours 35 minutes).

Flight Sergeant Galarneau was the mid-upper gunner of a Halifax aircraft detailed to attack Acheres railway junction. Whilst crossing the French coast, the aircraft was struck by heavy flak and severely damaged. The intercom and wireless were out of action. The aircraft went into a violent spin and when the pilot eventually gained control, he discovered that his Navigator, Wireless Operator/Air Gunner, Bomb Aimer and Flight Engineer had bailed out. Flight Sergeant Galarneau went forward to the aid of his captain, who had decided to return to England, and assisted by the other gunner in Engineers duties. Having had some experience with wireless, he also worked violently to make the instruments serviceable, so that contact could be made with a Landing Field, but without avail. Then, as it was impossible to jettison, he went to the Bomb Aimer's compartment and defused all bombs. Three different aerodrome were circled before a safe but shaky landing was eventually made with a full bomb load. Flight Sergeant Galarneau, by his coolness and presence of mind, and his complete disregard of personal safety, contributed in a large degree to the safe return of his aircraft to this country.

The sortie list was as follows:

- 8 May 1944 - Haine St. Pierre (3.45)
- 12 May 1944 - Louvain (4.40)
- 19 May 1944 - Franceville (4.40)
- 22 May 1944 - Le Mans (4.50)
- 24 May 1944 - Trouville (3.45)
- 27 May 1944 - Bourg Leopold (4.15)
- 31 May 1944 - Au Fevre (4.15)
- 2 June 1944 - Neufchatel (3.35)
- 5 June 1944 - Houlgate (4.25)
- 6 June 1944 - Coutances (4.25)
- 7 June 1944 - Acheres (3.25)
- 17 June 1944 - Neuville (4.20)
- 28 June 1944 - Metz (6.45)
- 1 July 1944 - Biennais (3.35)
- 4 July 1944 - Biennais (3.50)
- 5 July 1944 - Biennais (3.50)
- 6 July 1944 - Conquereaux (4.00)
- 7 July 1944 - Caen (4.55)
- 12 July 1944 - Creil (4.20)

GALARNEAU, F/L Hubert Phillip, DFM (J89417) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 16 April 1945 when he had flown 57 sorties (279 hours 15 minutes), of which 47 sorties (236 hours) had been since previous award.

8 May 1944 - Louvain
12 May 1944 - Louvain
18 May 1944 - Merville-France-Ville
22 May 1944 - Le Mans
24 May 1944 - Trouville
27 May 1944 - Bourg Leopold
31 May 1944 - Au Fevre
2 June 1944 - Neufchatel
5 June 1944 - Hougate
6 June 1944 - Coutances
17 June 1944 - Oismont Neuville
28 June 1944 - Metz
1 July 1944 - Biennais
4 July 1944 - Biennais
5 July 1944 - Biennais
6 July 1944 - Coqueraux
7 July 1944 - Caen
12 July 1944 - Thiverny
7 August 1944 - Caen
8 August 1944 - Foret de Chantilly
9 August 1944 - Foret de Nieppe
10 August 1944 - La Pallice
12 August 1944 - Falaise
12 August 1944 - Monte Richard
14 August 1944 - Bons
15 August 1944 - Brussels
16 August 1944 - Kiel
18 August 1944 - Connantre
25 August 1944 - Brest
9 September 1944 - Le Havre
10 September 1944 - Le Havre/Buick
11 September 1944 - Castrop Rauxel

13 September 1944 - Osnabruck
15 September 1944 - Kiel
27 November 1944 - Neuss
15 December 1944 - Ludwigshaven
28 December 1944 - Munchen Gladbach
30 December 1944 - Cologne
5 January 1945 - Hanover
28 January 1945 - Stuttgart
4 February 1945 - Bonn
14 February 1945 - Chemnitz
21 February 1945 - Duisburg
27 February 1945 - Mainz
2 March 1945 - Cologne
6 March 1945 - Chemnitz
15 March 1945 - Hagen
18 March 1945 - Hanau
21 March 1945 - Bremen
24 March 1945 - Sterkrade
27 March 1945 - Paderborn
4 April 1945 - Merseburg
8 April 1945 - Hamburg
9 April 1945 - Kiel
10 April 1945 - Plauen
13 April 1945 - Kiel
14 April 1945 - Potsdam

Flight Lieutenant Galarnau is an experienced gunner on his second tour with a blind marker crew. His standard of operational efficiency is of a high order, and his keenns to operate, and his coolness and determination in action, are worthy of high praise. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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GALBRAITH, F/L James Alexander (C18978) - **Mention in Despatches** - Down Ampney (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 4 December 1919. Enlisted 25 July 1939, Trenton, Ontario. Remained in postwar RCAF until retired in rank of Squadron Leader, 5 August 1969 in Manitoba. Later worked for Department of Transport. Died in Ottawa, 17 February 2007,

RCAF Press Release dated 16 July 1945 by F/L R.G. Anglin read as follows:

“Originals” have become almost as scarce as Boer War veterans on RCAF units on the continent, so many charter members have already been repatted home, and so complete has been the recent shuffle of personnel as wings prepared to disband.

The RCAF's 126 Spitfire Wing could still claim one genuine “old boy” till this week, when F/L Ken Chant of Toronto (348 Spadina Road), senior equipment officer, was posted to the Advance Canadian Holding Unit for TAF repats in England.

Ken Chant came overseas in June 1943, after serving at Dartmouth. His first job in the U.K. was at a RAF station in South Wales, then, he held a liaison post with the 1st Canadian Army, under the Army Cooperation Command. Here, he found himself working with RCAF squadrons for the first time, and when the Co-op Command was abolished as 2nd TAF was formed, he was posted to the newly created 126 RCAF Wing.

“There were only three other officers on deck when I arrived at Redhill,” Ken recalls “and I made the fourth man to arrive on the wing”. The other three have long since been posted elsewhere, and F/L Chant has seen many others come and go while he kept the squadrons supplied with all the vital equipment needed, through D-Day and all along the long trek north into Holland, and finally Germany.

He was commissioned just a year and eight months ago, but it's Squadron Leader Jim Galbraith now, as the former 126 Fighter Wing adjutant becomes “squadron leader admin” with the Canadian Reconnaissance Wing in Germany.

Swift promotion is something admin officers with squadrons in the field seldom can do more than dream of, but S/L Galbraith had a backlog of experience before he ever reached commissioned rank, dating back to when he joined the permanent force as a clerk admin in July 1939. He served first at Trenton, Ontario, which is his home town, later at 12 EFTS, Goderich, Ontario, and 1 Manning Depot, Toronto, before coming overseas in August 1942.

Posted to the RCAF Personnel Reception centre as a Warrant Officer, he was commissioned as a Flying Officer a year later and shortly after that was posted to 126 Wing at Biggin Hill, famous English fighter base, in February 1944.

The 126 Wing adjutant “drove” a jeep across the channel when the invasion came, mounted on the top deck of an LCT. “We waited off shore from 6 o’clock the evening of the 16th to 1 a.m. June 17, and then the skipper ran the LCT right up on the beach to give us a perfectly dry landing that made all our waterproofing unnecessary,” Galbraith recalls.

Everything went smoothly but for one bad moment. “Our jeep was the last vehicle off. All those on the main deck rolled off first, then, those up top were lowered on the lift. Just as it came our turn the lift jammed. It looked as if we would be shipped back to England – but the crew got the lift fixed and off we went,” he said.

“I wouldn’t have missed a minute of it,” is Galbraith’s reaction, now that the war’s all over, and he’s still sold on the RCAF life. A volunteer for either the Pacific or the occupation, he’s afraid he’s lost out on getting to the eastern war, but is quite happy at the prospect of remaining in Europe a while longer.

A postwar Caterpillar ticket goes on the claim sheet of F/L Edward Gardner of Windsor (1509 Windermere Avenue), Ontario, Spit pilot with the RCAF Grizzly Bear squadron (411), part of the occupation wing in Germany. Gardner did ops with two squadrons before VE day, shot down a Hun, and managed to dodge all trouble except for one or two flak holes in his kite after strafing do’s. The other day, leading a section on a practise flight over Hamburg, his Merlin engine began to get the shakes at 16,000 feet. The motor finally cut out and began to throw white smoke.

“I had plenty of altitude and thought at first I could make it back to the field at Utersen, but I could feel the heat building up in the cockpit and decided I’d better get out,” reported Gardner.

Some people say parachute jumping is fun, but you won’t find Gardner on the list. His foot grazed the tail of the kite as he bailed out; then on landing he tried to swing out of a tree that waited with open arms but got caught in the branches and pitched head first through the tree to the ground – missing a spike fence by inches. Despite the rough-and-tumble ending, however, he was unhurt, and hitch-hiked back to the airfield half an hour later.

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GALBRAITH, F/O John Alexander (J26644) - **Distinguished Flying Cross** - No.161 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 28 October 1922 in Montreal, Quebec. Educated at Stamford University, Stamford, Connecticut. Enlisted Montreal, 29 June 1942 and posted to No.4 Manning Depot. To No.8 SFTS (guard), 14 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.1 AOS until 9 January 1943; graduated and commissioned, 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 27 June 1943. Promoted Flying Officer, 28 November 1943. His obituary read, in part, "He was then shipped to England for further training and subsequent posting, with his Canadian crew, to RAF squadrons 138 and 161 at Tempsford, Bedfordshire. These were highly secretive, special duties squadrons flying 4 engine aircraft at low level, alone, over occupied Europe, in the darkness, to drop agents and supplies to resistance groups waiting in isolated rural areas. After 33 such flights, the crew's tour of duty ended, and Jack was returned to Canada. A few months later, however, he volunteered for a second tour in Europe but arrived back just as the war ended there." Repatriated 28 October 1944. To No.10 AOS, 2 December 1944. To "Y" Depot, 6 April 1945; to RAF overseas, 1 May 1945. Repatriated 13 August 1945. Retired 29 September 1945. Again quoting his obituary, " Postwar discharge in Montreal was followed by enrolment in McGill University where Jack earned all his degrees studying economics, leading to a lifetime career as a working economist. Jack spent his whole career in Canada, a large part with the Royal Bank of Canada where he became known for specializing in the economics of banking on which he had two books published. He also taught part-time on the subject at McGill as a Visiting Professor of Economics, for 17 years. Career moves took him to Sun Life, CDIC, and other Federal Government positions. At the normal retirement age Jack joined Carleton's Department of Economics as an Adjunct Professor, a position that enabled him to remain relatively active in his chosen field of work until almost the end. Jack will also be remembered locally as a long-time Ottawa road runner entering many races, including over 50 in his eighties. He ran his last race ever at age 89, in the 2012 Richmond 5K Road Race, under the race direction of Joe DuVall.." Died in Ottawa, 31 August 2013. 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 23 September 1944 when he had flown 33 sorties (209 hours 40 minutes), 7 May to 31 August 1944. The sortie list does not give specific objectives - only countries. All trips are described as "Special Operation".

7 May 1944 -France (6.25)
9 May 1944 - ditto - (6.45)
10 May 1944 - ditto - (6.55)
28 May 1944 - ditto - (6.00)

1 June 1944 - ditto - (5.45)
2 June 1944 - ditto - (5.50)
4 June 1944 - ditto - (6.00)
6 June 1944 - ditto - (4.45)
14 June 1944 - ditto - (5.25)
16 June 1944 - ditto - (5.25)
17 June 1944 - ditto - (6.10)
21 June 1944 - ditto - (6.20)
22 June 1944 - ditto - (6.10)
27 June 1944 - ditto - (5.40)
29 June 1944 - ditto - (5.35)
3 July 1944 - ditto - (6.15)
5 July 1944 - ditto - (5.40)
7 July 1944 - ditto - (7.15)
9 July 1944 - ditto - (5.10)
11 July 1944 - ditto - (5.30)
24 July 1944 - ditto - (7.30)
25 July 1944 - ditto - (7.05)
30 July 1944 - ditto - (7.20)
4 August 1944 -Denmark (7.05)
6 August 1944 -France (5.50)
8 August 1944 - ditto - (5.15)
10 August 1944 - ditto - (8.20)
13 August 1944 - ditto - (7.30)
14 August 1944 - ditto - (6.50)
25 August 1944 - ditto - (8.40)
27 August 1944 - ditto - (8.10)
28 August 1944 -Holland (3.55)
31 August 1944 -France (7.10)

Flying Officer Galbraith has completed 33 sorties as navigator over enemy territory, sometimes under very poor weather conditions and in the face of difficulties. His ability and determination have contributed very largely to the success of his crew and his personal example has been worthy of the highest praise.

The following story by Dave Brown appeared in the Ottawa **Citizen** of 25 February 2011 under the title "Airman's Logbook Cements Friendship."

Nothing could be a more fun way to make a living than to search for interesting people and try to capture them in column-length word snapshots. Sometimes it's a thrill to put two such people together, and then sit back and watch.

John Henderson, 60, is a retired RCMP officer who did most of his service in the Far North. Until 2006, he was chief superintendent of an area that encompassed all of Nunavut. He and his wife, Barbara, live in Riverside South. He operates a private air museum in their basement, and was speaking to a group of fellow airnuts at their community gathering centre. He has a passion for collecting wartime flyers' logbooks, and as he talked, my mind drifted to a most unusual logbook.

Jack Galbraith, 90, retired economist, saw service as a navigator in a secret air force and was the subject of one of these columns in 2011.

He was a Tempsford airman, part of a crew that flew supplies and spies in and out of occupied Europe. They flew over blacked out territory, at night, and very low. One in three crews would disappear with their fellows never knowing, because of high secrecy, what happened. They just disappeared.

There are 623 names on the Tempsford memorial. Seventy-nine Canadians served.

When the suggestion to meet for lunch was made, both men were enthusiastic. So was I. Talk over the table was largely technical as they discussed performances of various aircraft. The real fun came when we sat down in the Henderson museum and Galbraith offered up his logbook.

Normally, a flyer's log gives precise details of every flight. It includes time of takeoff, destination, weather, time in the air and time of return. Secrecy surrounding the Tempsford base was so severe flyers could write nothing down. But they were not excused from keeping a log. The Galbraith book was dutifully written into for all flights — and the entries fill many pages — ut each consists of only two words.

"As ordered."

Henderson had earlier, while outlining the hundreds, maybe thousands, of pieces in his collection, wondered aloud if he had crossed a line and his passion had become obsession. The strange logbook brought him off his chair, and he

paced as he examined it. Later, when asked if the Galbraith log had answered his question about his level of drive to collect, he said he believed he had “a healthy obsession.”

Henderson was never a pilot. At a shade under six-foot-five he wasn't designed to fit into an aircraft cockpit. He was born to be a cop, and he started his career as a London bobby in 1971. His parents were in the Canadian Foreign Service. He returned to Canada when his parents did, and was welcomed into the RCMP in 1975. He married and moved his family 14 times during his career, most of it in the North.

When he was moved from Nunavut to head office in Ottawa, he was placed in charge of the national force's air arm, with 40 aircraft. “The hardest part was keeping the happy look off my face. It thought it was a sure way to get reassigned.”

An Ottawa native who attended Gloucester High, his passion for all things aircraft surfaced when he was 13, and started building models. Some of them are in his museum, along with 14 logbooks he has picked up at garage sales and auctions. “They reek of history.” He has one written by a man who went on to win a Victoria Cross. Other's end without closing, indicating somebody didn't survive.

There are bits and pieces of crashed warplanes, 140 books by or about Winston Churchill, and suspense stories. “I made a bid on a logbook that was going for \$400. Then I started to worry. What would I tell Barb if I actually won? Then I won, and had to tell her.”

Barb says it's like an addiction, but not a bad one.

The value of flight logs often isn't seen by surviving family members, but it's starting to. Henderson says they are becoming more costly. Galbraith keeps his in a bank safety deposit box.

Putting the two men together was a good idea. They promised to stay in touch and have much more to discuss. Henderson is a man who wants to keep that part of history alive. Galbraith is a man who helped make history, and he did it in the dark but kept details in his memory.

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GALBRAITH, F/O John Robert (J23960) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 24 August 1917 in St.Thomas, Ontario. Enlisted 15 May 1942, Hamilton, Ontario and posted to No.1 Manning Depot. To No.16 SFTS (guard), 17 July 1942. To No.1 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; posted next day to No.1 AOS; graduated and commissioned, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 19 March 1943. Promoted Flying Officer, 19 August 1943. Repatriated 27 November 1944. To No.1 Air Command, 15 January 1945. Promoted Flight Lieutenant, 19 February 1945. Retired 7 March 1945. Photo PL-13368 shows LAC J.R. Galbraith, LAC J.S. McWilliams (Peterborough) and LAC J.T. O'Loughlin (Lindsay) at No.1 AOS. Photo PL-37596 shows him with his parents after investiture. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 6 November 1944 when he had flown 30 sorties (144 hours 55 minutes).

4 June 1944 - Pas de Calais
15 June 1944 - Boulogne
17 June 1944 - Aulnoye
22 June 1944 - Marquis-Minoyecques
23 June 1944 - Saintes
27 June 1944 - Vaires (Paris)
30 June 1944 - Vierzon
4 July 1944 - Orleans
6 July 1944 - Foret du Croc
7 July 1944 - Caen
23 July 1944 - Kiel
25 July 1944 - Stuttgart
4 August 1944 - Pauillac
7 August 1944 - Fontenoy le Marmion
8 August 1944 - Aire-sur-Lie
11 August 1944 - Gironde (mining)
24 August 1944 - Russelsheim
28 August 1944 - Fromentel
31 August 1944 - St.Riquier
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre

23 September 1944 - Neuss (Dusseldorf)
26 September 1944 - Cap Gris Nez
3 October 1944 - Westkapelle
4 October 1944 - Kattegat (mining)
7 October 1944 - Emmerich
11 October 1944 - Fort Fredrik Hendrik
14 October 1944 - Duisburg
25 October 1944 - Essen

Flying Officer Galbraith, a Canadian, has recently completed his first tour of operations against the enemy as Navigator to a Lancaster aircraft. The outstanding success achieved by his crew can be attributed very largely to his exceptional skill and to his cool efficiency, which was never impaired even in most adverse circumstances.

This Canadian officer has proved himself a most reliable and conscientious Navigator on operations, thus inspiring his captain and crew with the utmost confidence. he has been a most valuable member of a very successful crew.

I strongly recommend the award of the Distinguished Flying Cross to Flying Officer Galbraith.

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GALBRAITH, F/O Leonard Lawrence (J35181) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 March 1920 in Vancouver, B.C. Enlisted in Vancouver, 12 July 1940 as Aero Engine Mechanic. Promoted AC1, 12 October 1940. To No.3 SFTS, 13 November 1940. Promoted LAC, 1 July 1941. Remustered to aircrew and posted to No.4 ITS, 5 December 1942; to No.5 EFTS, 20 February 1943; to No.7 SFTS, 17 April 1943; graduated and commissioned, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 2 August 1945. Retired 3 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 Record Office Air 2/8750 has recommendation dated 11 April 1945 when he had flown 29 sorties (188 hours 30 minutes), 31 October 1944 to 31 March 1945.

31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum

18 November 1944 - Wanne Eickel
29 November 1944 - Dortmund
6 December 1944 - Merseburg
12 December 1944 - Essen
17 December 1944 - Ulm
22 December 1944 - Koblenz
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
4 January 1945 - Royan
16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
7 February 1945 - Cleve
13 February 1945 - Dresden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
22 March 1945 - GARDENING, Oslo
25 March 1945 - Hanover
27 March 1945 - Paderborn
31 March 1945 - Hamburg

Flying Officer Galbraith, a Canadian, has completed 29 sorties as pilot and captain of a heavy bomber aircraft. He has achieved a large measure of success in many raids on targets in Germany such as Merseburg, Nuremburg, Zeitz, Stuttgart, Dresden, Misburg, Hanover and Hamburg.

He has made all his flights with quiet efficiency and proved himself an exceptional captain and leader. He has instilled the utmost confidence in his crew and has always pressed home his attacks skilfully, frequently in the face of fierce opposition.

His outstanding courage and devotion to duty have been a shining example to less experienced crews and I feel the award of the Distinguished Flying Cross to this Canadian officer is fully deserved.

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GALBRAITH, F/O Lloyd James (J86428) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 16 January 1922 in Murrayville, British Columbia. Educated at Langley Prairies, British Columbia, 1927 to 1936, taking partial Grade XI in 1939. Fruit store clerk (1938-1939), shingle mill sawyer (1940-1941) and salesman (1941); seaman, RCNVR, 4 September to 22 November 1941. Enlisted Edmonton 10 April 1942 and posted to No.3 Manning Depot. To No.1 ANS, 1 June 1942 (guard). To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.15 EFTS until 6 November 1942; may have graduated 20 December 1942 but not posted to No.15 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 26 May 1943. Disembarked in Britain, 4 June 1943. On 3 July 1943 at No.3 PRC, reprimanded, "being incapable of carrying out his duties of Fire Watcher due to previous indulgence in alcoholic beverages." Posted from No.3 PRC, Bournemouth to No.14 (Pilots) AFU, 13 July 1943. Attached to Station Dallachy, 22 July to 19 August 1943. To No.19 OTU, 7 September 1943. Promoted Flight Sergeant, 30 October 1943. To No.1663 Conversion Unit, 10 January 1944. Attached to No.4 Group Battle School, 10 January to 12 February 1944. Attached to No.102 Squadron, dates uncertain. To No.76 Squadron, 10 March 1944. Commissioned 14 May 1944. To No. 22 OTU, 10 August 1944 although this seems to have been delayed as his sortie list goes to 14 August 1944. Promoted Flying Officer, 14 November 1944. Attached to No.3 Flying Instructor School, 27 December 1944 to 7 February 1945. Attached to Station Finningly, 10 March to 21 April 1945. Injured in automobile accident, 22 May 1945 (severe break, left forearm) and admitted to No.23 Canadian General Hospital. Repatriated 18 July 1945. To No.10 Repair Depot, 28 July 1945. Retired 26 September 1945. Died in Vancouver 9 May 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 38 sorties (155 hours 35 minutes), 24 February to 14 August 1944.

24 February 1944 - Schweinfurt (7.55)

25 February 1944 - Augsburg (4.45)

9 April 1944 - Lille (4.10)

10 April 1944 - Tergnier (4.50)

18 April 1944 - Tergnier (4.35)

20 April 1944 - Ottignies (3.40)

30 April 1944 - Acheres (4.30)

1 May 1944 - Malines (3.30)

6 May 1944 - Montgassicourt (4.10)

9 May 1944 - Berneval (3.05)
11 May 1944 - Trouville (4.15)
19 May 1944 - Boulogne (3.15)
22 May 1944 - Orleans (5.10)
24 May 1944 - Aachen (4.10)
7 June 1944 - Juvisy (4.35)
9 June 1944 - Laval airfield (5.00)
12 June 1944 - Amiens (4.10)
16 June 1944 - Domleger (3.20)
22 June 1944 - Noyelle en Chaussee (4.40)
24 June 1944 - Noyelle en Chaussee (3.20)
25 June 1944 - Montorgueil (3.25)
27 June 1944 - Mont Candon (3.15)
28 June 1944 - Blainville (6.35)
1 July 1944 - St.Martin l'Hortier (3.25)
4 July 1944 - St.Martin l'Hortier (3.25)
7 July 1944 - Croixdale (3.55)
9 July 1944 - Chateau Bernapre (4.00)
12 July 1944 - Thiverny (4.10)
23 July 1944 - Kiel (5.15)
25 July 1944 - Foret de Croc (3.40)
28 July 1944 - Foret de Nieppe (3.15)
30 July 1944 - Villers Bocage (4.00) Returned as ordered.
2 August 1944 - Foret de Nieppe (3.15)
3 August 1944 - Foret de Nieppe (3.10)
5 August 1944 - Foret de Nieppe (3.15)
9 August 1944 - Foret de Mormal (3.35)
11 August 1944 - Wemars Cappel (3.20)
14 August 1944 - TRACTABLE III (4.00)

This officer has completed 38 sorties as captain of aircraft and flown a total of 155 operational hours against the enemy. He has carried out attacks against many of the heaviest defended of targets including Aachen, Schweinfurt and Augsburg.

During the whole of the time this officer has been with the squadron he has displayed commendable courage and devotion to duty and a complete disregard for his own personal safety.

His ability to make instant decisions in emergency, skilful pilotage and cool judgement have on many occasions been the means of extricating his aircraft from perilous situations.

With his mind on the task in hand fearlessly and displayed a fine offensive spirit he has always set a magnificent example to his crew. It is considered that his splendid record of achievement merits the award of the Distinguished Flying Cross.

Notes: Incident on 13 June 1944, Halifax III, serial LW681, aircraft "Y". Over the target (Amiens) hit by a 500-lb bomb on port wing, outboard of engine, which severed aileron control. He opted to land at Woodbridge. Owing to lack of aileron control he had to approach to land at a high airspeed (160 m.p.h.) and could not keep it laterally level. Touched down heavily on one wheel which was probably damaged on landing and collapsed later. "No blame attached to the pilot who used common sense in going to Woodbridge." (Commanding Officer, No.76 Squadron, 17 June 1944). "This pilot acted wisely in going to Woodbridge to land, and put on a good show of airmanship under difficult conditions. An unavoidable accident." (Group Captain, Station Commander, 19 June 1944). Others in crew were R155201 Flight Sergeant M.N. Skosov (Air Bomber, later commissioned and awarded DFC), J25043 P/O W.G. Gray (Navigator, later DFC), 1565307 Sergeant R.M.D. Calder (WOP/Air), 1795044 Sergeant H. Evans (mid-upper gunner), 1894605 Sergeant A.J.J. Martin (Flight Engineer) and 1568532 Sergeant G.A. Peers (Rear Gunner). No injuries.

Incident of 9 November 1944 at No.22 OTU, Wellington III, HZ149 (DD-B). Night cross country exercise. He was captain, others were J38843 F/O R.J. Hughes (pilot), J41394 F/O A. Sutherland (Navigator), J42004 F/O L. Berger (Bomb Aimer), R108420 Warrant Officer J. Migiozzie (WAG), R288007 Sergeant F. Woolworth (Air Gunner) and R252188 Sergeant H.S. Tulk (Air Gunner). After flying about four and one-half hours, the revs on the port engine began to rise although oil pressure and temperature were normal. He put the propellor into full coarse. The port engine caught fire so he feathered port propellor and made a successful single-engine landing at Wellesbourne. "Screened pilot is inexperienced as an instructor and it is considered that he put up an extremely good display, showing coolness and good airmanship. It is strongly recommended that he receive a 'Commendation'." (Wing Commander in charge of "R" Wing, No.22 OTU, 14 November 1944; the officer commanding the OTU - name illegible - concurred in the recommendation for a commendation).

Selected Assessments: "Has proved himself a very good operational captain. Rather diffident. He should with experience develop into a very good officer." (W/C R.K. Cassels, No.76 Squadron, 15 September 1944; he had flown 591 hours 20 minutes, 182.15 in previous six months)

"An average officer, worked quite well as an instructor. Neat and tidy, good discipline." (W/C J.K.M. Cooke, No.22 OTU, 10 July 1945).

Training: At No.2 ITS placed 79th in a class of 132. "This airman is not the studious type and does not apply himself as well as he should. He is rather vacillating in his attitude towards his work and is inclined to be careless at times in regard to matters of discipline. Possibly further training would overcome this." While there was Confined to Barracks, 14 days for being briefly AWOL and using another airman's pass.

At No.15 EFTS flew in Tiger Moths (28 hours day dual, 28.05 day solo, five hours night dual. Of this, 7.20 on instruments. Required eight hours 25 minutes dual to first solo. Navigation exercises were 2.25 dual, 2.45 solo. Placed 29th in a class of 32. "An average student. A fairly steady worker and of a slightly retiring disposition. Should make good headway with Service experience. Personal discipline is good. Pilot of average ability. Requires checking on procedures and airmanship." (Sergeant D.A. Buckmaster).

At No.15 SFTS flew Anson II aircraft (69.05 day dual, 64.00 day solo, 8.45 night dual, 8.00 night solo; of this, 20.40 on instruments. Also logged 25.30 in Link). He required five hours 20 minutes dual to first solo. Graduated 43rd in a class of 60. "This student needs to be pushed in order to obtain the best results. Lacks power of application." (S/L R.R. Livermore). Confined to barracks 14 days following a disturbance in Jimmie's Café, Calgary "while under the influence of liquor."

Course at No.14 (Pilots) AFU, 13 July to 7 September 1943 on Oxford aircraft (4.25 day dual to first solo, 21.35 day dual, 17.35 day solo, two hours in formation, 6.50 on instruments, 8.00 in Link). "This pilot settled down to Oxfords from the start and has completed a high average course. His night flying is very good. He flies confidently and smoothly and with a little more application should prove an extremely useful pilot." (G/C A.H. Peck, 5 September 1943).

Course at No.1542 Beam Approach Training Flight was 11-17 August 1943; ten hours on Oxfords and five hours in Link. "Little erratic with his instrument flying but has completed course satisfactorily. Could do better if he tried harder. Average."

Course at No.19 OTU, 9 September 1943 to 6 January 1944 on Wellingtons (2.30 day dual to first day solo, total 3.45 day dual, 4.45 at controls with a captain, 36.05 at controls as captain by day; 1.20 night dual to first night solo, 4.25 total night dual, 3.40 night at controls with a captain, 42.25 night as captain). Also logged 17.15 in Link. Flew 20 hours on instruments. Carried out four daylight and five night cross-country flights, three daylight and one night fighter affiliation exercises. "This NCO is a normal straight through trainee who has experienced no difficulty whatsoever throughout the course. He is keen, attentive to detail and a sound

pilot and captain who has the backing of a good crew. He has led his crew well, has set them a good example throughout the course and should be retained as captain." Report dated 6 January 1944; he was recommended for a commission.

When trained as instructor (No.3 Flying Instructor School, 27 December 1944 to 7 February 1945) he flew Oxfords (38.35 day and night) and was tested in Principles of Flight, Navigation, Airmanship and Technical Subjects. Generally assessed as "average" but S/L W.A. Howell wrote in 20 February 1945, "This pupil should make a good instructor. His voice is clear and easy to understand. His flying demonstrations are done well and in conjunction with his pattern. Has a manner to instil confidence in his pupils."

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GALBRAITH, F/O (now F/L) Robert Francis (J11978) - **Air Medal (United States)** - 11th USAAF (deceased) - Award effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 1 October 1922 in Melanethon, Dufferin County, Ontario. Home in Shelburne, Ontario. Assistant salesman in an art gallery before enlistment. Enlisted Toronto 6 August 1941 and posted to No.4A Manning Depot. To No.31 OTU, Debert (guard), 12 September 1941. To No.3 ITS, Victoriaville, 13 October 1941; graduated and promoted LAC, 22 November 1941; to No.4 EFTS, Windsor Mills, 23 November 1941; graduated 30 January 1942; to No.13 SFTS, St.Hubert, 1 February 1942; graduated and commissioned, 5 June 1942. To No.14 (Fighter) Squadron, Sea Island, 21 June 1942. Promoted Flying Officer, 5 December 1942. Proceeded with No.14 (Fighter) Squadron to Umnak, Alaska, 17 February 1943. To "Y" Depot, Halifax, 22 September 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943 and posted to No.3 PRC, Bournemouth. To No.57 OTU, 7 December 1943. To No.11 Tactical Evaluation Unit, 3 April 1944. To No.83 Group Support Unit, 5 June 1944; promoted Flight Lieutenant, that date. To No.181 Squadron, 17 July 1944. Attached to No.14 Armament Practice Camp, 23 January to 9 February 1945. Killed in action 5 April 1945 while serving with No.181 Squadron, Typhoon SW552. See Cochand for details; flights were 18 April to 26 July 1943. A formal citation read:

Decorated for meritorious achievement in aerial flight. This officer as pilot of a fighter plane participated in numerous attacks on enemy installations in the Aleutians which were pressed home despite heavy anti-aircraft fire and often under adverse weather conditions. All flights were made from advanced bases and required skilful airmanship for a successful execution of the mission. The courage and devotion to duty of this officer reflects great credit upon himself and the organisation of which he is a part.

Training:

Course at No.4 EFTS was 24 November 1941 to 30 January 1942; Fleet Finch aircraft (32.50 dual, 44.40 solo of which 10.10 was on instruments). Also logged ten hours in Link. "This student made very good progress and with more experience should be an above average pilot."

Course at No.13 SFTS was 16 February to 5 June 1942; flew Harvards - 55.35 day dual, 64.50 day solo, 5.35 night dual, 11.00 night solo. Times included 25.35 on instruments. Also logged 20.05 in Link. "A good steady pilot. Made good progress and worked hard. Good on instruments. Navigation average.." Graduated fourth in a class of 33 and recommended for fighter work.

Course at No.57 OTU was 7 December 1943 to 28 March 1944. Flew Master aircraft (two hours 30 minutes dual) following by Spitfire (54 hours 20 minutes by day, four hours five minutes by night; of this, two hours 15 minutes of Master time was in formation and 20 hours five minutes of Spitfire time was in formation; logged a total of three hours 30 minutes on instruments; also nine hours ten minutes in Link. Had one accident with a Spitfire on 14 January 1944 while taxiing ("carelessness"). Ground subjects were Aircraft recognition (83/100), Operations and Tactics (170/200), Armament (240/300), Intelligence (94/100), Navigation (132/200), Signals (91/100). Air tests in General Flying (250/400), Applied Flying (125/200), Instrument Flying (150/250), Night Flying (64/100) and Link (39/50). Poor average in low level bombing, average everywhere else. Fired 2,260 rounds air-to-air, 1,655 rounds air-to-ground, and exposed 206 feet of cine film. "Will make an average fighter pilot; needs more practice in combat; had trouble at the beginning of the course but has extracted digit and is now OK. He is reliable and should be OK in a squadron." (S/L F.W. Lister, CFI).

Selected Assessments: "This officer has only been with the unit for one month and therefore it is not considered that a satisfactory assessment can be made at this time. However, he is quite capable of carrying out the duties he is given in the squadron." (S/L B.D. Russel, 15 August 1942).

"This officer is a very quiet type of lad, but can be relied upon to do a good job." (F/L B.R. Walker, 28 December 1942).

"This officer is next on our overseas posting list and he certainly is anxious and eager about it. He has done a remarkably good job at Amchitka and is keen about operational work. He is an above average pilot and shows good judgement in action. Should do an exceptionally good job wherever he is placed in operations. A future Flight Commander." (S/L B.R. Walker, No.14 Squadron Detached Operations, 29 July 1943.)

Assessment drafted 22 April 1945 noting that he had flown 771 hours 55 minutes (58 hours 50 minutes in previous six months). "This officer has always shown a distinct marked keenness

both on the ground and in the air. His popularity was very high in the squadron and could always be relied upon to carry out a job to his very best ability." (F/L T. Entwistle.)

Circumstances of death: The following report was filed on 5 April 1945 by Warrant Officer J.H. King of No.181 Squadron:

I was flying as No.2 to F/L Galbraith on a long-range armed reconnaissance in the Lingen-Cloppenburg area on the morning of Thursday, 5th April 1945. He went down to attack with cannon a goods train on the line between Furstenay and Bippen and warned the rest of the formation to stay out owing to flak.

However, later, together with F/O J.W. Phillips, who was the only other member of the formation still with rockets, he made a further attack. Intense light flak opened up from the wood north of the line and F/L Galbraith must have been hit and he dived into the wood where his aircraft exploded in flames.

A further report put the time at 0550 hours and one mile south of Hartlage, Germany. A German railway worker who was interviewed later by Missing Research Enquiries Service stated that the attacking fighters had red cowlings. He may have been confusing Typhoons with American fighters, several of which were also operating in the area. He confirmed the fierceness of the flak, and suggested that the train attacked might have been carrying V-2 rockets, which would explain the strength of the defence.

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GALE, FS (now WO1) Cecil Melvin (Can 448) - **Mention in Despatches** - No.401 Squadron - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born 19 August 1900 in St.Thomas, Ontario. Home in Calgary; enlisted in High River, Alberta, 7 August 1928 as Master Motor Mechanic (Transport). Reclassified as Fitter, Aero Engines, 22 November 1928. At High River Air Station, August 1928 to 26 December 1928 (inspection and overhaul). At Winnipeg Air Station, 26 December 1928 to 18 March 1929 (overhaul of Rolls Royce engines). On strength of High River Air Station, 18 March 1929 to October 1929 (aero engine maintenance and overhaul, Moth 60, Stearman, Fairchild and Waco machines). Promoted AC1, 6 June 1929. Promoted LAC, 23 July 1929. Attended Wright engine course, Montreal, November-December 1929. At High River Air Station, January 1930 to January 1931 (Moth, Stearman, Fairchild and Waco aircraft). Attended Air Pilotage and Photo course, camp Borden, January to March 1931. At High River again, April 1931 to June 1931 when station closed. At Winnipeg Air Station, July 1931 to August 1933 (engine overhauls, general workshop and crew of aircraft on detached operations, Fairchild, Bellanca, Vedette and Vancouver aircraft). At Lac du Bonnet Air Station, August 1933 to 7 June 1936 (aircraft, marine and vehicle maintenance, aircrew and photographer; he described his work as "All flying boats

and seaplane as well as outboard and inboard motor boats, servicing station electrical and plumbing systems, operating diesel caterpillars while clearing land for airdrome and snowplowing." Promoted Corporal, 1 June 1936. At Camp Borden, 10 June 1936 to 8 June 1937 (NCO in charge of Aero Engine Mechanics at Flying Training School; on 31 December 1936, F/L W.R. Riddell, Officer Commanding, Flying Training School, described him as follows: "Corporal Gale has been attached to 'A' Flight for seven months, during which time he has shown himself to be an energetic and dependable NCO."). At Trenton, 8 June 1937 to 16 September 1938 (same duties; described on 30 November 1937 by S/L A.C. Hull as "Very reliable and energetic NCO; shows good judgement and common sense."). Promoted Sergeant, 1 April 1938. At Station Calgary, 16 September 1938 to January 1939 (NCO in charge of fitting, Siskin aircraft). At Station Sea Island, January 1939 to August 1939 (NCO in charge of fitting, Hurricane aircraft). Promoted Flight Sergeant, 1 September 1939. At Station St. Hubert, September-October 1939 (Hurricane and Delta aircraft). At Station Dartmouth with No.1 (Fighter) Squadron as of 6 November 1939 and proceeded overseas with them, 20 June 1940, serving at Middle Wallop, Croydon, Northolt, Prestwick, Castletown, Driffied and Digby, taking specialist Rolls Royce engine course while overseas. Promoted WO2, 1 January 1941. Repatriated 21 July 1941 via Rockcliffe. To No.2 Equipment Depot, Calgary, 3 August 1941. To Station East Calgary, 16 September 1941. Promoted WO1, 1 October 1941. To No.11 Equipment Depot, Calgary, 31 July 1942. Reclassified as Master Mechanic, 1 February 1943. To No.16 Air Inspection District, 31 March 1943. To No.10 Repair Depot, 21 August 1943 (Technical Warrant Officer, in Engineering Headquarters, dealing with Anson, Beechcraft, Norseman, Boston, Cornell, Lysander, Canso, and Harvard aircraft). Reverted to Flight Sergeant, 1 October 1946. To Northwest Air Command, Edmonton, 3 October 1946. To No.6 Communications Flight, Edmonton, 11 December 1946. This later became "K" Flight. To Northwest Air Command, 3 October 1946. His last assessment, dated 1 September 1948, declared, "Flight Sergeant Gale strengthens any unit in which he serves." Retired 22 April 1949. Died in Edmonton, Alberta, 15 February 1982 as per **Legion Magazine** of May 1982. Recommended for a BEM on 28 October 1940 with essentially this as proposed citation.

Flight Sergeant Gale, C.M., is NCO in charge of "A" Flight, No.1 Canadian (F) Squadron. Working under trying conditions, he has maintained the squadron aircraft in a capable manner. Owing to the intense operational activity during the latter part of August and September, the flight maintenance crew were called upon to work to the limit. Flight Sergeant Gale carried out his duties, often working from very early morning until late into the night, with a result that sufficient aircraft for flight use were available at all times.

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GALE, S/L Edward Bagley (C1618) - **Air Force Cross** - No.1 Central Flying School - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 15 December 1917 at St.Cyr, Quebec. Prewar photographer and teacher; also active in COTC at Macdonald College and had taken flying lessons at the Montreal Flying Club. Enlisted in Quebec as a Pilot Officer, 29 January 1940. Posted to Camp Borden, 16 June 1940. Trained at No.1 SFTS (graduated 13 August 1940, having been graded first in a class of 45 in ground school and second in a class of 40 flying pupils). Remained at Camp Borden until 5 October 1940, on which date he was promoted to Flying Officer. Attended Central Flying School, Trenton, 5 October to 25 November 1940, after which he returned to No.1 SFTS at instructor, serving there until 30 June 1942. Injured on 2 June 1941 near Camp Borden in Harvard 2683; practicing forced landing approaches when engine failed to resume full power on opening throttle; this necessitated a forced landing in a farmer's field with undercarriage retracted; hit a wooden fence and ended up striking a stream bank. His Sutton harness was too loose. Gale's face thrown into instrument panel; pupil Gordon L. Gates severely injured. Attached to Ferry Command, 1 July to 6 August 1942 (promoted to Flight Lieutenant, 16 February 1942); attended Empire Central Flying School in Britain. Returned to Canada, 11 December 1942. On staff of No.1 Flying Instructors School (Central Flying School), 4 January 1943 to 3 August 1944 (promoted to Squadron Leader, 10 October 1943; recommended for Wing Commander, 1 June 1944 but not so promoted). On strength of Air Force Headquarters, 4 August 1944 to 31 January 1945. Posted overseas on 2 February 1945 to attend Test Pilot School, Boscombe Down; to Royal Aeronautical Establishment, Farnborough, 3 January 1946. Killed 25 May 1946 in crash of Mustang KH505. Medal presented to his mother, Mrs. L.M. Gale, Asbestos, Quebec, 14 November 1950, having been sent to Canada, returned to England in anticipation of investiture there and then returned to Canada. Photo PL-50455 shows his mother after presentation. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has recommendation dated 13 December 1943, at which time he was Acting OC, Instructional Flight, and had flown 2,430 hours 25 minutes, of which 2,200 were as instructor, and 408 hours 25 minutes had been in previous six months:

Squadron Leader Gale has made an outstanding contribution to flying training. He has at all times given unsparingly of his own time and efforts both in the air and on the ground. In spite of the tiring and repetitive nature of his work, he has always shown an unbounding keenness for his job and displayed exceptional devotion to duty.

Assessments: Assessed on 3 December 1940 by Central Flying School - "Pilot very competent on this type of aircraft [Lockheed]. With practical experience should become an excellent instructor." On other types of aircraft (Tiger Moth, Anson, Harvard, Battle and Northrop) he was described thus: "This pupil very good all around - flying excellent, patter excellent - could

put more emphasis in pattern when explaining procedures. Should be good instructor with more experience.”

On 13 January 1942, S/L William M. Foster of the Central Flying School Examining Flight checked him - “This instructor has exceptional flying ability and executes flying manoeuvres with skill, precision and smoothness. He has an excellent knowledge of sequences and his demonstrations are highly instructive. Ability and experience warrant a higher category.” As a result he was reclassified from Category B to Category A.2.

He was rated as an A.1 instructor on 13 October 1942: “This pilot has a profound knowledge of his subject and demonstrates flying in a clear and painstaking manner.”

On 10 September 1943, G/C R.E. McBurney (Commanding Officer, Trenton), recommended him for accelerated promotion. “As a pilot instructor this officer is exceptional, both on the ground and in the air. He is at all times endeavouring to further his service knowledge, especially in technical knowledge of aircraft and engines. As a lecturer and instructor on the staff of the Central Flying School, he is considered as the backbone of Advanced Instructors Flight. His only fault is the fact that it is necessary to stop him from over-working himself.”

Flying Hours: As of 21 December 1945 he stated he had flown 2,990 hours of which 2,500 were instructional. These included 133 hours 45 minutes were on instruments. This was broken down as follows: Single Engine (Day) - 1,717 hours 45 minutes; Single Engine (Night) - 127 hours five minutes; Multi-Engine (Day) - 1,058 hours five minutes; Multi-Engine (Night) - 87 hours five minutes. These included Yale (439 hours), Harvard (961), Crane (438 hours 20 minutes), Oxford (116 hours 50 minutes), Hudson I, III and V (559 hours 55 minutes), Ventura (103 hours 45 minutes), Nomad, Battle, Master, NA-44, Hurricane, Spitfire, Tempest (seven hours five minutes), FW.190 (four hours 25 minutes), Anson, Lockheed 10 and 12, Bisley (four hours 30 minutes), Bolingbroke (32 hours), Wellington III and X, B-25, Boston, Mosquito (28 hours 20 minutes), Stirling (five hours 55 minutes); Lancaster, Meteor I and III (one hour 35 minutes), Audax, Skua, Gladiator, Martinet, Blenheim I, Whitley, Swordfish, Hotspur, Buzzard glider, Dauntless, Havoc, Miles Aerovan and Buckmaster.

Particulars of death: Killed at 1110 hours, 25 May 1946. He had been on a “self authorized flight”, conducting high speed dives from high altitude for “research on the behaviour of wing sections near the speed of sound”. Having completed eight dives, the accident occurred on the ninth dive; it was to be from 40,000 feet to 20,000 feet at a 45 degree angle and not to exceed 450 m.p.h.. He did not pull out. “Subsequent investigation could trace no evidence of structural failure, and most of the aircraft remains were buried so deeply that it was impossible to obtain technical evidence of any value.” Evidence was adduced that he had lost control at some 26,000 to 28,000 feet and had dived vertically. Oxygen malfunction was advanced as

the cause. At the time he was deemed a very experienced pilot, having flown 2,906 solo hours on all types of aircraft (although only 17 on Mustangs).

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GALER, LAC Nick Harold (R160515) - **Mention in Despatches** - No.433 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 2 June 1920. Service with South Alberta Regiment, January-February 1941. Enlisted in Calgary, 16 March 1942 as Aero Engine Mechanic and posted to No.3 Manning Depot. To Technical Training School, 21 April 1942. To Patricia Bay, 23 July 1942. At Promoted AC1, 28 July 1942. Attended Ground Warfare course, Patricia Bay, 30 November to 9 December 1942 Promoted LAC, 1 January 1943. To "Y" Depot, 1 February 1943. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.406 Squadron, 29 March 1943. To No.433 Squadron, 25 September 1943. Attached to No.1666 Conversion Unit, 9 October to 4 November 1943. Course at De Havilland Aircraft, 27 February to 10 March 1944. To No.63 Base, 4 September 1944. Repatriated 5 September 1945. Retired 17 October 1945. Died in White Rock, British Columbia, 30 March 1986 as per British Columbia Vital Statistics. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation dated 30 August 1944 when he had served one year in Canada, 16 months overseas.

This airman's work has always been of a very high standard. He has shown himself to be very keen and conscientious and his energetic appliance of above average knowledge of his trade strengthens the hand of those under whom he works. He has displayed great initiative and can be relied upon to do the most difficult jobs, well setting an example of a very high order.

Note: The Ground Warfare Course taken late in 1942 was all-embracing. It included the following: RIFLE (Parts, Care and Cleaning, Daily Inspection, and elementary firing), RANGE (firing at 100, 200 and 300 yards including timed firing while wearing a respirator), BAYONET (falling, in charging, ground dummy, parrying), FIELD TACTICS (Unarmed Combat, Ruthlessness, Station Reconnaissance, Disarming, Flying Tackles, Snake Crawl, Duck Walk, Freezing and Assault Course), MACHINE GUNS (Thompson and Sten, Shoulder and Hip Shooting) and PROTECTION AGAINST GAS (Gases, Respirator Parts, Wearing Respirators, Personal Decontamination, Detectors, Warnings, Equipment.)

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GALIGAN, Corporal Steve Nelson (R86795) - **British Empire Medal** - No.6 Communications Flight - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 27 November 1914 in Pakan, Alberta (RCAF press release 4907 announcing

award). Enlisted Edmonton 29 January 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 28 March 1941. Promoted AC1, 6 September 1941. To No.3 SFTS, 10 September 1941. Promoted LAC, 1 January 1942. To No.4 Training Command, 7 September 1942. To Northwest Staging Route, 11 February 1943. Promoted Corporal, 24 February 1943. To No.6 Communications Flight, 23 May 1944. To Technical Training School, 5 June 1946. Retained rank of Corporal in postwar RCAF (22210). Promoted Sergeant, 1 October 1950. Promoted Flight Sergeant, 1 October 1953. Died in Culp, Alberta, 16 January 2002.

This aero engine mechanic has been attached to the North West Staging Route for a long period of time and has made very many trips over its isolated northern territory. With determination and skill, he has kept aircraft serviceable under trying and rugged conditions, often with inadequate facilities. With ingenuity and cheerfulness he has set a splendid record of most loyal service and devotion to duty.

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GALIPEAU, F/L Jean (J36436) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Ottawa, 6 November 1917. Educated at Brebeuf and Guigues Schools, La Salle Academy and night course at Technical School. Messenger boy. Enlisted Ottawa 4 October 1940 for General Duties. To No.5 SFTS, 31 October 1940. Promoted AC1, 4 January 1941. Promoted LAC, 4 April 1941. Promoted Corporal, 1 March 1942. Remustered to aircrew and posted to No.4 Manning Depot, 16 October 1942. To No.3 ITS, 15 January 1943; graduated 16 April 1943 and posted next day to No.11 EFTS; graduated 11 June 1943 and posted next day to No.13 SFTS, St. Hubert; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Embarked from Canada, 1 November 1943; disembarked in Britain, 9 November 1943. Attached to No.6 EFTS, 3-27 December 1943. To No.18 (Pilots) AFU, 27 December 1943. Attached to No.1533 Beam Approach Training Flight, 15 February to 6 March 1944. Promoted Flying Officer, 1 April 1944. To No.82 OTU, 11 April 1944. To No.61 Base, 25 June 1944. Attached to Dalton Battle School, 25 June to 1 July 1944. Attached to No.1666 Conversion Unit, 1-31 July 1944. To No.425 Squadron, 31 July 1944. Promoted Flight Lieutenant, 10 September 1944. Shot down and taken prisoner, 14 October 1944. Safe in United Kingdom, 26 May 1945. Repatriated 7 July 1945. To Rockcliffe, 25 July 1945. Reverted to Flying Officer in postwar RCAF (26019). To No.426 Squadron, Dartmouth, 16 September 1946. To Dorval with that unit, 16 March 1947. To Composite Training School, Toronto, 23 May 1947. To No.426 Squadron, 20 July 1947. To Instrument Flying School, Centralia, 25 October 1947. To No.426 Squadron, 28 December 1947. To Transport Command Headquarters, Trenton, 27 June 1949. To Recruiting Unit, Montreal, 1 September 1951. To Station St. Hubert and No.104 (Composite) Flight, 5

January 1952. Retired 30 September 1952, settling in Montreal. Died in Gatineau, Quebec, 1 March 1988. See website <http://aircrewremembered.com/galipeau-jean.html>.

In October 1944 this officer piloted an aircraft detailed to attack an enemy submarine base. In spite of heavy anti-aircraft fire a successful bombing run was executed. Shortly after leaving the target the starboard outer engine became unserviceable and the propeller had to be feathered. A few minutes later the starboard inner engine failed, the aircraft lost height and it seemed as though Flight Lieutenant Galipeau would be forced to bring his aircraft down onto the sea but at the third attempt to restart one of the defective engines he succeeded in so doing. He afterwards flew to an airfield and effected a safe landing. This officer displayed outstanding airmanship, great coolness and determination in difficult circumstances.

NOTE: DHH file 181.009 D.1730 (National Archives RG.24 Volume 20607) has recommendation drafted 10 October 1944 by W/C. H.C. Ledoux when he had flown 19 sorties (90 hours). It read:

A pilot of a Halifax bomber, Flight Lieutenant Gallipeau has exhibited outstanding skill in operations over the numerous targets assigned to him.

On October 4th, 1944, Flight Lieutenant Gallipeau's crew were detailed to bomb a submarine base in Bergen, Norway. On the run in to the target, the flak was very heavy. Despite these adverse conditions, a successful bombing attack was driven home. Immediately on leaving the target, the starboard outer engine failed and had to be feathered. The aircraft was flown on three engines for five minutes when the starboard inner engine also failed and, losing considerable height, Flight Lieutenant Gallipeau ordered his crew to prepare for ditching. Undaunted by this engine trouble, the pilot turned off course and headed for the coast of Norway. After two attempts to restart either of the engines, he was successful in bringing into play the starboard outer engine. The pilot immediately turned towards home, gaining height until the starboard outer engine stopped again.

Displaying remarkable determination, Flight Lieutenant Gallipeau succeeded in restarting the starboard outer engine two more times after it had stopped. In this way, he was able to land his aircraft on an emergency field without loss of life and without damaged to the aircraft.

His cool courage and superb airmanship under these adverse flying condition were a source of encouragement to the remainder of his crew. His outstanding gallantry and dogged determination in the face of danger are highly

commendable. In recognition of this officer's exceptional presence of mind and good judgement, I highly recommend that he be awarded the Immediate Distinguished Flying Cross.

The sortie list was as follows:

7 August 1944 - La Hogue (3.55)
9 August 1944 - Foret de Nieppe (3.40)
13 August 1944 - Falaise (3.45)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels (4.20)
18 August 1944 - Connantre (5.45)
23 August 1944 - Brest/Cornouai Iles (4.30)
27 August 1944 - Marquis Mimoyecques (3.35)
31 August 1944 - Ile de Cezembre (4.55)
13 September 1944 - Osnabruck (5.00)
15 September 1944 - Kiel (5.55)
17 September 1944 - Boulogne (4.05)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.50)
28 September 1944 - Cap Gris Nez (3.55)
30 September 1944 - Sterkrade (5.15)
4 October 1944 - Bergen (6.40)
12 October 1944 - Wanne Eickel (5.30)

Notes: As of 30 June 1952 his flying included the following types and times: Fleet Finch (67 hours 15 minutes), Harvard (241.45), Tiger Moth (12.35), Oxford (83.30), Wellington (77.45), Halifax II (42.00), Halifax III (124.35), Cornell (48.25), Anson II (27.25), Dakota (562.50), Mosquito (1.45), Expeditor (130.55), T-33 (2.20) and North Star (936.50).

Training: Attended No.3 ITS, 8 February to 16 April 1943. Courses in Mathematics, Law and Discipline, Navigation, Anti-Gas Armament (written), Armament (practical), Aircraft Recognition, Drill, Signals (buzzer and lamp) and Meteorology. Scored 699 points of a possible 1,000. Placed 101st in a class of 137. "Good motivation, dependable, energetic, very popular with the other lads in thr flight. Should make a good team worker." (S/L L.A. Porteous).

Attended No.11 EFTS, 17 April to 11 June 1943. Fleet Finch aircraft - eight hours 55 minutes dual to first solo, total 33.00 day dual, 34.15 day solo, 4.20 night dual and one hour night solo. Was 7.10 on instruments. Logged eleven hours in Link. Ground courses in Navigation,

Airmanship, Armament (written), Armament (practical), Aircraft Recognition and Signals (buzzer). Scored 462 points of a possible 700. Placed 22nd in a class of 24. "Studius, good character but has a weakness in Navigation." (J.G. Elliott).

Attended No.13 SFTS, 14 June to 1 October 1943. Harvard aircraft – 7.25 day dual to first day solo, 70.20 total day dual, 63.55 day solo, 2.30 night dual to first night solo, 8.40 total night dual, 11.20 night solo. Was 12.15 in formation, 27.05 on instrument, logged 20.10 in Link. Flying Tests in General Flying (218/300), Instrument Flying (147/200), Navigation (102/150), Armament (99/150), Night Flying (74/100), Formation Flying (36/50) and Link (35/50). Ground examinations in Airmanship (134/200), Armament (140/200), Navigation (115/200), Signals (144/200), Aircraft Recognition (100/100) and Meteorology (66/100). "Above average pilot, a little weak on precautionary landings, slightly rough on instrument flying." (G/C M.C. Dubuc).

Attended No.18 (Pilots) AFU, 15 January to 11 April 1944. Oxford aircraft - 3.50 day dual to first day solo, 15.15 total day dual, 22.05 day solo, 1.00 night dual to first night solo, 5.30 total night dual, 13.10 total night solo. Was 4.15 on instruments and 9.50 in Link. Flying Tests in General Flying (220/400), Applied Flying (130/200), Instrument Flying (160/200), Night Flying (64/100) and Link (32/50). "Average pilot. He is keen and conscientious and should make a reliable captain."

Attended No.82 OTU, 11 April to 15 June 1944. Wellington III and X aircraft - 5.35 day dual to first day solo, 6.05 total day dual, 33.15 day solo, 4.30 night dual to first night solo (also total night dual), 32.35 night solo. Was ten hours in Link. Flying Tests in General Flying (240/400), Applied Flying (130/200), Instrument Flying (160/200), Night Flying (68/100) and Link (30/50). Ground examinations in Airmanship (216/300), Armament (204/300), Navigation (140/200) and Signals (56/100). "An average pilot who should turn out to be a good captain and operational pilot when he has more experience in Bomber Command." (W/C R.M. Cox).

Attended No.1666 Heavy Conversion Unit, 1-31 July 1944. Crew were himself, J36829 P/O D.A.Butler (navigator), R94468 Sergeant C.F.Williamson (bomb aimer), R204535 Sergeant L.H.Hogg (WAG), R225434 Sergeant C.M. Crabtree (rear gunner), R185125 Sergeant J.L.M.Pare (mid-upper gunner) and R90935 Sergeant F.H.Eade (flight engineer), "Flying Officer Galipeau is a keen, steady pilot who has worked throughout the course. He is a good captain backed by a keen crew and they should do well." (W/C R.T. Langton).

The website "Lost Bombers" provides the following details of his being shot down. Halifax MZ674 (KW-N), target Duisberg, 14 October 1944. The aircraft was airborne at 0605 hours, 14 October 1944 from Tholthorpe. Crew consisted of F/L J.Galipeau, RCAF (19 trips, 90 operational

hours, POW), Sergeant F.H.Eade, RCAF (flight engineer, 17 trips, 82 hours five minutes, killed), F/O D.A.Butler, RCAF (navigator, 17 trips, 82 hours five minutes, killed), Flight Sergeant C.F.Williamson, RCAF (bomb aimer, 17 trips, 82 hours five minutes, POW), Flight Sergeant L.H.Hogg, RCAF (WAG, 17 trips, 82 hours five minutes, killed), Flight Sergeant J.O.Bazinet, RCAF (mid-under gunner, two trips, 13 hours 15 minutes, POW), Sergeant J.L.M.Pare, RCAF (mid-upper gunner, 20 trips, 96 hours 15 minutes, POW), and Sergeant C.M.Crabtree, RCAF (rear gunner, 21 trips, 101 hours 30 minutes, killed). Sergeant Crabtree was on detachment from No.524 Squadron, an anti-submarine unit flying Wellingtons from Bircham Newton. Flight Sergeant Bazinet was interned in Camp 6J; F/L Galipeau was held in Camp L3, POW number No.369; Sergeant Pare went to Camp L7, POW number 1077 with Flight Sergeant Williamson, POW number 1088.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 29 May 1945. He stated he had flown 19 sorties previously.

The operational flight was my 20th. Everything was normal until we reached Germany. When about twenty miles or so from the target (around nine o'clock in the morning) there was a fair amount of flak. I saw about five big explosions ahead of me in the air which I thought might have been aircraft exploding. Then I saw two Halifaxes spinning down, one in flames. By that time we were at the bombing run. Just after we released the bombs we received a direct hit in the starboard wing by flak, the shell just going through without exploding. The two starboard boost gauges showed 6 ½ pounds boost after that but the r.p.m. were still okay. Then the Mid-Upper spotted the fire in the wing and told me so. The engineer told me one tank was draining fast. After that I tried to feather starboard propellers without success. We could not put out the fire. I told the crew we might have to bale out. The only other thing which I could do was to take a chance and dive the aircraft a bit in hopes of blowing out the flames. Although this was a very dangerous thing to do I decided to try it but the effort was not successful. By that time one of the tanks which was on fire was almost drained. I expected the aircraft to blow up at any time so reduced the speed to about 160 m.p.h, and told the crew to do an emergency bale out so as to be out as soon as possible. The two starboard props were just windmilling and made the aircraft made hard to control and we were losing height fast. After I saw the Bomb Aimer leaving I checked the intercom to see that everybody was out. Having no answer I started to get out of my seat. I looked back and there was quite a bit of smoke in the aircraft. I could not see anyone so I baled out. I saw the aircraft go in a spiral and enter a thin layer of cloud (after my chute was open). I went through the clouds after which I saw two or three other chutes.

When I got down fairly close to the ground the Germans opened up fire on me with light machine pistol and rifle. I spilled air out of my chute and luckily enough I reached the ground without being hit. I was captured immediately on reaching the ground. The WOP handed me my chute. Out feet first. Fell back on loosening quick release and became unconscious.

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GALL, F/L Robert (J20725) - **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 18 July 1922. Enlisted Edmonton 12 August 1941. To No.3 Manning Depot, 26 August 1941. To No.2 BGS (guard), 24 September 1941. To No.2 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.15 EFTS; graduated 28 March 1942 when posted to No.3 SFTS; graduated and commissioned on 17 July 1942; to No.2 Flying Instructor School, 14 August 1942; to No.11 SFTS, 10 October 1942. Promoted Flying Officer, 17 January 1943. To "Y" Depot, 31 October 1943; taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flight Lieutenant, 17 June 1944. Repatriated 14 May 1945. Retired 29 June 1945. Photo PL-43747 shows F/L Robert Gall (centre) checking in with W/C Fred Sharp (extreme left). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had completed 32 sorties (207 hours) between 6 November 1944 and 4 April 1945.

Flight Lieutenant Gall has recently completed an operational tour on four-engined bombers as pilot and captain of aircraft. At all times this officer has displayed the highest degree of efficiency, courage and determination to successfully complete each mission. he has participated in many raids far into Germany, including attacks on Chemnitz, Magdeburg and Bohlen.

On one occasion he pressed home his attack on Cologne with but three serviceable engines. Indicative of Flight Lieutenant Gall's ability is the fact that on two occasions he was selected to lead aircraft concentrations during daylight raids on German targets.

The sortie list follows; evidently the captain for the crew in which F/O D.L. McKinnon served:

6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (5.05)
18 November 1944 - Munster (6.00)

21 November 1944 - Castrop Rauxel (6.20)
26 November 1944 - Neuss (5.20)
18 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.40)
28 December 1944 - Opladen (6.10)
30 December 1944 - Cologne (6.45)
2 January 1945 - Ludwigshaven (7.40)
5 January 1945 - Hanover (6.10)
13 January 1945 - Saarbrucken (7.35)
14 January 1945 - Grevenbroich (6.30)
16 January 1945 - Magdeburg (6.30)
2 February 1945 - Wanne Eickel (5.50)
4 February 1945 - Bonn (6.05)
7 February 1945 - Goch (6.40)
13 February 1945 - Bohlen (8.50)
14 February 1945 - Chemnitz (8.55)
20 February 1945 - Monheim (6.20)
21 February 1945 - Worms (6.50)
24 February 1945 - Kamen (7.15)
27 February 1945 - Mainz (6.50)
1 March 1945 - Mannheim (7.20)
2 March 1945 - Cologne (5.30)
5 March 1945 - Chemnitz (9.25)
7 March 1945 - Hemmingstadt (6.00)
8 March 1945 - Hamburg (5.45)
12 March 1945 - Dortmund (6.05)
15 March 1945 - Wuppertal (6.00)
31 March 1945 - Hamburg (5.30)
4 April 1945 - Harburg (5.35)

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GALL, P/O Robert Davidson (J17127) - **Air Medal and Three Oak Leaf Clusters (United States)** - 9th USAAF (AFRO gives unit only as "Overseas" - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 23 July 1917. Enlisted Regina 29 January 1941 and posted that date to No.2 Manning Depot. To No.3 SFTS (guard), 2 March 1941. To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; to No.5 BGS, 15 August 1941; graduated and promoted Sergeant, 15 September 1941. To "Y" 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 2 October 1943. To No.7 ITS, 11 December 1943. To No.6 EFTS, 10 March 1944. To No.3 WS, 4 May 1944; to No.10 SFTS, 11 August 1944. Promoted Flight Lieutenant, 3 December 1944. Qualified as pilot, 12 January 1945. Date of release uncertain. 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 Oak Leaf Cluster for "...having participated in two operational missions, each of of 2 1/2 hours or more duration, and six operational missions, each of less than 2 1/2 hours duration."

Same order awards second Oak Leaf Cluster for "...having participated in four operational missions, each of of 2 1/2 hours or more duration, and two 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 of 2 1/2 hours or more duration, and two operational missions, each of less than 2 1/2 hours duration."

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GALLAGHER, F/L Bertram Edward (J24213) - **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 25 September 1922 in North Vancouver. Delivery boy for two summers in Powell River, chokerman in a logging cam in summer of 1941. Attending University of British Columbia iin 1941-42 (COTC experience). Enlisted Vancouver 28 February 1942. Granted Leave Without Pay until 28 April 1942 when posted to No.3 Manning Depot. To No.7 SFTS (guard), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; posted next day to No.2 AOS; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 May 1943. Disembarked in Britain, 4 June 1943. To No.3 PRC, Bournemouth, 5 June 1943. Attached to army, Horsham, 2-16 July 1943. Attending Aviation Candidates Selection Board, 19 July to 14 August 1943. From the Board (which seems to have been weighing his suitability for operations) he was described as "Wants to get on a fast ship - nighter fighter" and "Not been on operations. Volunteered for N (R) because he wants something more active than plain navigating. Very good type of young Canadian, full of fight, but has his head well screwed on." Promoted Flying Officer, 5 September 1943. To No.62 OTU,

21 September 1943. An interesting note from that unit states that he had worn corrective glasses for seven years and had some difficulty with prolonged use of radar screens. To No.51 OTU, 15 November 1943. To No.410 Squadron, 29 February 1944. Promoted Flight Lieutenant, 5 March 1945. Emplaned from Holland, 17 June 1945, arriving in Britain that day. Repatriated 5 August 1945. Retired 18 October 1945. Unit identified in AFRO only as "Overseas"; listed in **410 Squadron: A History**. Died in Nanaimo, British Columbia, 9 November 1958, aged 35 (British Columbia Vital Statistics). RCAF photo PL-28981 (ex UK-9381 dated 1 April 1944) shows him.

Notes: Involved in crash of Mosquito MM762 at B.51 airfield, 28 September 1944. His pilot was F/O J.W. Fullerton, neither injured. Had taken off, 2040 hours; returning to base with airborne radar unserviceable. Return at 2200 hours.

Involved in crash of Mosquito MM757 at B.51 airfield (Lille/Venderville Nord), 5 December 1944. His pilot was F/O J.W. Fullerton, both slightly injured. Aircraft suffered engine failure and was written off.

Upon repatriation (10 July 1945) he signed a form stating he had flown 50 sorties (133 hours 40 minutes), the last on 10 April 1945. He had also flown 223 hours 50 minutes non-operational. Flying times given as 106 hours ten minutes on Anson and Beaufighter, 251.20 on Mosquito. Stated he was involved in the destruction of three Ju.88s.

There is little in his file to explain why he was singled out for a Mention in Despatches. The most detailed assessment was one on 3 October 1944 by W/C G.A. Hiltz: "A good Navigator/Radio. Obtained an above average assessment in conversion to Mark X A.I. On the other hand this officer is very undependable, often not turning up on time from his days off. His use of alcohol, although not considerable, still interfere with his work. Has two Hun aircraft to his credit."

Brother a pilot in RCAF.

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GALLAGHER, FS John Francis (R100487) - **Mention in Despatches** - No.26 Operational Training Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Winnipeg, 11 June 1919. Enlisted 15 April 1941 in Winnipeg as Radar Mechanic. To No.4A Manning Depot, 6 May 1941. To McGill University, 31 May 1941. Promoted LAC, 20 October 1941. To No.1 Manning Depot, 25 October 1941. To No.31 Radio School, 30 October 1941. To "Y" Depot, date uncertain. To RAF overseas, 7 January 1942. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 April 1943. Promoted Flight

Sergeant, 11 November 1944. Repatriated 13 August 1945. Retired 2 October 1945. He spent most of his working life with Imperial Oil starting in Winnipeg in 1951 and moving to Edmonton in 1972; retired 1983. Died in Edmonton, 2 October 2007.

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GALLAGHER, S/L Norman Joseph (C9371) - **Mention in Despatches** - Croft - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 24 May 1917 in Coatbridge, Great Britain. Home in Swift Current, Saskatchewan; ordained a priest, 29 March 1941. Enlisted in Regina, 14 October 1941 with rank of Honorary Flight Lieutenant. A Catholic chaplain, he had been educated at University of Ottawa and Gravelbourg Theological Seminary. To No.39 SFTS, 28 November 1941. To No.1 Manning Depot, 12 April 1942. To Technical Training School, 24 April 1942. To No.2 Manning Depot, 2 September 1942. To "Y" Depot, 15 August 1943. To United Kingdom, 15 September 1943 for service at RCAF Overseas Headquarters. Promoted Honorary Squadron Leader, 16 September 1943. To No.128 Airfield, 3 January 1944. To No.39 Wing., 12 May 1944. Served in France, 30 June 1944 to 13 January 1945. On strength of RCAF Overseas Headquarters, 24 January 1945. To No.64 Base (Station Croft), 13 February 1945. To No.3 Personnel Reception Centre, 25 May 1945. Repatriated 25 September 1945. To No.1 Air Command, 6 October 1945. To No.1 SFTS, Camp Borden, 10 November 1945. To Trenton, 10 January 1946. To Technical Training School, Aylmer, 28 March 1946 To Trenton, 7 July 1946. To Camp Borden, 18 July 1946. To Trenton, 1 October 1946 where he became one of two serving chaplains who remained in the RCAF after the war (24331 on 1 October 1946 in rank of Honorary Flight Lieutenant). To Station Rockcliffe, 4 March 1947. Promoted Honorary Squadron Leader, 1 January 1949. To Air Transport Command, Rockcliffe, 21 July 1949. To Air Transport Command Headquarters, Lachine, 10 August 1951. To AFHQ (Air member for Personnel Division), 6 October 1952. To No.1 Air Division, Metz, 13 April 1953. To Air Defence Headquarters, St. Hubert, 16 October 1954. Promoted Honorary Wing Commander, 1 January 1956. To No.1 Air Division Headquarters again, 11 October 1962. To AFHQ, Ottawa, 31 July 1963. To retirement leave, 11 September 1963, ending 5 March 1964 and became Bishop. Appointed Auxiliary Bishop of Montreal, 28 October 1966. Appointed Bishop of Thunder Bay, 16 April 1970. Died in Thunder Bay, 28 December 1975, No citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24 Vol.20648) gives unit and has recommendation submitted 3 May 1945, CO Croft to CO No.64 Base. This form states he had enlisted 7 April 1942, had served five months in Canada and 20 months overseas.

After a long tour of duty in 2nd Tactical Air Force this Chaplain arrived at this unit only a few months ago. Already his understanding, sympathy and kindly good humour have made him endeared to all. Always helpful and encouraging, he has

done much for morale on this unit. His interest in all phases of station activity is a further example of his service contribution.

Selected Assessments:

"This officer is above average as a chaplain." (F/L F.T. Moyle, Technical Training School, 2 September 1942). To this (same date), W/C J.H. Keens adds, "Somewhat shy at first but appears to have attributes of a successful service padre. Is sincere and has a very pleasant manner."

"Through his loyalty, tact and common sense he was of great assistance in maintaining morale" (W/C R.C.A. Waddell, No.39 Wing, 8 February 1945)

"His exceptional wit and sense of humour is not frequently found in padres." (G/C H.H.C. Rutledge, Station Trenton, 31 December 1946)

"Squadron Leader Gallagher is an extremely capable chaplain. In the role of Station Chaplain at Rockcliffe he carried out his duties so well as to become almost a legend. In his role of Command Chaplain he also distinguished himself. This officer has an exceptionally fine personality, a keen sense of humour and a great capacity for work. He is well liked by personnel of all denominations. He keeps well informed on all subjects and displays a broad-minded attitude in discussion. Recommended for promotion without hesitation." (W/C J.T. McCutcheon, Air Transport Command Headquarters, 20 October 1952).

"Without assistance for the past year, Wing Commander Gallagher has quietly and with great devotion served the needs of this Command. He has a strong character, ready wit and broad understanding. Underneath is a humble man of God. No chaplain that I have known in the service is better qualified for the task at any level of responsibility." (G/C R.D.P. Blagrove, Air Defence Command Headquarters, 27 December 1960)

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GALLANT, Corporal Joseph Levi Rudolphe (R99312) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per London **Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 17 April 1923. Enlisted in Moncton, 26 May 1941. Retired 26 October 1945. Rejoined RCAF, 3 September 1954 (229826); retired 14 December 1970, settling in Moncton. No citation. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award.

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GALLANT, P/O Joseph Ulysse Edmond (J92680) - **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 26 October 1922 Moncton, New Brunswick. Enlisted there 7 January 1941 as Clerk and posted to No.1 Manning Depot. To No.8 SFTS, 19 February 1941. Promoted AC1, 7 April 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 28 November 1941; to RAF overseas, 12 December 1941. Remustered to aircrew and repatriated via Rockcliffe, 5 August 1943. To No.5 Manning Depot, 6 September 1943. To Technical Training School, 26 September 1943. To No.9 BGS, 12 November 1943; graduated and promoted Sergeant, 11 February 1944. To No.4 Aircrew Graduate Training School, 25 February 1944. To "Y" Depot, Lachine, 22 March 1944. Taken on strength of No.3 PRC, 30 March 1944. Commissioned 9 November 1944. Promoted Flying Officer, 9 May 1945. Repatriated 13 June 1945 and posted to Yarmouth for Tiger Force training. Retired 21 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.2618 (RG.24 Vol.20627) has recommendation dated 27 March 1945 (name given as Joseph Edmond Ulysse) when he had flown 34 sorties (205 hours 55 minutes), 6 October 1944 to 21 February 1945.

This officer has completed thirty-four operational sorties over the most heavily defended targets in the Ruhr and Germany as a rear gunner. On two separate occasions the aircraft in which he was flying was attacked by enemy fighters, but the fine offensive spirit and actions of this gunner saved the crew from probable danger. Pilot Officer Gallant has displayed great coolness and courage which inspired the crew with confidence. By his keenness and professional knowledge he has set a splendid example to all gunners in his squadron.

For his inspiring example, his fine record of achievement and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

6 October 1944 - Dortmund (5.25)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (4.55, day)
23 October 1944 - Essen (5.00)
25 October 1944 - Homburg (5.15, day)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (6.00, day)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (5.25)

6 November 1944 - Gelsenkirchen (4.50, day)
16 November 1944 - Julich (4.50, day)
18 November 1944 - Munster (5.55, day)
21 November 1944 - Castrop Rauxel (6.30)
27 November 1944 - Neuss (5.20)
18 December 1944 - Duisburg (5.55)
24 December 1944 - Dusseldorf (4.20, day)
28 December 1944 - Opladen (6.00)
29 December 1944 - Troisdorf (6.35)
30 December 1944 - Colohne (6.15)
2 January 1945 - Ludwigshaven (7.00)
3 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (6.45)
13 January 1945 - Saarbrucken (6.45)
14 January 1945 - Grevenbrioch (6.10)
1 February 1945 - Mainz (6.35)
2 February 1945 - Wanne Eickel (5.45)
4 February 1945 - Osterfeld (6.10)
7 February 1945 - Goch (5.40)
8 February 1945 - Wanne Eickel (6.05)
13 February 1945 - Bohlen (8.45)
14 February 1945 - Chemnitz (8.25)
17 February 1945 - Wessel (5.35, day)
20 February 1945 - Monheim (7.10)
21 February 1945 - Worms (7.10)

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GALLEN, F/O Robert Muir (J26811) - **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 9 June 1922 at Windsor, Ontario. Gas station attendant. Enlisted there 30 April 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 25 June 1942. To No.5 Manning Depot, 7 August 1942. To No.3 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.4 EFTS until 21 November 1942; may have graduated 29 January 1943 but not posted to No.8 SFTS until 6 February 1943; graduated and commissioned 28 May 1943. To No.1 GRS, 4 June 1943. To No.31 OTU, 6 August 1943. To "Y" Depot, 2 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943 but actually embarked from Canada 24 November 1943 and disembarked un Britain 1 December 1943. Promoted Flying Officer, 28 November 1943. To No.6 (Pilots) AFU, 11 January 1944. Attached to No.1517 Beam Approach Training Flight, 7-14 February 1944. To No.24 OTU,

22 February 1944. To No.61 Base, 17 May 1944. Attached to No.1664 Conversion Unit, 17 May to 15 June 1944. To No.420 Squadron, 15 June 1944. To No.62 Base, 9 October 1944. Repatriated 2 August 1945. Retired 3 October 1945. Died in Owen Sound, Ontario, 31 July 1994 as per **Legion Magazine** of November-December 1994 and Royal Canadian Legion "Last Post" website. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 19 September 1944 when he had flown 32 sorties (152 hours five minutes) in tour lasting 16 June to 16 September 1944.

Flying Officer Gallen's skill, coolness and presence of mind on operations have been an inspiration to his crew and the squadron as a whole. Though detailed to attack some of the enemy's most heavily defended targets, Flying Officer Galen with complete disregard of all defences never once failed to reach his objective and successfully bomb it. This officer's tenacity, endurance and fine offensive spirit have been an example to all and it is recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

16 June 1944 - Sautrecourt (4.00, second pilot)
23 June 1944 - Bientque (4.05)
24 June 1944 - Bientque (4.25)
27 June 1944 - Foret d'Eauvy (4.15)
1 July 1944 - Biennais (4.30)
3 July 1944 - Biennais (3.50)
6 July 1944 - Coquereaux (4.25)
7 July 1944 - Caen (5.05)
12 July 1944 - Thiverny (4.25)
17 July 1944 - Caen A.1 (4.40)
18 July 1944 - Wesseling (5.25)
20 July 1944 - Ferme de Forestel (3.50)
31 July 1944 - Oeuf en Ternois (4.35)
3 August 1944 - Foret de Nieppe (4.55)
4 August 1944 - Bois de Casson (4.45)
5 August 1944 - St. Lieu d'Esserent (4.45)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (5.35)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Falaise (4.25)

15 August 1944 - Brussels/Melsbroeck (4.05)
16 August 1944 - Kiel (5.35)
18 August 1944 - Connantre (6.40)
25 August 1944 - Brest (5.15)
31 August 1944 - Ile de Cezembre (4.35)
9 September 1944 - Le Havre (4.25)
10 September 1944 - Le Havre (4.15)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944 - Wanne Eickel (5.15)
15 September 1944 - Kiel (6.20)
16 September 1944 - Boulogne (3.55)

Training: Interviewed in Windsor, 3 January 1942 by F/L H.E. Fleming - "Alert, quiet, sturdy type, pleasant, cooperative, good material for aircrew. |

Attended No.3 ITS, 31 August to 23 October 1942. Courses in Mathematics (79 percent), Law and Discipline (88 percent), Navigation (70 percent), Airmanship (81 percent), Anti-Gas (96 percent), Armament, written (60 percent). Aircraft Recognition (81 percent), Drill (97 percent), Signals, written (100 percent), Meteorology (58 percent). Placed 43rd in a class of 114. "Alert, intelligent, quick to absorb instruction. Serious and steady. Defendable. Intelligent."

Attended No.4 EFTS, Windsor Mills, 23 November 1942 to 29 January 1943. Tiger Moth aircraft (30.40 day dual including 10.20 day dual to first solo, 31.45 day solo, 3.15 night dual, 45 minutes night solo. Flew 7.25 on instruments. Navigation flying was 2.20 dual, 4.10 solo. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, and Signals. Graduated 13th in a class of 14. "Practice in general flying should help this type of student to do well in advanced aircraft." Ground School comment was "A poor type of student. Careless about details, careless in appearance. All subjects low average except signals. Did not apply himself."

Course at No.8 SFTS, Moncton was 8 February to 28 May 1943. Anson II aircraft (64.30 day dual including 4.50 dual to first solo, 75.35 day solo, ten hours night dual, ten hours night solo. Flying included 13.55 in formation. Flew 26.05 on instruments. Navigation exercises were 19.20 dual, 16.40 solo. Logged 20 hours in Link. Courses in Navigation, Airmanship, Armament, written and practical, Aircraft Recognition, Signals, written and practical, and Meteorology. Placed 25th in a class of 48. "High average pilot. Good commission material."

Course at No.31 OTU was 9-18 October 1943. These dates seem very brief, given his posting dates and time flown on Hudson aircraft - 16.30 day dual, 59.50 day solo (as first pilot), 7.10 day as second pilot, 2.00 night dual, 13.35 night as first pilot, 55 minutes night as second pilot plus

16 hours in Link. Bombing exercises limited due to shortage of practice bombs. Fired 800 rounds, air-to-air and 1,000 rounds air-to-sea. Courses in Navigation, Signals, Armament. Airmanship, Ship Recognition, Meteorology, Photography, Intelligence, Tactics and Coding.

Course at No.6 (Pilots) AFU was 11 January to 22 February 1944. Oxford aircraft (five hours dual to first solo, 10.45 dual, 2.25 solo, all by day. Tested in General Flying (240/400), Applied Flying (120/200), and Instrument Flying (no night or Link work). "This pilot has done only a short course and during that time much bad weather was experienced, so that his low marks do not reflect his true ability which slowed signs of being Good Average." (S/L M. Papworth, 21 February 1944).

Course at No.1517 Beam Approach Training Flight was 7-14 February 1944. Oxford aircraft (11.25, all beam flying) plus five hours in Link. Marked on Beam Approach Procedure and "Q" Codes (132/200), Receiver Operation (65/100), Instrument Flying (160/250), Cloud Flying (140/250) and General Application of Beam Approach Procedure (130/200). "Made good use of a short course. Keen and did quite well." (F/L F.D. Armstrong).

Course at No.24 OTU was 22 February to 2 May 1944. Whitley V aircraft (2.30 day dual to first solo. 5.10 total day dual, 5.25 as second pilot by day, 33.05 as captain by day, two hours night dual to first night solo, 4.50 total night dual, 6.35 night as second pilot, 29.00 night as captain). Logged 14.50 in Link. Carried out four day cross-country and three night cross-country flights above 10,000 feet; flew one Nickel operation and one Bullseye. Did three daylight fighter affiliations and two night fighter affiliations. Flying Tests in General Flying (280/400), Applied Flying (140/200), Instrument Flying (150/250), Night Flying (60/100), and Link (30/50). Ground course tests in Airmanship (243/300), Meteorology (48/100), Navigation (120/200), and Signals (54/100). "An excellent captain who has gained the full confidence of his crew. A good average pilot who took just the average type of time to convert to heavies." (W/C G.A. Roy, Chief Instructor, 2 May 1944).

Course at No.1664 Conversion Unit was 18 May to 14 June 1944. Flew 43.45 hours. "High average pilot - not afraid of work and can be depended on. Had no trouble converting to Halifax aircraft." (S/L N. Smith, "A" Flight Commander).

Note - his crew included P/O W. Downey as Navigator - later awarded DFC. Summary of course at No.1664 Conversion Unit was as follows:

30 May 1944 - Exercise 1 - Familiarization (2.45, day).

30 May 1944 - Exercise 2 - Dual, circuits and landings (2.00, day). Instructor comments, "Taxies fairly well. Take-offs good. Circuit generally pretty fair - no trouble with landings."

31 May 1944 - Exercises 3 and 4 - Dual, circuits and landings overshoot procedure; Dual, three engine flying, including one demonstration landing and at least one landing by pupil at controls before going solo (2.00, day - a lot of work in that time). Instructor comments, "Showed steady improvement. 3-engine procedure and landing good. Could use less brake in taxiing."

1 June 1944 - Exercises 4 and five - Dual, three engine flying, including one demonstration landing and at least one landing by pupil at controls before going solo; solo, circuits and landing (30 minutes dual, 50 minutes solo). Instructor comments, "Good 3-engine landing and overshoots. Good crew cooperation."

2 June 1944 - Exercises 6, 7 and 8 - Dual check including overshoot procedure; solo, circuits and landings, three-engine flying; solo, circuits and landings, Central flying and SBA practice (50 minutes dual, 3.35 solo, all by day)..

3 June 1944 - Exercises 9 and 10 - Dual, three-engine landings, and overshoots, two-engine flying; solo with complete crew, bombing and W/T practice, Gee and map reading (1.15 dual, 2.20 solo, all by day). Instructor comments, "No trouble with three-engine flying or overshoots."

5 June 1944 - Exercise 11 - Solo with complete crew, air-to-air firing, general flying (2.15 solo, day).

6 June 1944 - Exercise 14 - solo with complete crew, bombing, SBA practice (2.55 solo, day).

6 June 1944 - Exercise 15 - Dual, night circuits and landings, to be completed in two nights with a check dual the second night prior to solo (25 minutes, night)

7 June 1944 - Exercises 12 and 13 - Dual complete crew, fighter affiliation; solo, complete crew, fighter affiliation; three engine flying, SBA (1.15 dual, 1.05 solo, all by day). Instructor comments, "Had a bit of trouble at first in finding the correct position to start checking. Improved after a few circuits. Sent solo."

7 June 1944 - Exercises 15 and 16 - Dual, night circuits and landings, to be completed in two nights with a check dual the second night prior to solo; solo, circuits and landings (2.25 dual, 1.20 solo at night).

11 June 1944 - Exercise 17 - Solo, complete crew, night cross-country (6.30 night solo)

12 June 1944 - Exercise 18 - Solo, complete crew, night cross-country, night bombing (5.55 night solo).

13 June 1944 - Exercise 19 - Solo, complete crew, night cross-country (6.05, night).

Further assessed as follows: "High average pilot. Has excellent crew control. Very keen and can be depended on to carry out any detail."

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GALLICANO, F/O Joseph Norman (J88748) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 23 November 1945 as per **London Gazette** of 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 19 March 1920 Nelson, British Columbia. Enlisted in Calgary,

15 December 1941 and posted to No.3 Manning Depot. To No.3 SFTS (guard), 27 March 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.5 EFTS until 21 August 1942; graduated 23 October 1942 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 18 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 5 August 1944. Promoted Flying Officer, 5 February 1945. Repatriated 8 July 1945. To Western Air Command, 20 July 1945. To No.6 OTU, 6 December 1945. To Western Air Command Headquarters, 31 January 1946. Retired 6 April 1946.

This officer has completed a number of sorties against many varied targets in Germany and the Occupied Countries. Most of these were heavily defended and on many occasions his aircraft was severely damaged by anti-aircraft fire. In February 1945, while attacking Osterfeld, the starboard outer engine of his aircraft was hit and set on fire. Flying Officer Gallicano managed to extinguish the fire and successfully complete his mission. His skill, determination and devotion to duty have been worthy of the highest praise.

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GALLIVER, Sergeant William Thomas (R86558) - **Air Medal (United States)** - No.82 Squadron, USAAF - Award effective 13 March 1943 as per AFRO 616/43 dated 9 April 1943. Born 11 April 1921 in Edmonton; home there (clerk). Enlisted in Edmonton, 27 December 1940 and posted to No.2 Manning Depot. To No.10 Repair Depot, 31 January 1941. To No.2 WS, 30 March 1941. Promoted LAC, 1 May 1941. To No.5 BGS, 15 August 1941; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941. To No.1 Signal School, 11 November 1941. Promoted Flight Sergeant, 15 March 1942. To RAF Station Heboan (?), 30 March 1942. To Middle East, 19 June 1942. Attached to 12th Bombardment Group, 12 August 1942 although formal posting to No.205 Group is dated 23 August 1942 and to No.250 Group, 28 September 1942. Promoted WO2, 1 November 1942. Commissioned 3 December 1942 as per orders dated 30 August 1943. To RAF Station Ismailia, 6 December 1942. Repatriated via Rockcliffe, 2 June 1943. Promoted Flying Officer, 3 June 1943. To Western Air Command, 29 July 1943. To No.115 Squadron, 14 August 1943. Remustered for pilot training and posted to No.4 ITS, Edmonton, 13 January 1944. To No.24 EFTS, Abbotsford, 8 April 1944. To No.5 EFTS, High River, 2 June 1944. To No.2 WS, Calgary, 11 August 1944. To No.23 EFTS, Davidson, 2 December 1944. To No.18 SFTS, 2 February 1945. Qualified as pilot, 13 July 1945. Released 17 September 1945. Rejoined RCAF, 11 September 1947 (20341) with No.418 (Auxiliary) Squadron, in rank of Flying Officer. Promoted Flight Lieutenant, 1 January 1954; attending Summer Camp, 3-17 July 1954, No.18 Wing Summer Camp, 17-23 July 1955, No.23 Wing Summer Camp, 30 June to 15 July 1956. Further Special Duty with No.23 Wing, 22-23 September 1956 and 20-30 November 1956. To No.18 Wing

Headquarters, 2 June 1957. Serving at Whitehorse, 30 June to 7 July 1957. Returned to strength of No.418 Squadron, 20 July 1958. Retired 15 October 1958. Died 25 July 1982.

For services on the 16th of December, 1942, when his aircraft was badly damaged by flak; though wounded in the leg and nearly asphyxiated by petrol fumes, he lowered the landing wheels and flaps by the handgear, thus making possible the safe landing of the aircraft and crew.

NOTE: Public Records Office Air 2/9599 has more detailed citation as transmitted from RAF HQ Middle East, 10 January 1943.

For meritorious achievement while participating in an aerial flight. On December 16, 1942, while on an operational mission as a crew member, his airplane was badly damaged by anti-aircraft fire and he was wounded in the leg. When the home base was reached he, disregarding his wound and condition of near asphyxiation from gasoline fumes, succeeded in hand cranking the landing wheels and flaps down. His disregard for his own injury and his devotion to duty made possible the safe landing of the aircraft and crew.

He was one of at least eight RCAF radio aircrew, originally en route to India via North Africa, who were assigned to the 12th Bomb Group which had arrived overseas without their radio officers. They were divided among the four squadrons, he going to the 82nd "Bulldog" Squadron. A longer list of RCAF personnel with the 12th Bomb Group offers the following names:

ANDERSON, Sgt (now P/O) Trevor Maxwell (R87853/J17875), decorated
BROWN, F/O (now F/L) Joseph Alfred (J17884) Sarnia, Ontario - decorated
CARR, P/O Alexander Lawrence (J17877) - decorated
CRUIKSHANK, P/O Donald Herbert (J17887) St.John, New Brunswick - decorated
EMERY, F/O (now F/L) Charles Emile Michel (J18025) Westmount, Quebec - decorated
FLECK, P/O Carl Sidney (J17125) Middle Stewiacke, Nova Scotia - decorated
FRASER, Sergeant (now F/L) David Scott (R77814/J17879) Calgary, Alberta - decorated
FRY, F/Sgt Cyril James Howard (R67842, killed in action) Amherstburg, Ontario
GALL, P/O Robert Davidson (J17127) Saskatoon, Saskatchewan - decorated
GALLIVER, Sergeant William Thomas (R86558) - decorated
HALL, F/O (now F/L) Stewart Llewelyn (J17882) St.Catharines, Ontario - decorated
HENRY Sgt., Hank (POW) Montreal, Quebec
LAMOUREUX, P/O Alexander Paul (J17130) Edmonton, Alberta - decorated
MacLEAN, F/O (now F/L) Cornelius (J18373) Stelerton, Nova Scotia - decorated
MARTIN, F/O Anthony Arthur (J17876) Squamish, British Columbia - decorated

MARTINO, P/O George William (J17880) Montreal, Quebec - decorated
MIRON, F/O Wilfred Arthur James (J17883) Toronto, Ontario - decorated
PARADIS, P/O Joseph Jean Paul (J17129) Quebec, Quebec - decorated
RENNIE, P/O Henry Thompson (J17126, (killed in action) Elora, Ontario - decorated
ROBERTSON, P/O Forbes (J17881, killed in action) Saskatoon, Saskatchewan - decorated
ROBERTSON, P/O Ronald Douglas (J17128) Roblin, Manitoba - decorated
SIBBALD, P/O Roy Everett (J17878) Cochrane, Alberta - decorated

A letter dated 5 June 1943 (W/C D.S. Patterson, RCAF Liaison, Middle East to AFHQ Ottawa) with reference to Fleck, Martino and Galliver, reads in part:

These WO/AGs were in continuous operations with the 12th Bombardment Group, USAAF from the last of August to the completion of the African Campaign on May 13th. The American Authorities were high in their praise of the excellent work and devotion to duty of these RCAF wireless operators and have also recommended the two Sergeants for commissioned rank.

Pilot Officer Fleck and Sergeants Galliver and Martino have now completed a tour of operations along with other American members of their crews, and as the American members are being repatriated to the United States, in appreciation of their fine work the American Authorities have particularly requested that these Canadians be permitted to return to Canada with their fellow crew members. This request was discussed with Headquarters, RAF Middle East who are in complete agreement and have authorized their return to Canada. Accordingly, arrangements have been made for these WO/AGs to proceed to the United States as passengers on aircraft of the USAAF and onward passage to report to the RCAF Repatriation Pool, Rockcliffe, Ottawa.

The work of these WO/AGs was wholly on B-25 Mitchells equipped with .50 calibre Browning guns, General Electric Transmitters and Belmont Receivers. The question of the future employment in Canada of these WO/AGs was discussed with the American Authorities with the following recommendations:

J17125 P/O C.S. Fleck - Recommended for remustering and training as pilot.

Can R70435 Sergeant G.W, Martino - Instructor on American type aircraft and equipment or employment American type aircraft coastal patrol.

Can R86558 Sergeant W.T. Galliver - Instructor on American type aircraft and equipment or employment American type aircraft coastal patrol.

A record of his flying to the end of December 1956 noted that as a Radio Officer he had flown on the following types: Tiger Moth (6.30), Norseman (4.00), Fairey Battle (12.55), B-25 (349.55), Ventura (71.35), Harvard (11.40) and Expeditor (13.20). As pilot he had flown Cornell (79.45), Anson (150.10), Mitchell (474.25), Harvard (2.15) and Expeditor (2.15).

Selected Assessments: "A keen, enthusiastic WOAG. Has overseas experience and will form an invaluable aircrew member of this squadron. Recommended for retention in the Service and for appointment to the rank of Temporary Flying Officer." (S/L T.H. Christie, No.115 Squadron, 8 September 1943).

"This officer is one of the old Squadron stand-bys; can always be depended on to perform his regular duties as well as extra curricular activities such as air searches, entertainment, etc. He is conspicuously enthusiastic and cooperative and proving to be one of our best crew captains. His organizing ability and leadership are well above average but his administrative ability needs developing. He has a pleasing personality, is well spoken and well educated." (F/L .S.W. Harvey, No.418 Squadron, 10 December 1953).

Pilot Training

Course at No.4 ITS was 17 January to 24 March 1944. Courses in Aircraft Recognition (86/100), Armament (95/100), Principles of Flight (100/150), Engines (54/100), Law, Discipline, Administration and Organization (66/100), Mathematics (41/100 and 53/100), Meteorology (84/100), Navigation (102/150), Signals (50/100). "Intelligent and studious with good motivation. Slow to accept responsibility. Remuster WAG, pleasant, modest, cooperative. Overseas service in North Africa. Somewhat introvert. Not a student."

No record on file of the course he took at No.24 EFTS.

Course at No.5 EFTS was 3-28 July 1944. Flew Cornell aircraft - 12 hours only. Placed 23rd in a class of 39. "A keen officer, willing and pleasant with high average Ground School ability." (F/O W.A. Holden). Report on actual flying read, "Coordination good - spinning good - take-offs have improved greatly - landing are safe though is inclined to level off too high - good corrective action. Ready to solo at 8.30 hours."

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GALLOWAY, W/C Donald Eaton (C378) - **Mention in Despatches** - No.2 Group Headquarters (now WAC) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Montreal, 17 September 1915. Educated at Belwing House (Montreal), Trinity College (Port Hope) and Appleby School (Oakville). Home in Toronto;

enlisted there in RCAF Auxiliary, 1 January 1935 on appointment to No.10 (Army Cooperation) Squadron, wings in 1937. Transferred to Regular Force in December 1939. A pre-war TCA pilot, he took further pilot training before posting No.120 (BR) Squadron, 18 March 1941 (Squadron Leader since 1 March 1941). To No.13 Operational Training Squadron, 7 March 1942 for duty as Chief Flying Instructor. To Western Air Command Headquarters, 26 March 1942 for duties as liaison officer, Seattle, Washington. To No.13 Operational Training Squadron again, 4 July 1942. To Boundary Bay, 12 July 1942. Promoted Wing Commander, 5 November 1942. To No.2 Group Headquarters, 30 September 1943. To Western Air Command Headquarters, 15 March 1944. To Toronto for War Staff College, 31 March 1944. To Western Air Command Headquarters, 2 June 1944. To AFHQ, Ottawa, 7 September 1944. To No.9 (Transport) Group Headquarters, 5 February 1945. Became a senior staff officer in various commands to 1946. Sent to UK for further staff training including combined operations and land-air warfare. Returned to Canada in 1948 to serve at AFHQ in Directorate of Air Training. Transferred April 1951 to RCAF maritime OTU, Greenwood, and later CO of No.404 Squadron. Posted in June 1954 to staff duties in Maritime Air Command Headquarters, Halifax. Promoted Group Captain, 1 July 1955. Died in Ottawa, 12 September 1981 as per **Airforce Magazine** of December 1981. As of MiD date he had flown 2,361:55 hours, 212 operational hours (47 sorties). Photo PL-944 taken in 1940; PL-57202 is a portrait taken in 1951. PL-128006 is a portrait taken at Penhold in 1959.

This officer, as Commanding Officer of an operational station and Senior Air Staff Officer in the Command, has displayed outstanding ability, enthusiasm and devotion to duty in the execution of his work.

GALLOWAY, W/C Donald Eaton (C378) - **Member, Order of the British Empire** - No.9 (Transport) Group - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Governor General's Records (RG.7 Group 26, Volume 60, File 190-I, dossier 9) has citation to MBE. Enlisted 1 January 1935.

This officer has carried out the duties of Overseas Wing Commander and later of Domestic Wing Commander on the staff of No.9 (Transport) Group. The former entailed the control of transport squadrons employed on the Armed Forces mail service, Army supplies to the European continent and the Middle East. In addition, Wing Commander Galloway has been largely responsible for the original planning and operation of the Royal Canadian Air Force air supply to Exercise "Musk Ox", which, to date, has been a most successful operation. The above duties have required untiring effort and devotion to duty well above a normal requirement. He has most cheerfully accepted long hours and heavy responsibilities, showing a loyalty to the service that has been inspiring to all who have worked with him.

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GALLOWAY, P/O Ian MacBean (J85386) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 12 February 1915 in Toronto, Ontario. Enlisted there 6 July 1942. To No.1 Manning Depot, 9 September 1942. To No.5 SFTS (guard), 23 November 1942. To No.9 Pre-Aircrew Education Detachment, 21 February 1943. To Trenton, 20 March 1943. To No.3 BGS, 1 May 1943; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 20 June 1943; to United Kingdom, 22 June 1943. Further trained at No.22 OTU, Wellesbourne. Commissioned 12 March 1944. Promoted Flying Officer, 12 September 1944. Repatriated 23 March 1945. Retired 19 May 1945. Died in Mississauga, Ontario, 4 January 1993 as per **Legion Magazine** of November 1993. 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 12 September 1944 when he had flown 39 sorties (233 hours 35 minutes). These included six trips with No.428 (18 November 1943 to 6 January 1944), three with No.405 (27 January, 28 January and 15 February 1944) and a further 30 sorties with No.428 (13 March to 6 September 1944).

As air gunner, Pilot Officer Galloway has taken part in thirty-nine sorties, including four attacks on Berlin and raids on Ludwigshaven, Frankfurt, Stuttgart, Emden, and various French targets, and Gardening on these sorties. Pilot Officer Galloway has demonstrated great coolness, determination and efficiency. On the ground he has shown a keen desire to serve and as Deputy Gunnery Leader, has shown great initiative and administrative ability furthering the interests of the section and the squadron as a whole.

The sortie list was as follows:

18 November 1943 - Ludwigshaven (7.05)
22 November 1943 - Berlin (8.05)
25 November 1943 - Frankfurt (8.40)
26 November 1943 - Stuttgart (8.40)
29 December 1943 - Berlin (8.40)
6 January 1944 - Gardening (7.40)
* * * * *
27 January 1944 - Berlin (8.05)
28 January 1944 - Berlin (4.45, duty not carried out)
15 February 1944 - Berlin (6.35)
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13 March 1944 - Le Mans (6.30)
22 March 1944 - Gardening (7.25)
23 March 1944 - Laon (6.20)
25 March 1944 - Aulnoye (6.05)
26 March 1944 - Courtrai (5.15)
29 March 1944 - Paris (6.10)
9 April 1944 - Lille (4.45)
20 April 1944 - Lens (5.05)
22 April 1944 - Lens (6.05)
23 April 1944 - Gardening (6.50)
24 April 1944 - Villeneuve (5.45)
27 April 1944 - Aulnoye (5.15)
30 April 1944 - Gardening (6.35)
9 May 1944 - Gardening (5.50)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening (4.00)
21 May 1944 - Gardening (5.10)
22 May 1944 - Gardening (4.55)
24 May 1944 - Trouville (4.45)
11 June 1944 - Gardening (6.55)
12 June 1944 - Gardening (7.30)
14 June 1944 - St. Pol (4.15)
15 June 1944 - Boulogne (4.15)
16 June 1944 - Duisburg (4.45)
21 June 1944 - St. Martin (4.15, day)
23 June 1944 - Bientques (4.15)
24 June 1944 - Bamieres (4.40)
3 August 1944 - Bois de Casson (5.20, day)
14 August 1944 - Soesterburg (4.20, day)
27 August 1944 - Mimoyeques (3.30, day)
6 September 1944 - Emden (4.05)

Note: For a Combat Report involving him whilst in No.405 Squadron, 15/16 February 1944, see entry for F/O D.E. Biden, RCAF

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GALLOWAY, Sergeant Joseph Edgar (R64480, later J18296) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born 12 Jul 1915 in Milton, Ontario.

Enlisted in Hamilton, Ontario, 22 July 1940. To No.1 Equipment Depot, 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 13 October 1940 when posted to No.2 WS; to No.4 BGS, 14 February 1941; graduated and promoted Sergeant, 16 March 1941. To overseas, 8 April 1941. Attained rank of WO2, 1 December 1942 and WO1, 1 May 1943. Commissioned 28 July 1943. Promoted Flying Officer, 28 January 1944. Repatriated 4 July 1944. To No.124 Squadron, 30 September 1944. To No.9 AOS, 9 October 1944. To Rockcliffe, 14 March 1945. To No.2 SFTS, 7 April 1945. To Rockcliffe again, 15 April 1945. To No.5 Radio School, 3 May 1945. To No.3 Release Centre, 28 February 1946. Retired 28 February 1946. RCAF photo PL-15926 (ex UK-3936 dated 20 May 1943) taken outside Buckingham Palace following investiture with DFM - Flight Sergeant J..E. Galloway (Milton, Ontario), P/O R.J.A. Wheatley (Winnipeg), Flight Sergeant R.L. Wetherall (Ottawa). RCAF photo PL-23987 shows him on repatriation to Canada. Died in Ajax, Ontario, 10 April 1978.

Sergeant Galloway has taken part in attacks on Rostock, Cologne, Kiel, Manheim, Bremen, Duisberg, and Saarbrucken. He has also been engaged on many mining operations. He is one of the most outstanding wireless operator/air gunners in his squadron and has always performed his duty with conspicuous skill. His high standard of efficiency and devotion to duty have contributed much to the successes achieved.

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GALVIN, F/O John William (J22864) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 30 January 1922. Enlisted in Toronto, 5 March 1942. To No.1 Manning Depot, 12 April 1942. To No.1 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; posted next day to No.1 BGS; may have graduated 20 November 1942 but not posted to No.8 AOS until 25 November 1942; graduated and commissioned 8 January 1943. To "Y" Depot, 22 January 1943; to RAF overseas, 25 January 1943. Promoted Flying Officer, 1 July 1943. Repatriated 28 October 1944. To No.1 Training Command, 28 November 1944. To No.1 BGS, December 1944. Promoted Flight Lieutenant, 8 January 1945. Retired 1 March 1945. RCAF photo PL-28294 (ex UK-9364 dated 1 April 1944) shows him winking at camera after returning from a sortie against Berlin. Photo PL-19598 (ex UK-5223 dated 8 September 1943) has the following caption: "Just returned from Germany, a young American gunner in the RCAF Bomber Group's Moose Squadron explains to his Canadian crewmates how he knocked down a Ju.88 in the raid on Munchen-Gladbach. Rear gunner in the crew, T/Sergeant Bruce Blount of Evanston, Illinois (centre) is completing his operational tour with the RCAF before rejoining his countrymen and bagged the night fighter when it approached his aircraft from astern, pouring 200 rounds into the Ju.88 and seeing it catch fire and crash. Pictured with him are (left to right) Sergeant Walter Greensides (R176159), Assiniboia, Saskatchewan, P/O Jack Galvin (J22864), 82 St. Clarens Street, Toronto, F/O Jim Hall (J14776), 197 Seymour Avenue, Montreal, and F/O Joe

Westland (J19072), 1386 Ouellette Avenue, Windsor, Ontario." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation by S/L J.A. Westland dated 15 August 1944 when he had flown 32 sorties (202 hours 40 minutes) between 29 July 1943 and 4 August 1944.

Flying Officer Galvin has completed over thirty sorties over enemy and enemy occupied territory. Many of the German targets bombed were the most heavily defended: Hamburg, Mannheim (2), Berlin (3), Peenemunde, Dusseldorf and Stuttgart, besides many others and also mining operations which called for the greatest precision bombing.

This officer has proven himself to be one of the most efficient Air Bombers and his precision work has contributed largely to the success of the whole squadron. Co-operative to a degree he has been of great assistance in coaching new crew members in the intricacies of their jobs.

For this outstanding contribution both in the air and on the ground, I sincerely feel he is deserving of high commendation.

The sortie list was as follows:

29 July 1943 - Hamburg (6.30)
9 August 1943 - Mannheim (7.00)
10 August 1943 - Nuremberg (9.50)
12 August 1943 - Milan (10.30)
17 August 1943 - Peenemunde (10.30)
27 August 1943 - Munchen-Gladback (6.30)
31 August 1943 - Berlin (8.50)
5 September 1943 - Mannheim (4.00, duty not carried out, intercom unserviceable)
6 September 1943 - Munich(4.00, duty not carried out, intercom unserviceable)
15 September 1943 - Montlucon (7.45)
16 September 1943 - Moodane (10.15)
29 September 1943 - Bochum (5.35)
3 October 1943 - Kassel (6.45)
8 October 1943 - Hanover (1.45, incomplete, port inner unserviceable)
22 October 1943 - Kassel (7.00)
3 November 1943 - Dusseldorf (5.30)
26 November 1943 - Stuttgart (8.35)
3 December 1943 - Leipzig (8.25)

4 January 1944 - Gardening (7.35)
20 January 1944 - Berlin (7.20)
3 February 1944 - Gardening (8.10)
18 March 1944 - Frankfurt (6.00)
22 March 1944 - Gardening (6.50)
24 March 1944 - Berlin (7.40)
18 April 1944 - Paris (5.30)
20 April 1944 - Lens (4.05)
21 April 1944 - Gardening, Brest (6.00)
8 May 1944 - Gardening, Lorient (5.25)
24 May 1944 - Aachen (5.00)
21 June 1944 - Oisemont (5.00)
24 July 1944 - L'Hey (3.25)
4 August 1944 - Bois de Casson (4.45)

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GAMBLE, F/O Donald Gordon (C18096) - **Mention in Despatches** - No.433 Squadron (AFRO gives unit as No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 27 November 1918. Enlisted 1 August 1941 in Saskatoon as Disciplinarian and posted to No.1 Manning Depot. To No.4 WS, 13 September 1941. To No.2 Manning Depot, 19 October 1941. Remustered to Radio Mechanic, 1 November 1941. To "WV (whatever that is), 3 January 1942. Promoted LAC, 24 April 1942. To No.1 Manning Depot, 25 April 1942. To No.31 Radio School, 6 May 1942. To No.31 Personnel Depot, 21 June 1942. To RAF overseas, 20 July 1942. Commissioned in Signals Branch, 19 August 1943. Promoted Flying Officer, 19 February 1944. Repatriated via Debert, 12 June 1945. Retired 5 September 1945. DHist file 181.009 D.2908 (RG.24 Vol.20633) has recommendation sent to Station Skipton, 20 July 1944, confirming he had served eleven months in Canada, two years overseas and was Technical (Signals).

This officer was one of the early arrivals at the squadron and was placed in charge of the squadron Radar Section. By his hard work, exceptional leadership, and ability to draw the best efforts from his Section, he has been responsible for the high radar serviceability of our aircraft at all times. The fine record of achievement displayed by this squadron is due in no small way to the untiring efforts and fine example shown by this officer.

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GAMBLE, S/L William Alastair (C7190) - **Member, Order of the British Empire** - Station Dartmouth - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. See **Field of Honour**, (Bank of Montreal, c.1950). Born in Scotland, 13 January 1911. Educated in Delburne, Alberta. Enlisted in Edmonton, 19 June 1940 as Clerk/Accounts. To Technical Training School, St. Thomas, 31 July 1940. To No.2 Training Command Headquarters, 31 August 1940 when promoted LAC. To North Sydney, date uncertain. Promoted Sergeant, 1 July 1941. Commissioned 26 August 1941 in Accounts Branch with rank of Flying Officer. To Eastern Air Command Headquarters, 30 September 1942. Promoted Flight Lieutenant, 1 July 1943. To Goose Bay, 10 July 1943. To No.4 Repair Depot, Scoudouc (New Brunswick), 6 September 1943; promoted Squadron Leader, 1 October 1943; to No.11 Supply Depot (Calgary), date uncertain. To Dartmouth, 4 June 1945. Remained in postwar RCAF. To No.11 Equipment Depot, Calgary, June 1946. To AFHQ, May 1948 as staff officer (service pay and accounts). To RCAF Staff College, Toronto, September 1953. On completion of course, to No.1 Air Division Headquarters, Metz. In May 1957 posted to AFHQ (Directorate of Budget and Financial Services). Retired 31 July 1964 as a Group Captain with CD. Became first treasurer of Northwest Territories government in Yellowknife, executive director of Inuit Tapirisat, prominent in numerous welfare agencies (United Way, Canadian Council on Social Development, Canadian Association for Mentally Retarded, Seniors' Employment Bureau, Federation of Ontario Hiking Trails). Voted Ottawa Citizen of the Year (1988). Member, Order of Canada, 17 November 1988. Died in Ottawa, 28 September 1993. Extensive obituary in **Citizen**, September 30th, 1993.

This officer has worked very hard since taking over command of the Accounts Section and has displayed more than average ability in the execution of his duties. His loyalty and devotion to duty has produced many hours of overtime work which has resulted in an excellent report for this station on the recently completed seventh service audit. His sympathetic handling of his staff has produced maximum effort during a very trying period.

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GANDERTON, F/L Vaughan Francis (J10133) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 23 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Heath, Alberta, 26 October 1914. Educated at Wainwright, Alberta. Home in Blackfoot, Alberta (UGG grain buyer). Enlisted 4 June 1941 in Edmonton and posted to No.2 Manning Depot. To No.4 ITS, 26 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.5 EFTS; may have graduated 24 October 1941 but not posted to No.10 SFTS until 26 October 1941; graduated and commissioned 16 January 1942. To Trenton, 6 March 1942; to No.2 WS, Calgary, 19 April 1942 for duty as Staff Pilot. To "Y" Depot, 20 August 1942; to RAF overseas, 5 September 1942. Disembarked in Britain, 21 September 1942. Promoted

Flying Officer, 1 October 1942. To No.14 OTU, 6 October 1942. Promoted Flight Lieutenant, 6 May 1943. With No.427 Squadron (Flight Commander), 21 January 1943 to 6 December 1943). Staff Officer, No.6 Group Headquarters (Operations Controller), 6 December 1943 to 12 August 1944. Promoted Wing Commander, 28 September 1944; Commanding Officer, No.427 Squadron, 28 September 1944 to 31 May 1945. Repatriated 1 June 1945. To No.2 Aircrew Conditioning Unit, Brandon, 8 August 1945 (Chief Instructor). To Central Flying School, 18 September 1945. To No.4 Repair Depot, Scoudouc, 7 December 1945. To be Staff Officer with Eastern Air Command, 6 March 1946. Commanded Air Cadet Camp, Paulson, Manitoba, June to September 1946. Reverted to Squadron Leader in postwar RCAF, 1 October 1946 (19872); Officer Commanding Training Wing, No.1 Manning Depot, Portage la Prairie, 28 August 1946 to 31 March 1947. To Station Winnipeg, 1 April 1947. To CJATC, Rivers, 9 April 1947 (Chief Administrative Officer). To No.2 LORAN Unit, Gimli, 4 June 1948. To Staff College, Toronto, 2 September 1948. To AFHQ, 27 September 1949. To Canadian Joint Staff, Washington, 17 August 1950. Promoted Wing Commander, 19 June 1951. To Tactical Air Group, Edmonton, 29 August 1952. To Army Staff College, Kingston, 29 August 1953. To Transport Command Headquarters, Trenton, 21 December 1954. To Air Forces, Central Europe, 3 August 1956. To CJATC, Rivers, 25 August 1960. Retired 26 October 1963. Died in Drumheller, Alberta, 28 April 1966 as per DVA letter of 19 May 1966 and Alberta Vital Statistics . Photos PL 21669 and PL-33577 refer; the caption of the latter dated 26 October 1944 refers to his nickname, "Cowboy" because on his first tour he had to parachute from his bomber and landed on a cow. RCAF photo PL-40249 (ex UK-15788 dated 13 October 1944) shows W/C V.F. Ganderton (left), new CO of Lion Squadron with F/L W.E. Adams, Lion Squadron Gunnery Officer. RCAF photo PL-42631 (ex UK-19650 dated 30 March 1945) is captioned as follows: "Back from the 1,000 bomber raid on the German industrial city of Dortmund, W/C R.J. Gray, MBE, Bedford, Nova Scotia, holding the cup, gives the facts to A/C F.R. Miller, Ottawa, Ontario, Base Commander at the left, and W/C V.F. Ganderton, DFC, Wainwright, Alberta, the officer commanding the Lion Squadron, at the right." RCAF photo PL-42962 (ex UK-19422, 12 March 1945) is captioned as follows: "Interrogating these two pilots after an attack on an oil refinery at Wanne Eickel, Germany, is W/C V.F. Ganderton, DFC, Wainwright, Alberta, officer commanding the Lion Squadron. Smoking a cigarette is F/L R.M. Gould , St.Boniface, Manitoba, and enjoying a cup of coffee, F/L A.E. MacKay, Calgary." RCAF photo PL-43734 shows F/L D.B. Ross, DFC with W/C V.F. Ganderton, DFC. Ross is noted as having completed three tours or over 50 sorties. Photo PL-43735 shows F/L J.D. Morrice, DFC (navigator) on left, W/C V.F. Ganderton (centre) and F/L D.B. Ross, DFC (RAF air gunner). Photo PL-43755 shows W/C V.F. Ganderton (centre) being presented with a silver tankard before departure for another unit. On left is S/L C.C. Collins (Calgary), a flight commander in No.427 Squadron. Photo PL-43758 shows him addressing men on his station at a dance celebrating reaching goal of \$ 180,000 in bond sales.

One night in June 1943, this officer piloted an aircraft detailed to attack a target in the Ruhr. During the operation the bomber was severely damaged by gunfire

when attacked by an enemy fighter. Although the entire rudder control was shot away, Flight Lieutenant Ganderton, displaying superb skill, succeeded in flying the damaged bomber back to this country. In the face of a perilous situation, this officer displayed commendable courage and determination.

DHH file 181.009 D.2617 (National Library and Archives RG.24 Volume 20627) has original recommendation drafted 30 June 1943 when he had flown 17 sorties (105 hours 30 minutes); text as follows:

On the night June 28th, this officer took off in a Halifax aircraft for a raid on the Ruhr. On crossing the enemy coast he was attacked by an enemy fighter and hit in the fuselage and wings numerous times. The fighter was shaken off, but it was found that the entire rudder control in the rear of the fuselage had been shot away, and Flight Lieutenant Ganderton had no control of the rudder whatsoever. By an amazing display of airmanship, he nevertheless flew the aircraft back to England, and after an attempt to land at an aerodrome, eventually successfully parachuted with his crew to safety. During the entire flight back to this country he kept control of the aircraft by use of engines and elevators, and to a limited extent, ailerons. These later had also been damaged. He displayed courage and determination of a very high order.

On 4 July 1943 the Station Commander added his remarks:

By his skill, courage and determination, Flight Lieutenant Ganderton extricated his crew from a perilous situation. He is responsible for having brought back to this country a fully trained crew and his success already has proven to be an inspiration to other captains in his squadron. I recommend that he be awarded the Distinguished Flying Cross.

GANDERTON, W/C Vaughan Francis, DFC (J10133) - **Distinguished Service Order** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** of 21 September 1945 and AFRO 1704/45 dated 9 November 1945.

Wing Commander Ganderton has proved himself to be a most resourceful and skilful pilot who has successfully completed many hazardous attacks on highly defended targets in enemy territory. During an attack on Julich in November 1944, one engine of his aircraft became unserviceable before crossing the French coast, but despite this handicap he continued his mission and pressed home the attack successfully. On other occasions Wing Commander Ganderton has completed dangerous missions on three engines. His aircraft has been damaged

by anti-aircraft fire on several sorties but he has always succeeded in returning safely to base. He has led his squadron with distinction during his second tour of operations and his fine example in the face of the enemy has been an inspiration to all serving under him.

The website "Lost Bombers" has the following related to him. Halifax EB148 of No.427 Squadron, target Cologne, 28/29 June 1943. Airborne at 2329 hours of 28 June 1943 from Leeming. Outbound, east of Bruges it was attacked and badly damaged by a night-fighter. Jettisoning the bomb-load, the crew turned for home. After crossing the East Anglian coast, the Halifax crashed at Isleham, three miles ENE of Soham, Cambridgeshire. Two injured airmen were taken to RAF Hospital Ely (P/O E.P. Soeder, RCAF and Flight Sergeant W. Newcombe, RCAF). Others in crew were F/L V.F.Ganderton, RCAF, Sergeant J. Morrison, Sergeant K.Hignett, Sergeant F.J.Thompson and Sergeant F.B.Carleton, RCAF.

Selected Assessments: "Very good flight commander who has organized his flight exceptionally well." (W/C R. Turnbull, Leeming, 4 October 1943).

"An outstanding Squadron Commander." (Air Commodore A.C. Hull, 17 May 1945).

"Squadron Leader Ganderton is most strongly recommended for promotion to Wing Commander rank. The quality of Squadron Leader Ganderton's work at this unit is excellent. Although carried supernumerary to this unit's establishment and not as a Squadron Commander, his administrative abilities have been well illustrated and there is no doubt that his work as a Squadron Commander would also be outstanding. Squadron Leader Ganderton is a mature officer of sound judgment, most co-operative with a splendid attitude towards the Service and is considered to be entirely deserving of promotion and capable beyond all doubt of assuming responsibilities of higher rank." (G/C M.G. Doyle, Joint Air Station, Rivers, 24 October 1947).

"Wing Commander V.F. Ganderton is a pleasant and extremely capable officer who has done more to bring about closer ties and working relationships between the USAF and RCAF than any RCAF officer I have known. He is astute, well informed and has done a superior job as head of a Section comprised of U.S. Army, Navy, Air Force, civilians and British personnel. His conduct has always been that of an officer and a gentleman and he is well liked by everyone in his Division. I would definitely go out of my way to request this officer." (Colonel George P. Gould, USAF Headquarters, 10 March 1952).

"Wing Commander Ganderton is an outstanding officer who possess a strong, most attractive personality and an excellent sense of humour. He has the ability, backed on sound knowledge and wide experience, to bring various components of the services into close working harmony.

Any problem, game or task that he meets or enters is tackled with enthusiasm, good will and energy. Wing Commander Ganderton is a natural, all around officer who has much to offer the Service.” (G/C C.G. Ruttan, Tactical Air Command Headquarters, 1 September 1953).

“Wing Commander Ganderton has been a member of the Directing Staff of the Canadian Army Staff College since 1 September 1953. He has been responsible for the organization and presentation of certain series of instruction and advice to other members of the Directing Staff on all air aspects in connection with the various demonstrations and exercises conducted at the Staff College. He has proven to be most conscientious and cooperative in all that he undertakes and has become a valuable member of the Directing Staff team. Wing Commander Ganderton is a very good instructor. He prepares his subject well and his voice and platform presence are good. He appears to have a thorough knowledge of his service. Wing Commander Ganderton has a pleasant personality, a good sense of humour and has earned the respect of all ranks. He is doing a first class job.” (Colonel G.C. Leech, Canadian Army Staff College, 6 April 1954).

“Wing Commander Ganderton is employed in the Air Operations Division, AAFCE [Allied Air Forces Central Europe] Headquarters, Fontainebleau, France. In this capacity he is responsible for the formulating of the operational procedures which are required to implement certain of SACEUR’s operational plans; he is responsible for the organizing and setting up of the air operations division participation in major exercises. He carries out his tasks in a capable manner and is a useful staff member of the air operations division. Wing Commander Ganderton has a magnetic personality that encourages people to confide in him and in this aspect he commands the respect and friendship of both officers and airmen alike. While he has an exceedingly high degree of mental alertness he is inclined towards a lethargy which manifests itself in procrastination, with its ensuing Staff implications. Wing Commander Ganderton has been passed over in promotion repeatedly and this, coupled with the fact that he is nearing retirement age, makes it difficult for him to maintain a constant high degree of enthusiasm in his day to day work.” (G/C W.B. Hodson, AAFCE HQ, 14 December 1959).

RCAF Press Release No. 8112 dated 2 January 1945 from F/O H.W. Eggleston reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: - The crew of a Halifax bomber from the Lion squadron are offering up thanks to their skipper for getting them out of a tight spot during an attack on the industrial city of Cologne, when their aircraft was attacked by an enemy ME210 as the big bomber was weaving its way out of enemy territory on three engines.

Pilot of the bomber was Wing Commander V.F. Ganderton, DFC, of Wainwright, Alberta, officer commanding the squadron. The rear-gunner, who got in a burst

at the night marauder and saw strikes on him was F/O D.B. Ross, DFC, 64 Anderson Avenue, Aberdeen, Scotland.

Thirty minutes before reaching the target the port- inner engine on the Halifax “packed up”, and the port-outer engine lost some of its power, which caused the aircraft to lose height. Despite all this, the captain continued on to successfully unload his cargo of bombs. Returning to England, the bomber was forced to “stooge” along on its own with the port-inner engine “feathered”. Halfway across France, the pilot suddenly spotted an ME.210 crossing the front of his aircraft. He told his gunners to watch him. The fighter then attacked from the port quarter as the gunners told the pilot to take evasive action. When the fighter closed in to 200 yards, the rear-gunner gave him a long burst from his guns. The enemy fighter returned the fire and broke away to the starboard below. This gave the mid-upper gunner the opportunity to bring his guns into play along with the rear-gunner, and tracer was seen to hit his wings as he disappeared into the clouds.

RCAF Press Release No. 8107 dated 9 January, 1945 (A.1.6, No.31809) reads as follows:

WITH CANADIAN BOMBER GROUP IN BRITAIN: -- Attacked by a Messerschmitt 210 after participating in a raid on Cologne, the crew of a Halifax bomber of the RCAF Lion Squadron had an uncomfortable spell on the return flight but came out of it successfully despite the fact that they had to limp home on only three engines. Thanks for the happy ending to a harrowing flight went to the Canadian skipper of the aircraft, Wing Commander V.F. Ganderton, DFC, of Wainwright, Alberta, who numbered a Scottish rear-gunner among his crew, Flying Officer D.B. Ross, of 64 Anderson Avenue, Aberdeen.

Half an hour before reaching the target, the port inner engine of the Halifax ceased to function, and the port outer lost some of its power. This caused the “Hally” to lose height, but the skipper kept going and the bomb-load was successfully unloaded on the objective. Returning, the bomber was forced to amble along on its own owing to its unserviceable engine, and half-way across France, Ganderton spotted a Messerschmitt 210 crossing in front of his aircraft. He told his gunners to watch the enemy plane, which then attacked from the port-quarter as the gunners gave the pilot directions to take evasive action. When the ME210 closed in to 200 yards, F/O Ross gave it a long burst from his guns, to which the enemy aircraft replied and then broke away to starboard below. This gave the mid-upper gunner the opportunity to use his guns,

together with Ross, and the Scotsman observed tracer bullets striking the ME's wings as it disappeared into the clouds.

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GANDIER, Sergeant (now P/O) Donald Towle (R191153/J87779) - **Mention in Despatches** - No.424 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 17 May 1923. Enlisted at Fort William, 9 October 1942. To No.2 Manning Depot, 24 November 1942. To No.8 Manning Depot, 4 January 1943. To No.17 SFTS, 7 March 1943. To No.1 Air Gunner Ground Training School, 30 April 1943; promoted LAC, 12 June 1943 when posted to No.9 BGS. Graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to RAF overseas, 25 August 1943. Commissioned 6 July 1944. Repatriated 23 October 1944. Promoted Flying Officer, 6 January 1945. Date on release uncertain.

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GANLEY, F/O Clinton Jerome (J87383) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 20 December 1917. Enlisted in Regina, 9 July 1942 when posted to No.2 Manning Depot. To No.8 Repair Depot, 24 August 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.19 EFTS until 23 January 1943; to No.17 SFTS, 3 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Commissioned 12 May 1944. Promoted Flying Officer, 12 November 1944. Repatriated 15 January 1945. To No.7 BGS, 4 March 1945. To "Y" Depot, 4 April 1945; to United Kingdom, 13 April 1945; repatriated 5 August 1945; retired 18 September 1945. Died 4 June 1995, apparently in Shaunavon, Saskatchewan. Photo PL-33934 (ex UK-16713 dated 17 November 1944) shows five pilots on completion of their first tour - F/L L.R. Van Kleeck, DFC (Vancouver), F/L Geoffrey Slocombe, DFC (Vancouver), F/L H.P. Woodruff, DFC (Vancouver), F/L F.H. Brownell (Westboro, Ontario) and P/O C.J. Ganley (Shaunavon, Saskatchewan). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 14 October 1944 when he had flown 29 sorties (148 hours 55 minutes), 18 July to 4 October 1944.

This captain has completed twenty-nine operational attacks against the enemy of which ten have been on major targets. This captain's work in general has been outstanding. He sets his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew.

The sortie list was as follows:

18 July 1944 - Mondeville (4.50)
18 July 1944 - Wesseling (5.50)
20 July 1944 - L'Hey (4.00)
30 July 1944 - Amaye (4.35)
1 August 1944 - L'Hey (3.45)
3 August 1944 - Nieppe (4.25)
4 August 1944 - Casson (5.00)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - L'Hogue (4.40)
8 August 1944 - Chantilly (5.20)
9 August 1944 - La Neuville (4.20)
12 August 1944 - Brunswick (6.05)
13 August 1944 - Gardening (7.00)
15 August 1944 - Soesterburg (4.05)
16 August 1944 - Kiel (5.45)
18 August 1944 - Gardening (7.15)
25 August 1944 - St. Mathieu (6.00)
27 August 1944 - Mimoyecques (4.15)
28 August 1944 - Forestel (4.05)
11 September 1944 - Le Havre (4.00)
12 September 1944 - Gardening (6.55)
15 September 1944 - Gardening (7.10)
17 September 1944 - Boulogne (4.00)
20 September 1944 - Calais (3.20)
24 September 1944 - Calais (4.20)
25 September 1944 - Calais (4.45)
27 September 1944 - Sterkrade (5.45)
28 September 1944 - Cap Gris Nez (5.00)
4 October 1944 - Gardening (7.05)

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GANONG, LAC Earl Raymond (R75278) - **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 Sturgis, Saskatchewan, 16 October 1921. Enlisted in Saskatoon, 9 November 1940 as Armourer. To Trenton, 31 January 1941. Promoted AC1, 28 April 1941; to No.2 BGS, 29 April 1941. To No.8 BGS, 19 September 1941. Promoted LAC, 1 October 1941. To "B" 11 December

1941. To "Y" Depot, 11 February 1942. To RAF overseas, 29 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945; to Greenwood for Tiger Force, 8 July 1945. Retired 6 September 1945. Graduated from University of Saskatchewan, 1950. Died in Oakville, Ontario, 31 January 2004. No citation in AFRO. It is odd that his rank was given as LAC although he had been a Sergeant since April 1943.

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GARBUTT, F/L David Austin (J7527) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born at Marysville, British Columbia, 30 August 1911; enlisted in Vancouver, 28 January 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 2 March 1941. To No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; graduated and posted to No.5 BGS, 15 August 1941; to No.31 OTU, 5 September 1941. Commissioned 15 September 1941. To RAF overseas, 23 October 1941. Promoted Flying Officer, 15 September 1942. Repatriated 5 July 1943 via Rockcliffe. To No.5 EFTS, 21 August 1943. To No.3 SFTS, 14 October 1943. Qualified as pilot, 20 March 1944. To No.2 Aircrew Graduate Training School, 24 March 1944. To "Y" Depot, 25 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Promoted Flight Lieutenant, 1 June 1944 but must have held acting rank earlier. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945; to Greenwood for Tiger Force, 31 July 1945. Retired 23 September 1945.

Throughout his operational career Flight Lieutenant Garbutt has displayed fine qualities as an air bomber. He has consistently guided his pilot over the target and by his determination and resource has been largely responsible for pressing home the attack to a successful conclusion. This officer's outstanding coolness and courage in action has been an inspiration to other crews.

NOTE: Public Records Office Air 2/8934 has recommendation by W/C O.R. Donaldson dated 22 December 1942 when he had flown 29 sorties (164 hours 22 minutes) as listed below; sorties from 17 August 1942 onwards were as a member of the Pathfinder Force:

26 June 1942 - Bremen
8 July 1942 - Wilhelmshaven
8 July 1942 - GARDENING, Frisian Islands
21 July 1942 - Duisburg
24 July 1942 - Duisburg
26 July 1942 - Hamburg
28 July 1942 - Hamburg

29 July 1942 - Saarbrucken
1 August 1942 - Dusseldorf
9 August 1942 - Osnabruck
10 August 1942 - GARDENING, near Sweden
13 August 1942 - GARDENING, near Sweden
17 August 1942 - Osnabruck
24 August 1942 - Frankfurt
1 September 1942 - Saarbrucken
4 September 1942 - Bremen
14 September 1942 - Wilhelmshavem
19 September 1942 - Munich
2 October 1942 - Krefeld
7 October 1942 - Osnabruck
15 October 1942 - Cologne
24 October 1942 - Milan
7 November 1942 - Genoa
9 November 1942 - Hamburg
13 November 1942 - Genoa
20 November 1942 - Turin
6 December 1942 - Mannheim
8 December 1942 - Turin
11 December 1942 - Turin

This officer has completed 29 operational sorties as a Wireless Operator/Air Gunner and Air Bomber. During 17 of these he has been engaged on Pathfinder Force duties. He has always carried out his duties in a most exemplary manner. He has consistently guided his pilot over the target and has taken great care to bomb the exact aiming point even in the face of heavy opposition. His coolness and courage in action have been most outstanding and an inspiration to other crews.

To the above, G/C Bennett adds (30 December 1942):

This officer has throughout his operational career displayed those qualities most essential for an Air Bomber. By his determination, resource and courage, he has, whenever possible, been largely responsible for pressing home the attack to a successful conclusion.

In recognition of the excellent services he has rendered and is still rendering, I have no hesitation in recommending him for the non-immediate award of the Distinguished Flying Cross.

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GARDEN, F/O Harold Jerome (J90056) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Dartmouth, Nova Scotia, 1923. Boiler maker. Enlisted in Halifax, 16 October 1942. Trained at No.5 ITS (graduated 10 July 1943), No.7 EFTS (graduated 4 September 1943) and No.5 SFTS (graduated 11 February 1944). Served in postwar RCAF (17810). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9137 has recommendation dated 10 May 1945 when he had flown 33 sorties (219 hours 45 minutes), 4 December 1944 to 2 May 1945:

4 December 1944 - Karlsruhe
28 December 1944 - Bonn
29 December 1944 - Scholven-Buer
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
4 January 1945 - Royan
7 January 1945 - Munich
14 January 1945 - Merseberg
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanau
21 March 1945 - Bruchstrasse
27 March 1945 - Paderborn
9 April 1945 - Kiel

10 April 1945 - Plauen
14 April 1945 - Potsdam
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden
28 April 1945 - EXODUS
30 April 1945 - EXODUS, Yprenburg
1 May 1945 - MANNA, Valkenburg
2 May 1945 - MANNA, Valkenburg

Flying Officer Garden, a Canadian, has completed his first tour of operations as pilot and captain of a heavy bomber aircraft. He has achieved a large measure of success in many raids on targets in Germany such as Karlsruhe, Nuremburg, Merseburg, Kiel, Potsdam, Bremen and targets in the Ruhr.

He has done all his flights with quiet efficiency and proved himself an exceptional captain and leader. He has instilled the utmost confidence in his crew and has always pressed home his attacks skilfully, frequently in the face of fierce opposition.

His outstanding courage and devotion to duty have been a shining example to less experienced crews, and I feel that the award of the Distinguished Flying Cross to this Canadian officer is fully deserved.

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GARDINER, F/L George William (J9557) - **Commended for Valuable Services** - No.1 CNS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 23 Jul 1916. Home in Petrolia, Ontario. Enlisted in London, Ontario, 21 February 1941. To No.1 Manning Depot, 19 April 1941. To No.1 BGS (guard), 16 May 1941; to No.3 ITS, 20 June 1941; graduated and promoted LAC, 20 August 1941 when posted to No.11 EFTS; graduated 10 October 1941 when posted to No.8 SFTS; graduated and commissioned, 2 January 1942. To Trenton, 17 January 1942. To No.1 ANS, 6 April 1942. Promoted Flying Officer, 1 August 1942. Promoted Flight Lieutenant, 15 June 1943. To "Y" Depot, 24 September 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 1 June 1945. To Composite Training School, 12 June 1945. Retired 10 September 1945. Died in Petrolia, 11 September 2004 as per **Legion Magazine** of March 2005. Obituary notice said he had served in No.429 Squadron.

This officer has held the post of Flight Commander for several months. He has consistently proved himself to be a most efficient and trustworthy officer. His efficiency and devotion make him invaluable to the service and his work as a staff pilot is exceptional and has been an inspiration to the personnel under his command.

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GARDINER, P/O Glen Powell (J15252) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 26 May 1942 as per **London Gazette** dated 29 May 1942 and AFRO 880-881/42 dated 12 June 1942. Born in Merlin, Ontario, 4 January 1920; home there. Enlisted in Toronto, 15 August 1940. To Trenton, 31 August 1940. To No.1 Equipment Depot, 10 November 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 8 December 1940; posted that date to No.1 Manning Depot; to No.3 EFTS, 21 December 1940. To No.6 SFTS, 2 February 1941. Graduated and promoted Sergeant, 22 April 1941. To Halifax, 1 May 1941; to RAF overseas, 8 May 1941. Promoted Flight Sergeant, 1 November 1941. Commissioned 2 March 1942. POW, 7 May 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 12 March 1944. Repatriated 7 July 1945. To No.1 Composite Training School, 20 July 1945. Retired 23 October 1945. Postwar he studied music and was an original member of the Canadian Opera Company. Died in Toronto, 18 December 2011.

Pilot Officer Gardiner was captain of an aircraft detailed to attack the German Naval Base at Trondheim on two nights in April 1942. These flights each involved many hours' flying time over the North Sea and mountainous country of Norway. Despite intense opposition, Pilot Officer Gardiner pressed home his attacks and returned to base safely. He has displayed outstanding airmanship, courage and devotion to duty which have been an inspiration to other members of the squadron.

The website "Lost Bombers" provides the following detail of his capture. Halifax W1050, No.35 Squadron (TL-F), target Stuttgart. This was one of two No.35 Squadron Halifaxes lost during this operation, the other being W1051. Airborne 2212 hours, 6 May 1942 from Linton-on-Ouse. Shot down by a night-fighter (Hptm Wilhelm Herget, 11./NJG4) and crashed at Libin (Luxembourg), 10 km SW of St.Hubert, Belgium. Those killed are buried in Neufchateau Communal Cemetery. Crew consisted of P/O G.P.Gardiner DFC (RCAF, POW), S/L K.W.Bonnar (killed), Sergeant t J.N.Hindle (killed), Sergeant A.H.Fuce (POW), Sergeant N.H.Hood, DFM (killed), Sergeant J.A.G.Firth (killed), Sergeant J.T.Stainworth (killed).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire compiled from interrogation of 10 May 1945. He stated he had flown 21 sorties; narrative as follows:

Aircraft took off on May 6th, 1942. Normal take off. Uneventful trip. England and French coast was quiet. Crossed French coast at approximately 13,000 feet, climbing steadily to 15,000 feet. Changed to high speed blower. We were climbing into the small room. Weather good, visibility good. No cloud. Had been "weaving" before reaching French coast and was weaving until aircraft became unserviceable. Received no warning of attack at 0015 hours. Tracer came through aircraft from straight behind, slightly to pilot's starboard. Starboard engines became ignited immediately. Attempted to evade enemy aircraft by pulling off to starboard but aircraft failed to respond to controls, rolling off, diving to starboard. Enemy attack lasted only three or four seconds approximately. Large flash also occurred from WAG's position beneath pilot. Immediately gave order to bale out by intercom but no contact. Used warning light signal. Second pilot warned verbally and by manual effort. Navigator was first to leave. The second pilot left. Not having any contact with remaining crew, the pilot attempted to regain control. Control column was lax. Parachute had been placed beside me by second pilot prior to his leaving. Could fasten only one strap of chute on account of wind pressure through escape hatch (front fuselage). Left the aircraft, upon which explosion occurred in the starboard wing. Entire length of fuselage on fire. Landed in hills the same moment aircraft struck ground. First nearest town was Libramont.

N.B. One flying boot of canvas top type flew off at escape hatch. Had to walk in one stocking foot.

The following by Susan Ferrier Mackay was published in the **Globe and Mail** of 25 January 2012:

FROM GREAT ESCAPE TO GREAT BARITONE: FORMER POW BECAME OPERA STALWART

Decorated RCAF pilot shot down over Belgium had an epiphany, becoming devout and applying his voice to sacred music.

Canadian opera singer and decorated war hero Glenn Gardiner's sonorous baritone could reduce listeners to tears. Five years ago, on Gardiner's 86th birthday, CBC radio played his recording of Jerome Kern's 'All the Things You

Are. Within minutes, a woman left a message on the Gardiner's family phone. "Glenn Gardiner ... you should be ashamed of yourself. Now I have to redo my makeup."

Gardiner was an original member of the Canadian Opera Company. During the golden years of radio, before the rise of television in the mid-1950s, Gardiner's was a legendary voice on CBC. One of his proudest roles was singing Falstaff in the Verdi opera of the same name, particularly since he was battling a bad case of flu at the time of the live broadcast, and had no understudy.

Gardiner never performed casually for friends, or even sang in the shower. Singing was an activity that he took seriously. It gave him a high that he found in only one other pursuit - as a pilot during the Second World War. It also sustained him during three gruelling years he spent as a PoW in Germany's Stalag Luft III, the site of the Great Escape.

Glenn Powell Gardiner, the eldest of six children, was born in a log farmhouse in Merlin, Ont., on Jan. 4, 1920. His father, Harold, a fifth-generation Canadian, was a farmer who raised corn, beets, a few pigs and a few dairy cattle. His mother, Annie, had her hands full raising her children in a log house without indoor plumbing.

Gardiner began singing at the age of three, performing sometimes in church. By Grade 10, when his soprano was deepening into a baritone, he had to leave school to help work on the farm. At 18, with war clouds piling on the horizon, Gardiner knew he'd likely join up. A favourite uncle, Floyd Banghart, an early aviation pioneer who had flown with ace pilot Billy Bishop during the First World War, suggested young Glenn get his pilot's licence. As an incentive, he offered to come up with the \$125 cost.

On Aug. 15, 1940, Gardiner joined the RCAF and, on April 18, 1941, received his Pilot's Wings. Gardiner flew in 23 military operations but the most memorable, for which he received the coveted Immediate Distinguished Flying Cross from King George VI, was strafing the German battleship Tirpitz, sister ship of the Bismarck. Closing in on 100 yards, cannon shells ripped through the aircraft leaving it without controls and with fire raging in the starboard wing. Several of the crew did not survive. Gardiner leaped into darkness, felt his parachute open, and minutes later landed among the pine needles of a forest near Neufchateau, Belgium. It was there that he had a personal epiphany.

"Because he had been saved, he made a pact with his maker to be a devout man and, of course, he became famous for his voice in sacred music," says Gardiner's son Lynton.

Another member of the crew landed in a nearby tree, suffering a broken ankle. Gardiner stayed with him. The two were subsequently captured. The date was May 6, 1942. Because Gardiner was a flight lieutenant, he was transported to Stalag Luft III, a camp for officers. He remained there for three years to the day.

Initially, camp conditions were tolerable. Gardiner met other prisoners with musical backgrounds and singing became a lifeline to sanity. Meantime, a plot was afoot to construct three tunnels to escape the compound. Gardiner acted as one of many lookouts while digging ensued. He was not a candidate to escape, however, as the tunnels were narrow and he suffered from claustrophobia. Out of 79 men who crawled toward freedom, only three were successful. Seventy-six men were recaptured. Fifty of them were lined up and shot in front of their fellow prisoners.

Gardiner later told his wife, Edith: "It's the only time I felt my life was not worth anything." He would battle episodes of despair for the rest of his life.

Postwar, Gardiner returned to Toronto and began studying at the Toronto Conservatory of Music, later to become the Royal Conservatory. It was there he met Edith Meek, a 20-year-old pianist from Vancouver attending the Conservatory on a scholarship. Needing an accompanist, he met with Edith and the two were soon performing together. They never stopped. Gardiner used to joke: "The only way to get a good accompanist is to marry her." The two did exactly that in December, 1946, eventually adding a son and three daughters to their family. They were devoted to each other, celebrating their 65th anniversary four days before Gardiner died.

Like Glenn Gardiner, many of the men studying at the Conservatory were using educational credits from the armed forces. "Most of them had never seen an opera and didn't know stage left from stage right," Edith Gardiner says. They soon learned with the arrival of instructor Herman Geiger-Torel, who taught the neophytes how to move, how to understand the workings of a stage, even how to bow. While Gardiner was contemplating a career in radio, his teacher/mentor Ernesto Vinci plunged him into a new world of arias, and changed his mind. Gardiner became part of the Conservatory's newly formed opera school. In 1950,

it became the Canadian Opera Festival, then finally the Canadian Opera Company.

Gardiner's baritone was part of early productions at Toronto's Eaton Auditorium, Hart House and the Royal Alex. True to the pact he made after crashing in the war, he devoted time to singing in churches, small ones as well as larger venues, such as Trinity United, now Trinity St. Paul, and Bloor Street United Church.

"I grabbed Glenn to be my soloist as soon as I knew he was available," says Donald Gillies, former minister and music director of Bloor Street United. "His voice had richness and warmth that he also exhibited as a person."

An abstemious man who never drank or smoked, Gardiner loved baseball with a passion, also cars. In the mid-1950s, when CBC funding for opera was curtailed, and public taste was turning toward popular music, Gardiner declined two major roles at the COC. He left his stage career for more reliable work as a salesman for Volkswagen. "On any given night at the symphony, the orchestra parking lot was filled with Volkswagens," Edith says. "They were all Glenn's customers."

Despite his day job, music continued to play an important role in Gardiner's life: In 1973, he accepted an invitation to teach at the Royal Conservatory of Music. When he retired from there in 1995, he continued teaching at home. Grandson Nathaniel Evans, one of his students, says: "My grandfather was all about the passion and heart of the music. It went far deeper than any lesson could teach."

Glenn Gardiner died on Dec. 18, 2011, at Trillium Health Centre in Mississauga. He was 91. He leaves his wife, Edith, son Lynton, daughters Shirley, Anne and Louise, grandchildren, and great grandchildren.

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GARDINER, F/O Lawrence Edwin (J16220) - **Mention in Despatches** - No.413 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 31 January 1913. Home in Woodsrock, Ontario; enlisted in London, 17 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; graduated 15 July 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 25 September 1941. To No.31 GRS, 17 October 1941. To "Y" Depot, date uncertain; to RAF overseas, 23 January 1942. Commissioned 2 December 1942. Promoted Flying Officer, 2 June 1943. Promoted Flight Lieutenant, 6 October 1943. Promoted

Squadron Leader, 14 April 1944. Repatriated 19 May 1945. To No.1 Air Command, 27 May 1945. Retired 19 July 1945 to live in Woodstock, Ontario. DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) has recommendation dated 30 December 1942:

Pilot Officer Gardiner was second pilot on aircraft "K" which took part in an offensive reconnaissance on 20th December 1942. He is a cool and efficient pilot and now has 337 operational hours with his squadron. He was with Squadron Leader Randall when aircraft AH549 of 413 Squadron was attacked on 3rd August 1942 by two Fulmars in the Bay of Bengal. The Flight Engineer was killed, two of the crew were wounded; the rudder cables were shot away, ailerons control damaged and the petrol and oil tanks badly holed. On this occasion Pilot Officer Gardiner remained efficient with no tendency to panic, removing the dead Flight Engineer, tending the wounded and preparing for the eventuality of a forced landing.

RCAF Press Release dated January 1945, from "Dumsday", read as follows:

CEYLON: - Only remaining Canadian officer with the original Tusker squadron which came to the Far East almost three years ago, Squadron Leader Larry Gardiner, J16220, 31-year-old Woodstock, Ontario, pilot, now holds an important and highly-secret liaison post in Ceylon.

After Larry finished an operational tour of 1,000 hours patrolling Indian Ocean waters in Catalina flying-boats of the RCAF Tuskers, he was posted as officer commanding one of the squadron's detachment bases. His work was rated by his seniors as highly-contributive to successful operations on both sides of the equator.

Larry's devotion to duty cost him a two-month session in hospital. Seriously ill with dysentery, he stuck to his lonely post and was admitted to a nearby navy hospital only after he had collapsed. The husky six-footer went back to the wars 30 pounds lighter but in a newly-established and more-important role.

During his tour with the Tuskers, Larry flew as co-pilot to Wing Commander John Scott of Galt, Ontario, when the former squadron commander earned the Distinguished Flying Order for the part he played in leading a Catalina offensive reconnaissance over the Indian Ocean.

Larry was also co-pilot to S/L Bill Bayly, J5810, 47 Chesterfield Avenue, Toronto, Ontario, former squadron flight commander, when Bayly was officially credited

with severely damaging a submarine which he attacked on convoy escort north of Cape Town.

Before taking over his own aircraft as captain, S/L Gardiner flew as co-pilot to W/C L.H. (Randy) Randall, also a former commanding officer of the Tuskers. Larry hopes to see a White Christmas this year in Canada.

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GARDINER, WO Llewellyn Hugh Cloverdale (R67228) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born in Kingston, Ontario, 17 February 1917; home there (book keeper). Enlisted in Kingston, 15 October 1940 and posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 28 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.3 EFTS; ceased training on 11 January 1941 (lack of confidence, took 12 ½ hours to solo) and posted to No.1 Manning Depot, Toronto; there it was noted that he had been nervous, not at flying itself but at instructor who yelled at him. To No.1 AOS, Toronto, 1 April 1941; to No.1 BGS, Jarvis, 23 June 1941; graduated and promoted Sergeant, 2 August 1941; to No.1 ANS, Rivers, 3 August 1941; to "Y" Depot, Halifax, 3 September 1941; to RAF Trainee Pool, 17 September 1941. Taken on strength of No.3 PRC, Bournemouth, 28 September 1941. To No.16 OTU, 7 October 1941. Promoted Flight Sergeant 2 February 1942. To No.420 Squadron, 1 March 1942. To Station Waddington, 1 June 1942 following injury in a crash (see below). Promoted WO2 2 August 1942. To No.420 Squadron, 5 August 1942. Promoted WO1 on 1 November 1942. To No.22 OTU, 9 February 1943. Commissioned 18 August 1943. Embarked for Canada on special leave, 16 March 1944 (arrived 24 March 1944); embarked for United Kingdom again, 4 May 1944 (arrived 10 May 1944). To No.3 PRC, 11 May 1944. To No.61 Base, 25 May 1944. Attended Dalton Battle School, 25 May to 16 June 1944. To No.1666 Conversion Unit, 30 June 1944. To No.428 Squadron, 27 July 1944. Missing, believed killed, 29/30 August 1944 (Lancaster KB709).

Warrant Officer Gardiner is a most skilful navigator, who has attacked a wide variety of targets including Hamburg, Rostock, Cologne and Duisburg. He has also participated in sorties to Turin and Lorient. On several occasions he attacked the target and flew his aircraft back to base despite the most adverse weather. He has set a high standard of navigational skill and devotion to duty.

Notes: At 0400 hours on 31 May 1942 he was injured (contusion of head, hands and back) in crash of Hampden at Waddington. He reported as follows:

While landing on Waddington aerodrome, returning from raid on night of May 30-31st, in Hampden aircraft 399-P, I was seated behind pilot in position for landing. I did not realize that we were going to hit anything until I heard or felt the crash, and part of the fuselage was crushed down on my head and body. Injuries I sustained were cuts on my head, on my hands (chiefly the right hand), cut on right knee and my back seemed strained slightly.

When returning to Canada in March 1944 he noted that he had flown 50 hours at No.16 OTU, 170 hours on operations with No.420 Squadron, and 30 hours instructing at No.22 OTU. He noted he had flown in Fleet aircraft (20 hours), Ansons (150 hours), Hampdens (150 hours) and Wellingtons (150 hours.) On another form (dated 1 March 1944) he stated he had flown 480 hours, 170 on operations (29 sorties).

Training:

At No.3 EFTS he flew 14 hours dual and five hours 30 minutes solo on Fleet Finch aircraft before failing. He was still described as "Conduct and deportment good. Very keen, energetic and reliable. Recommended for Air Observer."

Course at No.1 AOS was 31 March to 22 June 1941. Flew 30 hours five minutes as First Navigator (day), 28 hours five minutes as Second Navigator (day), 4.55 as First Navigator (night) and 11.35 as Second Navigator (night). In the air described as "Average. Seemed a little slow in learning to apply theory to practice. 29th out of 45." Ground School courses and marks were D.R. Plotting (128/150), D.R. and D.F. Wireless, written exam (136/200), Compasses and Instruments (123/150), Signals (100/100), Maps and Charts (94/100), Meteorology (78/100), Photography (74/100) and Reconnaissance (62/100). Placed 18th in group of 45. Generally described as an "Average" navigator and "Above Average" Air Observer. Described as follows: "Rather quiet. Difficult to assess, rather brilliant at times. Other times below average."

At No.1 BGS, course was 4-28 August 1941. Flew in Battle aircraft - 17.45 day bombing, 7.45 day gunnery, 8.30 as passenger. In bombing he had an average error of 155 on all exercises, with best error being 92 yards; in low level bombing, average error was 73 yards. In air gunnery he scored 13.3 % hits in Beam Test, 3.5 % hits in Beam Relative Speed Test and 8.6 % in Under Tail Test. Overall he was graded 136/200 on written bombing tests, 113/150 on practical bombing, 82/100 in written gunner tests, and 79/100 on practical gunnery. Tied with another at 27th in a class of 38. Described as follows: "Nothing impressive about this man. Did Reasonably well at most things. Will no doubt turn in a good effort at any job assigned him when the real test comes."

At No.1 ANS, course was 4 August to 1 September 1941. Flew 8.20 as First Navigator (day), 7.35 as Second Navigator (day), 9.45 as First Navigator (night) and 8.10 as Second Navigator (Night). Marked 178/250 as Air Navigator. Described as "An average navigator who has produced good work on occasions." In ground training graded 137/150 in Astro Navigation (Plotting) and 64/100 in Astro Navigation (written). "Should develop into a keen and capable air observer" write one officer; but another wrote, "A quiet, inconspicuous student."

At No.16 OTU the course began 7 October 1941 and ended 22 February 1941. Flew three hours 20 minutes by day as passenger; then on Ansons (eight hours day, 11.10 night) and Hampdens (20.40 day, 18.45 night). Bombing Training involved dropping 39 bombs by day and 28 by night ; also on four cross-country flights. Bombing instruction in High-level, High Glide and Low Level categories. In his gunnery training he fired 200 rounds on the range and 600 at a drogue plus ten clay pigeon exercises. On these exercises he was described as "Made a shaky start but made definite improvement - will do well with more practice." Under **Navigation** he was described under four headings - D.R. ("Good on the ground and in the air"), Map Reading ("Average"), Astro ("Average - has done astro course in Canada") and General Ability ("Above average"). F/L R.E. Allitt wrote of him, "This navigator was the best navigator on his course, both practically and theoretically. Will be a reliable squadron navigator." He was recommended for a commission. S/L G.D. Lyster recommended him for special navigation training and wrote, "Has taken full advantage of his training here - is keen to get on and is a reliable type."

At No.1666 Conversion Unit, reported to have flown two hours by day, 17.45 by night, chiefly on H2S navigation training (four hours on "Bench Set " and nine hours on "Pluto", whatever they were). Described as "Slow to catch on at first but has improved considerably." His captain was F/O L.S.Plunkett. Gardiner assessed under the following headings: **D.R. Navigation** (knowledge of basic D.R., neatness, accuracy and speed of plotting) - "Good knowledge of basic D.R. Fairly neat with fair accuracy and speed." **Log Keeping** (use of standard method accuracy) - "Uses standard method, fairly accurate"; **Calculations** (accuracy and speed), "Fair accuracy and speed." **Manipulation of Aids** ("What further training will be required to be proficient for operations", under which were several sections, viz, Dalton, dividers, protractor ("Fully trained"), D.R. Compass (Fully training"), A.P.I. ("Requires more air training"), GEE ("Fully trained") and H2S ("Requires more air experience." A further heading was **Use of Aids** under which the questions were posed - "Does Navigator - (a) use information intelligently, (b) knows how to look for and when, (c) get put off by the loss of one aid (d) understand the use of single position lines (e) understand the use of M.P.P.s." To which questions he answered satisfactorily. Another section dealt with **Navigation** which dealt with climb and descent, level flight, track keeping and timing (deemed "Good" in all but Timing where he was graded "Fair"). Under **Reliability and Keeness**, the comment was "A very keen and reliable navigator who is inclined to be a little slow. Should do well with practice." Finally, under **Teamwork** the question was

asked if the crew produced a good navigation team ("Yes") and did he receive proper cooperation from the pilot, air bomber and other crew members ("Yes").

Assessments: On 18 September 1943, at No.22 OTU, described as follows: "Completed one tour of operations with Bomber Command. Awarded DFC. Has done a solid job of work at this unit."

On 29 February 1944 W/C J.K.M. Cooke, No.22 OTU, reported he had flown 468 hours (31 in previous six months). Described as "A good instructor, keen, smart and a loyal officer who has justified his recommendation for commissioning at this unit."

Circumstances of death: The website "Lost Bombers" provides the following details: Lancaster KB709, No.428 Squadron (NA-G), target Stettin, 29/30 August 1944. The aircraft was delivered to 428 Squadron in August 19 and took part in the following operations; Soesterburg, 15 August 1944 (daylight); Stettin 16/17 August 1944; Bremen 18/19 August 1944; Stettin 29/30 August 1944 (lost). Airborne at 2119 hours from Middleton-St-George. Presumed lost over the Baltic. Crew (all killed) consisted to P/O L.S. Plunkett (a second tour pilot), WO1 J.B. Gravelet-Chapman, RCAF (son of the Reverend P. Wilfrid Chapman of Saanichton), Sergeant J. McFarlane, F/O L.H.C.Gardiner, DFC, RCAF, F/O T.Baillie, RCAF, Flight Sergeant H.Gordon and Sergeant D.A.G.Sparkes. Report from **Making for Sweden** (Wegmann and Widfeldt, ISBN 1-871187-33-8) states, "This night was eventful for the inhabitants of the Danish island of Anholt. After midnight an aircraft was seen falling in flamed SW of Anholt. It is not known whether it fell to the guns of a night-fighter or to the flak. The debrief reports from crews from other squadrons state that aircraft were seen to fall over Denmark and the Kattegat around the time of this loss. The debrief reports from the crews of KB757 and KN744, also from No.428 Squadron state respectively that 'Sweden was well lit-up when we crossed it' and 'The Swedes threw up some opposition'." Three of the crew of KB709 were found dead on Anholt, three other crew members from KB709 were found in Sweden. The pilot, F/O Plunkett was never found.

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GARDINER, F/L Raymond Arthur (J15548) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born at Ingersoll, Ontario, 14 December 1918. Attended Durham Public School, Hanover Public School and Hanover High School. Home in Elmwood, Ontario. Machine hand and painter for a furniture company, 1936-1937; taught music, 1937-1938; Last employment was as service and stock clerk for Knechtel Kitchen Cabinets (April 1938 to June 1940). Enlisted in Hamilton, 21 August 1940 and posted to No.1 Manning Depot. To No.3 Training Command, 31 August 1940. To No.1 ITS, 12 October 1940. Promoted LAC, 6

November 1940 and posted that date to No.2 WS, Calgary. To No.4 BGS, Fingal, 15 March 1941; graduated and promoted Sergeant, 14 April 1941. To Manning Depot, Debert, 25 April 1941; to Embarkation Depot, Halifax, 18 May 1941. To RAF overseas, 7 June 1941. To No.12 OTU, 14 June 1941. To Chipping Warden, 17 August 1941. To No.405 Squadron, 4 October 1941. Promoted Flight Sergeant, 1 March 1942. Commissioned 17 June 1942. Promoted Flying Officer, 17 December 1942. Missing, presumed dead, 23 November 1943 (Lancaster JA939). Award presented to next of kin, 12 December 1944 by Governor General; RCAF photo PL-34558 taken after ceremony shows Mrs. R.A. Gardiner (wife) and her mother, Mrs. John Prue. Estates questionnaire noted that he had two brothers (Alfred was in RCN, Charles was 16) and four sisters.

Since July 1942, Flight Lieutenant Gardiner has been signals leader of his squadron. He has participated in many operational sorties against some of the most heavily defended targets in Germany including Bremen, Essen and Duisburg. Throughout his operational career he has displayed high courage and devotion to duty.

Training: Interviewed in Hamilton, 11 July and 26 July 1940. Noted on second occasion that he had spent five years in brass bands, playing trumpet; extensive play in softball, swimming and track, moderate field sports and hockey, only occasional football. Described as "Good type young man. Plays trumpet in a brass band. Keen to fly. Academic standing not high enough for commission."

Course at No.2 WS was 11 November 1940 to 17 March 1941. In Flying Classroom as First Operator for 25 minutes, in Flying Classroom on listening watch, three hours 45 minutes, and in two-seat aircraft as sole operator for five hours 30 minutes. Ground School courses and marks as follows: Theory (38/50), Radio Equipment (140/250), Morse, buzzer and lamp (187/200), Procedure (184/200), Signals Organisation (123/150), Armament (74/100), Drill and P.T. (41/50). Placed 56th in a class of 183.

Course at No.4 BGS was 17 March to 13 April 1941. Flew 12 hours ten minutes in Battle (all by day plus 45 minutes as passenger). In Beam test he scored 15.5 % hits, in Beam Relative Speed test, 7.5 % hits, in Under Tail test, 5.5 % hits. Scored 74 % on written test, 74 % on oral test, graded 210 out of 250 under "Ability as Firer" and 111 out of 150 on "Qualities as an NCO". Placed 6th in a class of 83. Described as "Good all round air gunner. Took a great interest in work."

Assessments: Assessed 21 January 1943 by W/C A.C.P. Clayton which described him "a very keen officer".

Assessed on 22 July 1943 by W/C J.E. Fauquier, which noted he had flown 151 hours 54 minutes on operations, 117 hours 51 minutes in previous six month. General marked as satisfactory in all categories with no remarks entered.

The website "Lost Bombers" has the following on his last sortie. Lancaster JA939, No.405 Squadron (LQ-C), target Berlin, 23/24 November 1943. JA939 was delivered to No.405 Squadron in July 1943. Airborne at 1712 hours, 23 November 1943 from Gransden Lodge. Cause of loss not established. Crashed at Ter Apel Groningen), 15 km NE of Emmen (Drenthe) Holland. Crew were F/L H.K.Lefroy, DFC, RCAF (killed); P/O P.J.Scott (killed); F/L C.W.Cole, DFC (POW, held in Camp L.1, POW number 1583); F/O W.J.Lawrence, RCAF (killed); F/L R.A.Gardiner, DFC, RCAF (killed); Flight Sergeant J.G.Odell, RCAF (killed); Flight Sergeant J.G.S.Kavanaugh, RCAF (killed).

RCAF Press Release No. 1343, 22 March 1943

LONDON, (R.C.A.F. News Service) – After over a year's service with the first RCAF Bomber Squadron to be formed in Britain, Pilot Officer R.A. "Ray" Gardiner of Hanover, Ontario, a wireless operator-air gunner, has now been appointed Signals Leader. Only 22 years old, Ray has seen service under three commanding officers, Wing Commander R.M. Fenwick-Wilson of Rock Creek, B.C., Wing Commander Johnny Fauquier of Ottawa, and Wing Commander Len Fraser, DFC, of Vancouver, and has been out on many bombing operational trips. The ordeal of these flights have left little mark on this smooth-cheeked, fair haired youngster who grins when he thinks back on his "shaky do's".

"I think I've been to about every place in Germany and enemy-occupied countries that's been bombed, with the exception of Berlin", he says – "Wilhelmshaven, Bremen, Essen, Cologne, Hamburg – I've been to them all. I've even been to Hanover, and I don't mean my home town. It was there that I lost my flashlight, which had been sent to me from my folks in Hanover, Ontario. As I was pushing out a "reco" flare, I dropped my flashlight down the flare-chute.

"On various of my trips, I've had some bad shakings. One was over Bremen. We were up at 16,000 feet when we were coned in searchlights and the skipper put us into a dive. When we were down to 13,000 feet we were hit by 'flak' and the skipper couldn't pull the kite out of the dive. Four of us – all hanging on to the stick – just managed to get her straight and level again at 3,000 feet. The hit moved our wings back about four inches and the main spar was all bent to the dickens. We got back to base in her, but she never took to the air again."

“Then on an Essen trip, we had to bale out and I became a member of the ‘Caterpillar Club’. We were over England, fortunately, when one of the engines caught fire and the skipper held her straight and level while we jumped. I got out at between 1,500 and 2,000 feet. Unfortunately, the skipper was killed. He didn’t have time to get out.”

“The trip to the Renault factory in Paris was also shaky. We started off with a 4,000 pounder and as we took off, the undercarriage collapsed. It started to fold up as we taxied off and when the kite bounced for the last time, the wheels were half way up. But we went on to Paris, knowing that when we came back we would have to make a belly landing. We found the factory all right and our 4,000 pounder went right in the middle. Leith (P.O.P.E.M. Leith, DFC of Toronto) was our navigator and he saw to it that there was no mistake.”

“When we got back to England we had to put down at another station – not at our base and luckily, there was a lovely mud patch and we skidded along it nicely. No one was hurt.”

Ray has also been on all the 1,000-plane raids to Cologne, the Ruhr and Bremen. His last to Bremen, with Wing Commander Johnny Fauquier as the pilot, was as a reconnaissance plans. They had to fly over the target after the last bomb had fallen and observe the results of the raid. As Ray points out, they were the only aircraft left in the sky and the “flak” chases them all over it. But Fauquier was a “wizard” and turned and twisted, dodging the “flak” bursts until the job of reconnaissance was done.”

As Signals Leader, Ray’s job is to see that all newcomers to the squadron are brought up to operational standards, and that they know the radio installation of the big four-engined Halifax bombers which the squadron uses. He is responsible for all the squadron’s radio sets.

Ray joined the R.C.A.F. in 1940 and passed through the Eglinton Hunt Club, Toronto, the Wireless School, Calgary and the Bombing and Gunnery School, Fingal. He left Canada for overseas service in Britain in April 1941 and, before joining his squadron, acted as an instructor at an R.A.F. Operational Training Unit.

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GARDINER, F/L William Alexander (J17445) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 23 February 1919 in Sydney Mines, Nova Scotia; home there (miner and former member of the Royal Canadian Artillery). Enlisted in Halifax, 6 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941; to No.1 Manning Depot again, 18 March 1941; to No.6 BGS (guard), 28 April 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 21 July 1941 when posted to No.1 AOS; graduated 12 October 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 22 November 1941; posted that date to No.2 ANS; graduated 22 December 1941 and posted next day to "Y" Depot. To RAF overseas, 7 January 1942. Commissioned 12 April 1943. Promoted Flying Officer, 12 October 1943. Promoted Flight Lieutenant, same date. Repatriated 1 June 1945. To Moncton, 12 June 1945. Retired 9 September 1945. Postwar doctor; died in Toronto, 19 November 2008. Photo PL-43737 shows a group who had completed two tours of operations and were then on strength of No.427 Squadron: F/O H.H. McDaniel, DFC (rear gunner), F/L E.E. Morgan, DFC (wireless operator), F/L W.A. Gardiner, DFC (navigator or bomb aimer), F/L E.C. Stewart, DFM (pilot), S/L F.D. Smith, DFC (navigator) and F/O H.E. Thornicroft, DFC (flight engineer). No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation by W/C V.F. Ganderton dated 19 March 1945 when he had flown 42 sorties (281 hours 25 minutes). First tour had been 11 August 1942 (Le Havre) to 13 May 1943; it had included three trips to Turin (18 and 20 November 1942 and 11 December 1942); second tour began 27 December 1944 (St.Vith).

This Bomb Aimer has completed forty-two operational bombing attacks against the enemy, fifteen of these on his second tour. On all his sorties Flight Lieutenant Gardiner has proved himself to be an outstanding Bomb Aimer, bringing back photographs of an excellent calibre. He possesses coolness and displays exceptional fearlessness in the face of danger, and by his courage, skill and determination in action has been an inspiration to his crew.

At all times Flight Lieutenant Gardiner has been an example of cheerful courage, unselfishness and sacrifice and in view of his splendid record I most highly recommend that he be awarded a non-immediate Distinguished Flying Cross.

The sortie list was as follows:

11 August 1942 - Le Havre (5.30)
6 September 1942 - Duisburg (5.00)
10 September 1942 - Dusseldorf (4.45)
26 September 1942 - Flensburg (5.00)

13 October 1942 - Kiel (7.20)
23 October 1942 - Genoa (9.40)
7 November 1942 - Genoa (8.00)
9 November 1942 - Hamburg (6.30)
15 November 1942 - Genoa (10.30)
18 November 1942 - Turin (9.00)
20 November 1942 - Turin (9.45)
11 December 1942 - Turin (9.55)
14 December 1942 - Gardening (3.10)
20 December 1942 - Duisburg (4.45)
9 January 1943 - Gardening (6.25)
15 January 1943 - Lorient (5.30)
27 January 1943 - Dusseldorf (5.30)
2 February 1943 - Cologne (5.50)
3 February 1943 - Hamburg (3.05, duty not carried out)
26 March 1943 - Duisburg (4.30)
27 March 1943 - Berlin (7.15)
29 March 1943 - Berlin (2.15, duty not carried out)
3 April 1943 - Essen (4.45)
4 April 1943 - Kiel (5.40)
27 April 1943 - Duisburg (5.10)
28 April 1943 - Gardening (7.00)
30 April 1943 - Essen (5.05)
4 May 1943 - Dortmund (5.00)
12 May 1943 - Duisburg (2.00, duty not carried out)
13 May 1943 - Bochum (5.20)
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27 December 1944 - St. Vith (7.10)
28 December 1944 - Opladeb (3.50)
29 December 1944 - Oberlar (6.45)
2 January 1945 - Ludwigshaven (7.45)
3 January 1945 - Hanover (6.30)
6 January 1945 - Hanau (6.55)
28 January 1945 - Stuttgart (6.40)
4 February 1945 - Osterfeld (6.30)
7 February 1945 - Goch (6.55)
13 February 1945 - Dohlen (7.50)
20 February 1945 - Monheim (6.55)
24 February 1945 - Kamen (6.25)
11 March 1945 - Essen (6.10)

12 March 1945 - Dortmund (6.20)

14 March 1945 - Zweibrucken (7.15)

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GARDINER, S/L William George (J8137) - **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 16 June 1913. Enlisted in Vancouver, 10 January 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 20 February 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.2 EFTS; graduated 26 July 1941 when posted to No.11 SFTS; graduated and commissioned 10 October 1941. To Embarkation Depot, 11 October 1941; to RAF overseas, 3 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 7 October 1943. Promoted Squadron Leader, date uncertain. Repatriated 8 February 1945. To Western Air Command, 13 February 1945. To No.122 Squadron, 10 April 1945. To No.3 Composite Flight, 15 September 1945. Retired 2 January 1946.

GARDINER, S/L William George (J8137) - **Croix de Guerre (France)** - No.190 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/9645 has citation.

As pilot of aircraft, Flying Officer Blake participated in a number of special supply missions to the Maquis both before and after the invasion of Normandy. These operations, many of which were completed during adverse weather, required a high degree of skill and accuracy. On one occasion his aircraft sustained much damage by anti-aircraft fire; in addition Flying Officer Blake and his navigator were wounded. Displaying courage and skilful airmanship, Flying Officer Blake brought the aircraft back to base and accomplished a masterly landing. On the night of 5th June, 1944, Flying Officer Blake towed a glider aircraft to Normandy successfully. The following day, despite intense enemy opposition, he succeeded in releasing another glider over the landing zone.

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GARDNER, W/C (acting G/C) Edward Robertson (C380) - **Air Force Cross** - RCAF Station Moncton - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Winnipeg, 24 May 1905. Rifleman, Royal Winnipeg Rifles, 9 December 1929 to 31 May 1933. Applied to RCAF, 7 October 1931 while employed by Oldfield, Kirby and Gardner (Investment and Insurance Brokers). Enlisted in RCAF in Winnipeg, 14 June 1933 with No.12 Army Cooperation Squadron (Auxiliary). Attended summer camp, Shilo, June 1933. Qualified for pilot's badge, 27 April 1936. Promoted Flying Officer, 11 June 1936.

Attended summer camp, July 1936. Army Cooperation course, Trenton, 8-20 March 1937. Armament course at Trenton, 14-26 March 1938. Promoted Flight Lieutenant, 1 January 1940. Proceeded overseas with No.110 (Army Cooperation) Squadron, 16 February 1940. He was found to have defective colour vision and was thus placed on limited flying duty. Served as Assistant Adjutant. Promoted Squadron Leader, 1 February 1941. Returned from overseas, 3 March 1941. To Central Flying School, 14 March 1941; flying instructor course, 17 March to 26 April 1941 (Category "B" instructor). To No.12 SFTS, 10 May 1941. To No.3 Training Command, Montreal, 9 August 1941. To No.121 (Composite) Squadron, 26 March 1942. To Eastern Air Command Headquarters, 16 July 1943, supervising non-operational flying and marine craft plus installation of Airway Traffic Control system. Promoted Acting Wing Commander, 1 August 1943; confirmed in that rank, 1 November 1943. To Moncton, 1 July 1944. Promoted Group Captain, 1 December 1944. Retired 10 August 1945. Killed in an aircraft crash, with his son, William Derek Stuart Gardner, 17 March 1960. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 1,323 hours.

This officer, over a long period of time, has proved himself to be a most enthusiastic and capable pilot. By his tenacity, ability and devotion to duty he has made an outstanding contribution to flying both in transportation and in co-operation with the Navy and Army. Through his skill and efforts the organization for the safety of flying in Eastern Air Command has been greatly improved.

Recommendation raised 4 December 1944 by Air Commodore W.A. Orr, Eastern Air Command Headquarters, stating he had flown 1,323 hours 20 minutes (43.10 in previous six months) including 148.45 as instructor in the past. Text as follows:

This officer has been an enthusiastic and capable pilot, who by his perseverance and devotion to duty in flying has made an outstanding contribution to the training of others, both in the field of transportation and co-operation with the Navy and Army. Through his efforts, the organization for the safety of flying in Eastern Air Command has been greatly improved.

Notes: Limited flying in 1934 (two hours 50 minutes dual, 25 minutes solo) but assessed as "An officer of much promise - alert, enthusiastic and tactful with very good presence." In 1935 he flew 65 hours five minutes and assessed as "An excellent young officer." His record for 1936 makes interesting reading - 51 hours five minutes solo, ten hours 15 minutes dual, and the following comment - "This officer has been in charge of the Signal Section and has been very enthusiastic in furthering signal training, He developed and built a short wave W/T and R/T set for use in a DH Moth and as a result army cooperation training could be carried out at summer camp."

Army Co-operation Course at Trenton (8-20 March 1937) involved flying in Fairchild 71 (four hours ten minutes) and Atlas (50 minutes). Courses in Signals (69 percent), Map Reading and Air Reconnaissance (80 percent), Morse (six words per minute) and Army Organization and Tactics with Air Force in the Field (44 percent). Rated "average" - S/L T.A. Lawrence wrote, "Made good progress during the course and applied himself to work. It is necessary for this officer to improve his Morse."

In 1938 he flew 36 hours 20 minutes as a pilot, 2.40 as passenger on Moths, Fleets and Avros.

The assessment of 12 February 1941 by W/C D.M. MacKay reads "This is a peculiar case, F/L Gardner has the ability and brains to do any job given him. Unfortunately however he acts on ideas of his own. Out of twenty ideas, one will be brilliant but the rest are hopeless and since they have all been acted upon, the brilliant idea is hardly worth the bad effects of the others. In addition to this he seems to be able to get everyone's back up. The pilots would not work for him while he was in the operations room. Except for the above his remaining qualities are above the average."

His colour vision did not prevent him from performing a remarkable flight in December 1941. He had been assigned to lead a flight of Bolingbroke from Scoudouc to Patricia Bay. The weather was bad. Four other pilots (veterans of Atlantic ferry flights) did not make it (crashed at Scoudouc, Dorval, Amesdale and Vancouver, apparently from engine failure) - only Gardner got through

There is reference to a flight on 4 April 1944 which involved his landing on a narrow strip along the shore of St. Paul's Island when the Gulf of St. Lawrence was filled with pack ice. He removed the radio station operator's wife under difficult circumstances including the sea in a 35-mph wind.

He also mentioned a flight on 19 April 1944 in Bolingbroke 10087. "This was an aircraft that 121 Squadron refused to fly. Three attempts had been made to take the aircraft up, but were unsuccessful, and as another of the squadron's Bolingbroke had a couple of hours before burst into flames in the air, and crashed into the sea, it was considered necessary to restore some confidence in the minds of the pilots of this target-towing squadron. It was discovered during the following aircraft test that the fault would not have been discovered on ground test except under unusual circumstances."

He also referred to flying, 30-31 March 1944 at Bradley Field, testing Hudson, Ventura and Marauder aircraft as target tugs - Hudson chosen.

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GARDNER, F/L Ernest Hugh (J12968) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Saskatoon, 20 April 1920; home there (clerk). Educated at University of Saskatchewan; formerly COTC. Enlisted in Saskatoon, 11 March 1941. To No.2 Manning Depot, 27 May 1941. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, 7 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.14 EFTS; may have graduated 7 November 1941 but not posted to No.10 SFTS until 22 November 1941; ceased training 18 December 1941 when posted to Trenton; to No.4 AOS, 17 January 1942; graduated 25 April 1942 when posted to No.4 BGS; graduated 6 June 1942 when posted to No.1 CNS; graduated and commissioned 20 July 1942. To RAF overseas, date uncertain. Promoted Flying Officer, 20 January 1943; promoted Flight Lieutenant, 15 June 1944. Repatriated 20 August 1946. Retired 23 September 1946 to live in Victoria. 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 22 May 1945. He had flown 44 sorties (275 hours); his first tour (No.424 Squadron) had been 31 sorties (190 hours); second tour was from 14 March to 10 May 1945 including three sorties on "Exodus" (8-9-10 May 1945).

Flight Lieutenant Gardner has successfully completed one tour of operations and has done thirteen sorties on his second. He has repeatedly shown that he possesses a high degree of technical skill, a dogged determination, and the courage to produce the best results regardless of opposition. His work on the ground has been outstanding. Through his efforts he has produced a smooth working crew which is an asset to this Squadron. For his consistent outstanding work throughout a prolonged period, I recommend he be awarded a non-immediate Distinguished Flying Cross.

The sortie list for his second tour was as follows (see also Robert Lamont McGillivray):

14 March 1945 - Zweibrucken (7.10)
21 March 1945 - Hemingstadt (5.15)
22 March 1945 - Hildesheim (6.15)
23 March 1945 - Bottrop (5.55)
25 March 1945 - Hanover (6.20)
31 March 1945 - Hamburg (5.50)
4 April 1945 - Meisburg (9.15)
8 April 1945 - Hamburg (6.15)
10 April 1945 - Leipzig (8.25)
22 April 1945 - Bremen (5.35)

3 May 1945 - Recalled (4.15, duty not carried out)
8 May 1945 - Exodus (4.20)
9 May 1945 - Exodus (5.20)
10 May 1945 - Exodus (4.50)

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GARDNER, F/L Harold Alexander (J14036) - **Air Force Cross** - No.11 Squadron (Canada) - Award effective 23 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946. Born 13 June 1914. Enlisted in Vancouver, 11 September 1940. To "K", 8 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 21 December 1940 when posted to No.14 EFTS; graduated 9 February 1941 when posted to No.2 Manning Depot; to No.4 SFTS, 21 February 1941; graduated and promoted Sergeant, 9 June 1941. To No.119 (BR) Squadron, 10 June 1941. Promoted Flight Sergeant, 9 December 1941. Promoted WO2, 9 June 1942. Commissioned 11 July 1942. Promoted Flying Officer, 11 January 1943. Promoted Flight Lieutenant, 1 December 1943. To No.1 Group Headquarters, 23 February 1944. To No.11 (BR) Squadron, 3 October 1944. To No.8 Release Centre, 20 August 1945. Retired 29 August 1945.

This officer has completed nearly two tours of operations on arduous sorties while engaged in anti-submarine operations. His competence as a pilot and captain have inspired the complete confidence and admiration of every member of every air crew with whom he has been associated. His willingness to accept responsibility, attention to minute detail and unwavering devotion to duty are among his many attributes. Despite his reputation of being a hard taskmaster and an exacting crew captain, there has always been a waiting list for membership to his crew. His superiors have found in him a valuable right-hand man, an excellent example as an officer and a co-operative, helpful assistant.

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GARDNER-MEDWIN, F/L Alec George (J11245) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Liverpool, England, 1910; home in Coulson, Surrey. Enlisted in Toronto, 4 June 1941. Trained at No.1 ITS (graduated 25 September 1941), No.1 AOS (graduated 1 February 1942), No.1 BGS (graduated 14 March 1942) and No.2 ANS (graduated 13 April 1942). Commissioned in 1942. To Patricia Bay, 23 July 1945. Retired 30 September 1945. Postwar painter; awarded MBE, 1 January 1998, "for services to the Stanley Spencer Art Gallery, Cookham, Berkshire."

Throughout his tour of operational duty this officer has set an outstanding example to every member of his squadron. As squadron bombing leader his efficiency has been exceptional and his high courage and keenness have been largely responsible for the good work accomplished by the bomb airmen of the squadron.

NOTE: Public Records Office Air 2/9276 has recommendation dated 3 June 1944 when he had flown 27 sorties (173 hours); sortie list and original text as follows:

15 January 1943 - Lorient (7.55)
26 January 1943 - Lorient (7.37)
29 January 1943 - Lorient (8.10)
3 February 1943 - Hamburg (3.40)
7 February 1943 - Daylight recce (5.35)
11 February 1943 - GARDENING (4.34)
4 April 1943 - Kiel (6.30)
15 April 1943 - GARDENING, Brest (6.56)
2-22 June 1943 - Dalton-Pavillier (transit from United Kingdom, 16.35)
3 July 1943 - Trepani (3.48)
9 July 1943 - Cataglironi (4.14)
11 July 1943 - Monte Corvina (5.45)
14 July 1943 - Naples (6.02)
20 July 1943 - Naples (5.46)
23 July 1943 - San Giovanni (5.15)
5 August 1943 - Messina (6.20)
11 August 1943 - Messina (5.30)
17 August 1943 - Cape Suvero (5.47)
20 August 1943 - Villa Lierno (5.45)
24 August 1943 - Torre Annunziata (5.40)
27 August 1943 - Salerno (5.45)
1 September 1943 - Aversa (5.55)
2 September 1943 - Cagliari (5.45)
4 September 1943 - Grazzanise (6.20)
8 September 1943 - Battipaglia (7.00)
10 September 1943 - Formio (7.05)
12 September 1943 - Castelnuova (7.05)

Can J.11245 Flight Lieutenant A.G. Gardner-Medwin, RCAF Bomb Aimer, has completed 27 sorties, many of which were carried out over the most heavily defended targets in Germany and Italy.

Flight Lieutenant Medwin as Bombing Leader of this squadron set an outstanding example to every member of his section. Many of his sorties were carried out with inexperienced crews, filling in at the last minute the position of an unfit Bomb Aimer. Flight Lieutenant Medwin ran his Section with the greatest efficiency and his high courage and keenness were mainly responsible for the good work done by the Bomb Aimers of this squadron. I consider Flight Lieutenant Medwin fully deserves the award (non-immediate) of the Distinguished Flying Cross.

GARDNER-MEDWIN, F/L Alec George, DFC (J11245) - **Mention in Despatches** - No.22 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945.

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GAREN, Sergeant John Rennie (R90587) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 8 August 1911. Enlisted in North Bay, 19 March 1941 as Instrument Maker and posted to No.1 Manning Depot. To No.5 Equipment Depot, 30 April 1941. Promoted C1, 19 June 1941. Promoted LAC, 1 October 1941. Promoted Sergeant, 1 January 1942. To "Y" Depot, 2 January 1942. To RAF overseas, 8 January 1942; arrived in UK 21 January 1942. Served in North Africa, 27 May to 26 October 1943. Repatriated 1 May 1945. To No.10 EFTS, 17 June 1945. To No.4 Release Centre, 22 August 1945. Retired 24 August 1945. Died in Owen Sound, Ontario, 14 September 1999 as per **Legion Magazine** of March 2000 which also stated he had served with Nos.405 and 425 Squadrons. No citation in AFRO. Recommended for MiD, 22 July 1944, when he was an Instrument Repairman with No.9425 Servicing Echelon. Recommendation read as follows:

The exemplary manner in which this NCO has carried out his duties both in this country and during the African Campaign has been an outstanding example to those with whom he has been employed. Without thought of personal gain, Sergeant Garen has worked many long hours and given his best in the interests of the Service. He is a superior tradesman and exceptionally tactful in handling men.

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GARGETT, P/O Edward (C18867) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25

August 1944. Born in Medicine Hat, Alberta, 22 May 1913; educated there (Elm Street Public School, 1919-1927; Alexandra High School, 1927-1929); home there; stock checker in Maple Leaf Milling Company, Medicine Hat, 1929-1939. Enlisted in Calgary Highlanders, 25 September 1939. To England, 28 August 1940. Transferred to Canadian Provost Corps, 22 July 1941. Transferred to RCAF, London, England, 30 January 1942. To No.13 Initial Training Wing, Torquay, 21 February 1942. To No.1 Elementary Air Navigation School, 15 August 1942. Promoted Flight Sergeant, 3 March 1943. To No.4 AOS, 31 October 1942 (Anson aircraft, 109 hours 50 minutes). To No.23 OTU, Pershore, 23 March 1943 (Wellingtons, 77 hours 30 minutes). To No.1659 Conversion Unit, 7 June 1943 (Halifax aircraft, 27 hours 25 minutes). To No.419 Squadron, 28 June 1943 (149 hours 45 minutes). Commissioned 2 October 1943. To No.429 Squadron, 11 November 1943 (83 hours 20 minutes). Promoted Flying Officer, 1 April 1944. To No.1664 Conversion Unit to instruct, 8 April 1944 (17 hours 45 minutes). Repatriated 23 November 1944. To No.2 Air Command, 11 November 1944. Retired 14 February 1945. RCAF photo PL-28225 (ex UK-9121 dated 23 March 1944) shows him after 27 sorties. Died in Pincher Creek, Alberta, 18 April 1986 as per **Legion Magazine** of July/August 1986 (which gave his NCO number of R225039). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 20 April 1944 when he had flown 29 sorties (205 hours ten minutes), 13 July 1943 to 22 March 1944.

This navigator has carried out twenty-nine attacks on the heavily defended targets in Germany such as Berlin, Hamburg, Essen and Hanover. His brilliant navigation and enthusiasm for his work have contributed greatly to the success of these sorties and have been an inspiration to the other members of his crew. It is considered that this officer's fine offensive spirit and devotion to duty fully merit the award of the Distinguished Flying Cross.

RCAF Press Release 3561 dated 3 January 1944 reads as follows:

With the RCAF Bomber Group Overseas - Rising from the rank of "buck private" in the Canadian Army to navigator of a Halifax bomber in the RCAF Bomber Group in England is the ambition that has been realized by P/O E. Gargett (Medicine Hat, Alberta) of the Bison Squadron.

And one of the unusual features of P/O Gargett's rise to commissioned rank is the fact that he obtained his transfer to the RCAF after he had arrived overseas with the Second Division of the Canadian Army, and instead of being sent back to Canada for his aircrew training, as usually is the case, he won his half-wing on this side of the "briny". While four of his mates were returned to Canada for a spell, P/O Gargett took his instruction in England and Scotland.

The 30-year old navigator who is now playing a leading part with his crew in helping to blast the principal cities of Germany climbed the ladder of success the hard way. At the outbreak of war in September 1939, P/O Gargett offered his services to the Calgary Highlanders in Medicine Hat for active service and was accepted. In August of the following year he came overseas with the Second Division of the Canadian Army.

Craving more action than he was getting he was transferred to the RCAF in 1942 to begin his aircrew training. In March of the following year he won his wings and Sergeant's stripes and eventually was posted to the Moose Squadron of the RCAF Bomber Group. It was with this squadron that P/O Gargett completed 20 operational sorties over enemy territory, including such targets as Berlin (three times), Nuremberg, Mannheim, Frankfurt, Hamburg, Hanover, Milan and Peenemunde.

A big brawny kind of a chap, P/O Gargett would have liked to have completed his first tour of "ops" with the Moose squadron, but fate stepped into the picture when his skipper was "screened" after completing his tour of "ops". This meant that the crew was broken up and P/O Gargett was transferred to the Bison squadron of the bomber group and at the same time raised to the rank of Pilot Officer.

With his present squadron this ambitious gentleman from the Alberta foothills has already completed three more operational trips, making a total of 23 altogether to date.

Two other members of P/O Gargett's family are serving with Canada's active forces. He has two younger brothers in Italy at present, one with the Tank Corps and the other with the Signal Corps.

Compiler's note: It is probable that the brother in the "Tank Corps" was Corporal Thomas C. Gargett, 12th Armoured Regiment (The Three Rivers Regiment), killed in action 20 October 1944.

Notes: On repatriation form he claimed 29 sorties (216.10), the last on 22 March 1944. Also 214.45 in training and 44.40 instructing.

Application for Operational Wing dated 24 March 1944 claimed 29 sorties, 13 July 1943 to 24 March 1944 (216.10).

Training: Course at No.1 Elementary Air Navigation School was 17 August to 30 October 1942. Graded in Air Navigation, Plotting (264/400), Air Navigation, Theory (242/400), Meteorology (138/200), Armament, practical (87/100), Signals, practical (98/100) and Aircraft Recognition (80/100). "A good cadet with plenty of initiative. Recommended for a commission." (W/C J.A.K. Pettit.

Course at No.4 AOS was 1 November 1942 to 1 March 1943. Anson aircraft (30.15 as first navigator by day, 45.30 as second navigator by day, 18.20 as first navigator by night, 15.35 as second navigator by night). Graded in Air Work as follows - Air Navigation, Day (252/350), Air Navigation, Night (185/250), Air Navigation, Map Reading (130/200), Photography (74/100) and Reconnaissance (67/100). Ground work marked as follows - Air Navigation Exercises (190/250), Air Navigation Test (208/250), Reconnaissance (114/150), Signals (104/150), Photography (140/150), Aircraft Recognition (33/50). "A tough nut and rather cynical. Has produced average results in both ground and air work."

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GARLAND, F/O John Wilburn (J17155) - **Distinguished Flying Cross** - No.80 Squadron - Award effective 23 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born in Carleton Place, Goulburn Township, Ontario, 15 June 1922 (date in obituary notice); home in Richmond, Ontario. Enlisted in Ottawa, 17 December 1940; trained at No.3 ITS (graduated 9 June 1941), No.14 EFTS (graduated 27 July 1941) and No.9 SFTS (graduated 24 October 1941 with the rank of Sergeant); promoted to Flight Sergeant, 24 April 1942; promoted to Warrant Officer, 24 October 1942; commissioned as a Pilot Officer, 11 January 1943; promoted to Flying Officer, 12 July 1943; promoted to Flight Lieutenant, 11 January 1945. Arrived overseas on 31 March 1942; posted to Middle East Command, 8 May 1942 and to No.243 Wing on 1 July 1942; to No.244 Wing, 26 July 1942. Reported sick, 19 December 1942; to No.80 Squadron, 6 January 1943; to No.127 Squadron, 11 August 1943; returned to No.80 Squadron on 19 August 1943, remaining with that unit until 22 January 1945 (squadron returned to Britain on 10 April 1944). Posted to No.3 Squadron, 23 January 1945; reported missing, 8 February 1945; reported safe in United Kingdom, 26 April 1945. Repatriated to Canada, 22 July 1945 and released on 3 October 1945, having flown two tours; Operational Wings and Bar mailed to Richmond, 22 November 1945. Credited with the following aerial victories: **3 December 1944**, one Me.262 destroyed; **27 December 1944**, one FW.190 destroyed; **1 January 1945**, two FW.190s destroyed; **23 January 1945**, one Ju.88 destroyed (shared with another pilot). Rejoined the RCAF in 1950 as a Flying Officer; promoted to Flight Lieutenant on 1 January 1953 and Squadron Leader on 1 January 1959; obtained Masters Degree in Aeronautical Engineering at USAF University, June 1963. His career included staff assignments at Canadian Forces Headquarters, Project Control Officer at the Central Experimental and Proving Establishment, an exchange tour with the USAF, command of

the Cold Lake Detachment, Central Experimental and Proving Establishment, and Officer Commanding, No.102 Composite Unit. He was one of the first RCAF pilots to fly at Mach 2 (in an F-104). His final posting was as Commanding Officer, RCAF Test and Maintenance Operations. Retired in rank of Colonel. Died in Winnetka, (Chicago, Illinois), 29 March 2006. An earlier version of this entry stated that he had died at Kelowna, British Columbia, 12 February 2000. The deceased on that occasion was actually Major-General Davis F. Garland (nobody wrote to correct the error). Photo PL-48182 shows him with his wife and father after investiture; PL-111514 is a portrait dated 12 January 1959.

This officer has completed a very large number of sorties, involving attacks on enemy targets in various battle areas. During these operations he has effectively attacked shipping, many mechanical vehicles and a number of locomotives and wagons; his successes also include the destruction of four enemy aircraft. Flying Officer Garland has proved himself to be a highly skilled, courageous and resolute fighter.

NOTE: No.80 Squadron initially flew Hurricanes. His first sortie was a scramble on 22 August 1942 and his second a scramble on 23 August 1942. His 12th sortie (24 October 1942) was escort to tank-busting aircraft. On 14 August 1943 he flew his last Hurricane sortie (and his 81st operational flight), an ASR mission. On 23 August 1943, having converted to Spitfires, he flew his first Spitfire trip (a scramble). His first tour concluded on 22 March 1944 with his 145th sortie, by which time he had flown 218 hours 20 minutes on operations. His second tour commenced on 16 August 1944 (escort mission). The next day he went to West Mallang and converted to Tempests. On 13 and 14 September 1944, flying Tempests, he attacked V-2 sites. He flew 66 Tempest sorties until he was shot down by flak on 8 February 1945 and taken prisoner. Subsequently escaped during a night march and hid in woods for two weeks until liberated by advancing allies.

FURTHER NOTE: Public Record Office Air 2/9044 has recommendation to DFC drafted 2 January 1945 when he had flown 205 sorties (290 operational hours). It was composed by S/L R.L. Spurdle who was that day both Commanding Officer of No.80 Squadron and Wing Commander Flying of the wing.

Flying Officer Garland has flown on operations in North Africa, Italy, England and from the Continent. An outstanding leader of courage and coolness, Flying Officer Garland has destroyed or damaged many enemy motor vehicles and locomotives, rolling stock and shipping, as well as ground installations. He has also destroyed four enemy fighters and damaged another. The last two enemy aircraft destroyed were shot down in a typically efficient manner when Flying Officer Garland spotted two Focke Wulf 190s at ground level when flying 9,000

feet above. Immediately diving to attack, Flying Officer Garland destroyed one and ten seconds later the other, using only 95 rounds of ammunition.

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GARLAND, P/O Stewart Foster (J16208) - **Distinguished Flying Cross** - No.40 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2386/43 dated 19 November 1943. Born in Ottawa, 29 December 1920; home there (clerk). Served in 38th Highlanders, Cornwall, as Private, 1 October to 1 November 1940. Enlisted in RCAF in Ottawa, 22 July 1941 and posted to No.1 Manning Depot. To No.1 ITS, Toronto, 21 August 1941; graduated and promoted LAC, 9 October 1941; to No.20 EFTS, Oshawa, 10 October 1941; graduated 6 December 1941 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 29 March 1942; to RAF Trainee Pool, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.3 (P) AFU, 25 June 1942. To No.22 OTU, 7 September 1942 but then reposted the same day to No.21 OTU. Commissioned 27 November 1942 as per Appointments, Promotions and Retirements list dated 8 February 1943. To Middle East, 10 February 1943. To No.40 Squadron, 5 March 1943. Promoted Flying Officer, 27 May 1943. To Headquarters, No.205 Group, 16 October 1943. Promoted Flight Lieutenant, 2 March 1944 on posting to No.236 Wing. To No.142 Squadron, 23 April 1944. Killed in action 13/14 July 1944 in raid on Milan (Lambroke marshalling yard) with No.142 Squadron (Wellington ME120) - possibly following damage in a grazing collision with another aircraft.

This officer is an extremely keen and efficient captain who has earned many successes. One night in July 1943 he executed a most successful attack on the marshalling yards at Reggio di Calabria, although his aircraft was hit by anti-aircraft fire during the bombing run. Pilot Officer Garland pressed home his attack starting many fires. He also secured an excellent photograph. His high morale and fine record have set an excellent example.

Notes: Involved in accident at No.16 SFTS, 20 February 1942; Anson I (6708). While taxiing the brakes declined to hold and he collided with Anson 7506, damaging rudder and starboard aileron of the other aircraft.

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GARNEAU, F/O Joseph Francois Rosaire (J26358) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Montreal, 4 October 1916, home there (clerk and accountant). Enlisted there 16 July 1942 and posted to No.5 Manning Depot. Granted Leave Without Pay until posted to No.3 ITS, 24 October 1942; graduated and promoted LAC, 31

December 1942 but not posted to No.7 AOS until 23 January 1943. Graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 21 December 1944. Retired 1 February 1945. Employed postwar for 42 years by Quebec North Shore and Ontario Paper Company. Retired to Fonthill, Ontario; died in Welland, 31 July 2001. RCAF photo PL-22381 (ex UK-6470 dated 2 December 1943 refers; Pilot Officer Jules Dargis (Trois Rivieres) discusses a model Wellington with Pilot Officer Rosaire Garneau (navigator, Montreal), Sergeant Roland Enos (bomb aimer, Montreal) and Sergeant Julien Cote (WAG, St. Paul, Alberta). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had flown 35 sorties (165 hours 15 minutes):

A navigator of a Halifax bomber, Flying Officer Garneau has recently completed a tour of operations over the heavily defended targets of Wesseling, Hamburg, Kiel, Stuttgart, Wahne Eickel and Osnabruck.

Throughout his tour, Flying Officer Garneau has displayed exceptional navigational talent. His keenness in operations has resulted in the very fine record set up by his crew in precise timing and accurate bombing.

On one trip over Stuttgart in July 1944, this navigator, checking the D.R. Compass on takeoff, found it to be twenty degrees off. He tried, without success, to synchronize it with the P.4 Compass. Going over the Channel, the aircraft flew into an electrical storm. The P.4 was rendered useless. The storm drove the aircraft off course. Exhibiting dogged determination and a keen sense of perception, the navigator pin-pointed his way from Lake Constance to base where a successful landing was made.

His devotion to duty, his infectious keenness and his outstanding ability as a Navigator are highly commendable.

The sortie list was as follows:

9 May 1944 - Calais (3.30)
12 May 1944 - Louvain (4.10)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (5.10)
2 June 1944 - Neufchatel (3.45)
5 June 1944 - Houlgate (5.00)

6 June 1944 - Coutances (5.30)
7 June 1944 - Acheres (4.40)
21 June 1944 - St. Martin (3.40)
23 June 1944 - Bientques (5.00)
24 June 1944 - Benderes (3.40)
27 June 1944 - Foret d'Eary (4.15)
3 July 1944 - Biennais (4.10)
5 July 1944 - Biennais (3.30)
7 July 1944 - Caen (1.20, duty not carried out)
12 July 1944 - Thiverny (4.35)
15 July 1944 - Nucourt (4.20)
17 July 1944 - Caen A.1 (4.20)
18 July 1944 - Wesseling (4.35)
20 July 1944 - Ferme-en-Forestel (4.00)
24 July 1944 - Ferfay (4.25)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (5.55)
31 July 1944 - Oeuf-en-Ternois (5.00)
3 August 1944 - Foret de Nieppe (4.00)
14 August 1944 - Bons Tassily (4.20)
15 August 1944 - Brussels (4.15)
16 August 1944 - Kiel (5.15)
18 August 1944 - Connantre (6.50)
25 August 1944 - Brest Cornouailles (4.45)
27 August 1944 - Marquis de Mimoyceques (3.55)
31 August 1944 - Ile de Cezembre (5.00)
9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.25)
12 September 1944 - Wanne Eickel (5.25)
13 September 1944 - Osnabruck (4.35)

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GARNETT, Sergeant Edgar James (R92884) - **Mention in Despatches** - No.84 OTU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 8 May 1921. Enlisted in Calgary, 8 April 1941 as Radio Mechanic. To No.2A Manning Depot, 12 May 1941. To University of Alberta, 6 June 1941. To GAC (whatever that is), 1 October 1941. Promoted LAC, 27 October 1941. To No.1 Manning Depot, 31 October 1941. To No.31 Radio School, 10 November 1941. To "Y" Depot, 26 February 1942. To RAF overseas on the same date. Promoted Corporal, 11 May 1943. Repatriated by air, June 1945. Retired 9

September 1945. An Edgar James Garnett died in Vancouver, 13 February 2014 although the ancestry record gives his date of birth as 8 May 1921.

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GARRAND, F/O Noel William (C9627) - **Member, Order of the British Empire** - Western Air Command Marine Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Vancouver, 5 January 1942 and commissioned that date. To Western Air Command, 15 March 1942. On strength of No.3 Repair Depot, 1 August 1943. To Release Centre, 13 April 1945. Retired 16 July 1945.

This officer has been Master of Supply and Salvage Vessels operating in the service in Pacific coastal waters continuously since early 1942. During this time he has carried out his duties of supplying outlying detachments in a courageous and highly efficient manner. One night, while Master of a craft which was towing two scows from Vancouver to Union Bay, his vessel was overtaken by a violent storm and high seas which caused the second of the two scows to break adrift. Flying Officer Garrand displayed outstanding seamanship and high courage in an attempt to salvage this scow, only giving up after some hours when the scow had drifted ashore and his ship was in imminent danger of being wrecked. His courage, resourcefulness and fine seamanship throughout his service career have won the high regard of all and have set a fine example for others to follow.

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GARRATT, F/L Frederick John Shillitoe (C6527) - **Member, Order of the British Empire** - No.39 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 22 July 1897. Enlisted in Winnipeg, 19 February 1940 as Service Policeman. To School of Technical Training, St. Thomas, 19 April 1940. Promoted AC1, 19 May 1940. Promoted Corporal, 6 July 1940. Promoted LAC, 19 August 1940. Promoted Sergeant, 5 October 1940. Remustered as Foreman of Works, 29 June 1941. Commissioned 15 August 1951. To No.39 SFTS, 22 December 1941. To No.4 Training Command, 2 November 1942. To No.41 Construction Unit, 24 March 1944. To No.36 SFTS, 23 April 1944. To No.2 Technical Support Unit, 3 November 1944. To No.10 Repair Depot, 1 September 1945. Released 17 November 1945.

Flight Lieutenant Garratt has held the appointment of Works and Building Engineer at this school for the past fifteen months. He has displayed outstanding ingenuity and efficiency in the maintenance of the buildings and

aerodrome, often under very adverse conditions, and has at all times shown exceptional devotion to duty. As the senior Royal Canadian Air Force officer on this station, he has been instrumental in the close co-operation and cordial relations between the Royal Air Force and Royal Canadian Air Force personnel, and in no small way has assisted in maintaining high morale in the unit as a whole.

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GARRETT, F/O Eric Alonzo (J9779) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born in Montreal, 8 October 1913; home there; enlisted 24 February 1941. To No.1 Manning Depot, 14 March 1941. To No.4 Manning Depot, 2 April 1941. To unidentified posting, 8 April 1941. Graduated 4 August 1941 and promoted LAC; to No.9 AOS, 4 August 1941; to No.6 BGS, 25 October 1941; graduated 6 December 1941 and promoted Sergeant. To No.2 ANS, 6 December 1941; graduated and commissioned 11 January 1942. To "Y" Depot, Halifax, 12 January 1942. To RAF overseas, 10 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 11 January 1944. Repatriated to Canada, 25 February 1944. To Release Centre, 1 February 1945. Retired 28 February 1945. Photos are PL-21734 and PL-23897

A navigator of exceptional ability, Flying Officer Garrett has taken part in many attacks against the most heavily defended enemy targets. On all occasions he has shown a high standard of cheerful courage, determination and leadership.

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GARRETT, F/O Ernest Walter (J16299) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Toronto, 13 July 1917 (birth date from obituary); home there. Educated at Earl Haig, Earle Beattie High School, and Eastern High School of Commerce. Enlisted 23 October 1940. To No.36 SFTS, 7 December 1940 for non-flying duties. To No.2 ITS, 9 February 1941; promoted LAC, 15 March 1941 and posted that day to No.4 AOS; to No.1 BGS, 9 June 1941. Graduated 19 July 1941 and promoted Sergeant. To No.2 ANS, 20 July 1941. Warned for embarkation, 20 August 1941. To RAF overseas, 17 September 1941. Commissioned 16 September 1942. Repatriated to Canada, 22 September 1944. Remained in postwar RCAF; Flight Lieutenant as of 1 October 1946; promoted Squadron Leader, (Navigation Officer), 1 January 1952. Federal public servant after retirement. Died in Winnipeg, 16 February 2000. Cited with F/L A.C. Carter (RAF pilot).

Flight Lieutenant Carter and Flying Officer Garrett were pilot and navigator respectively of an aircraft detailed to attack Leverkusen one night in June 1944. When nearing the target the aircraft was hit by anti-aircraft fire which damaged the port tail plane. Just afterwards both the port engines were affected when another shell burst underneath the aircraft. Nevertheless, Flight Lieutenant Carter maintained a steady run and the target was successfully attacked. Almost immediately the aircraft was again hit. The elevator and aileron controls were severed, measure of control was lost but Flight Lieutenant Carter succeeded in bringing the bomber level and a course was set for home. Soon after leaving the target one of the damaged engines caught fire and had to be put out of action. The aircraft gradually lost height but Flight Lieutenant Carter held resolutely to his course and finally reached an airfield. This officer displayed skill, gallantry and devotion to duty of a high order. Flying Officer Garrett also proved himself to be a valiant and devoted member of aircraft crew. In the face of most harassing circumstances he navigated his aircraft with unerring skill and also rendered other assistance to his pilot in his endeavours to reach this country.

NOTE: Public Record Office Air 2/9157 has recommendation drafted by Commanding Officer, No.109 Squadron, 8 June 1944 when he had flown 68 sorties (272 operational hours). Sortie list and submission as follows:

13 March 1942 - Nickelling, Paris
23 March 1942 - GARDENING, Isle de Groix
25 March 1942 - GARDENING, Isle de Groix
29 March 1942 - GARDENING, Terschelling
2 April 1942 - GARDENING, Quiberch
4 April 1942 - GARDENING, Tershelling (day)
6 April 1942 - Cologen
8 April 1942 - Hamburg
19 April 1942 - GARDENING, Tershelling
23 April 1942 - Rostock
24 April 1942 - Rostock
25 April 1942 - Rostock
4 May 1942 - Stuttgart
31 May 1942 - Cologne
7 June 1942 - Emden
19 June 1942 - Emden
26 June 1942 - GARDENING, Lorient
30 June 1942 - sea sweep, North Sea (day)
8 July 1942 - Wilhelmshaven

26 July 1942 - Duisburg
27 July 1942 - Hamburg
29 July 1942 - sea sweep, North Sea (day)
6 October 1942 - Osnabruck
31 October 1942 - Emden
9 November 1942 - GARDENING, Frisians
11 November 1942 - GARDENING, Frisians
18 November 1942 - Weather recce, northwest Germany
2 December 1943 - Bochum
12 December 1943 - Essen
16 December 1943 - Hamborn
21 December 1943 - Dusseldorf
23 December 1943 - Hamborn
30 December 1943 - Hamborn
2 January 1944 - Ruhrort
4 January 1944 - Krefeld
5 January 1944 - Krefeld
23 January 1944 - Duren
27 January 1944 - bombing, 49 45' North, 00 56' East.
29 January 1944 - bombing, 49 45' North, 00 56' East.
9 February 1944 - Krefeld
11 February 1944 - Ruhrort
19 February 1944 - Twente
22 February 1944 - Ruhrort
11 March 1944 - bombing and marking, Gladbach
13 March 1944 - Obershausen
15 March 1944 - Bochum
16 March 1944 - bombing and marking, Cologne
18 March 1944 - Juvencourt
24 March 1944 - Juvencourt
26 March 1944 - Essen
29 March 1944 - Cologne
4 April 1944 - bombing and marking, Cologne
7 April 1944 - Rheinhausen
9 April 1944 - marking, Lille
10 April 1944 - Hamborn
26 April 1944 - Villeneuve
30 April 1944 - Abancourt (day)
1 May 1944 - marking, Chambly
3 May 1944 - marking, Montdidier

6 May 1944 - Chateaudun
8 May 1944 - Berneval
9 May 1944 - Chateaudun
11 May 1944 - Boulogne
15 May 1944 - Leverkusen
19 May 1944 - marking, Amiens
20 May 1944 - Rieshole
22 May 1944 - Dortmund
23 May 1944 - Dortmund
26 May 1944 - Aachen
30 May 1944 - bombing and marking, Leverkusen
1 June 1944 - Ferme d' Urville
2 June 1944 - bombing and marking, Leverkusen

This officer was navigator and special equipment operator to Flight Lieutenant Carter on the night of 2nd/3rd June 1944 in an attack on Leverkusen. Despite the fact that his aircraft had been twice hit by anti-aircraft fire and badly damaged, Flying Officer Garrett calmly continued with his duties to bring about the successful marking of the target before devoting his attention to assisting the pilot to fly the aircraft safely out of the target area and eventually back to England. From the target until very nearly the French coast Flying Officer Garrett went about his navigation duties without any aids to navigation, all of which had been rendered unserviceable by the damage to the aircraft, and his skill and coolness under the most trying circumstances were in a very large way responsible for the captain being able to bring the aircraft back to this country before it had to be abandoned.

By his commendable courage and devotion to duty Flying Officer Garrett has proved himself most highly deserving of the immediate award of the Distinguished Flying Cross.

GARRETT, F/L Ernest Walter, DFC (J16299) - **Bar to Distinguished Flying Cross** - No.109 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

Throughout many attacks against major enemy targets, Flight Lieutenant Garrett has consistently displayed courage and devotion to duty of a high order. A zealous and efficient navigator, this officer's keenness to operate against the enemy has set a fine example to all his squadron.

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GARRETT, F/O Francis Milton (J29620) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 29 July 1916 in Huron City, Ontario; home in Elmira, Ontario. Enlisted in Hamilton, Ontario, 27 July 1942. To No.5 Manning Depot on that date. To No.6 SFTS, 19 September 1942 (non-flying duty). To No.1 ITS, 27 December 1942; graduated 5 March 1943 on promotion to LAC; to No.1 AOS, 3 April 1943; graduated and commissioned on 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. To Release Centre, 18 May 1945; released 29 May 1945, retiring to Chesley, Ontario. Died in Hanover, Ontario, 31 August 1994. Photo PL-35679 is a portrait. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 16 November 1944 when he had flown 37 sorties (156 hours 24 minutes), 12 June to 15 October 1944.

12 June 1944 - Amiens (3.57)
14 June 1944 - Avrecy (5.17)
16 June 1944 - Sterkrade (4.22)
4 July 1944 - Domleger (3.46)
6 July 1944 - Marquise Mimoyecques (3.02)
7 July 1944 - Caen (4.15)
12 July 1944 - Ferme de Forestel (4.02)
18 July 1944 - Caen (4.25)
20 July 1944 - Ardouval II (3.53) recalled by Master Bomber
20 July 1944 - Les Catelliers (4.08)
24 July 1944 - Stuttgart (8.31)
25 July 1944 - Wanne-Eickel (4.15)
28 July 1944 - Foret de Nieppe (3.33)
30 July 1944 - Battle area (4.23); Recalled by Master Bomber
2 August 1944 - L'Hey (3.49)
3 August 1944 - Foret de Nieppe (3.03)
5 August 1944 - Foret de Nieppe (3.01)
6 August 1944 - Foret de Nieppe (3.42)
7 August 1944 - TOTALLIZER (4.06)
9 August 1944 - Baie de la Haie (3.31)
11 August 1944 - Ferfay (3.45)
12 August 1944 - Brunswick (5.23)
14 August 1944 - TRACTABLE (3.48)

15 August 1944 - Eindhoven (3.50)
16 August 1944 - Kiel (4.25)
18 August 1944 - Sterkrade (4.50)
25 August 1944 - Brest (5.16)
1 September 1944 - La Pourchinte (3.15)
9 September 1944 - La Havre (4.30)
10 September 1944 - Alvis II (3.28)
11 September 1944 - Le Havre (4.41)
12 September 1944 - Gelsenkirchen (3.56)
6 October 1944 - Strekrade (4.46)
7 October 1944 - Cleve (4.01)
9 October 1944 - Bochum (5.06)
14 October 1944 - Duisburg (4.53)
15 October 1944 - Wilhelmshaven (3.40)

Flying Officer Garrett has completed a tour of 37 operational sorties as navigator of Halifax III aircraft with this squadron. Of these sorties, twelve were to targets in the most heavily defended areas of Germany and included Wilhelmshaven, Duisburg, Bochum, Sterkrade, Gelsenkirchen, Brunswick, Kiel and Stuttgart. The other 25 were to precision targets in France.

It is considered that the successful completion of these attacks upon the enemy was mainly due to the excellent navigation of this officer. His timing and ability to keep steadily on track were well proved by the logs he returned.

Flying Officer Garrett combined courage with efficiency, and on many occasions of extreme danger in the face of enemy attacks his coolness set an example which inspired the crew.

It is recommended that this officer's excellent work and consistent courage throughout a hazardous tour of operations be recognized by the award of the Distinguished Flying Cross.

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GARTON, P/O William Maris (J15220) - **Mention in Despatches** - No.407 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Enlisted in Winnipeg, 9 September 1940. Trained at No.2 Wireless School. Awarded Queen's Coronation Medal, 23 October 1953 while on strength of Station London. No citation in AFRO. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation for a DFC

dated 10 May 1942. Other notes on the same file indicate that the attack on a U-boat was on 26 August 1941 when "a large oil spot followed by pieces of debris" were seen. He was present at a dive-bombing attack on a 5,000 ton motor vessel in Aalesund Harbour (29 October 1941) and an attack on a 3,000 ton vessel near Vaaro (20 December 1941). Died in Ottawa, 20 October 1996; obituary notice stated he had been President, Pharmaceutical Manufacturers Association of Canada and veteran of both No.220 and 407 Squadron.

This officer was the rear gunner in the leading aircraft of twelve Hudson aircraft which successfully attacked a convoy off the enemy coast in the evening of the 7th of May 1942. During and after the attack the aircraft was heavily engaged by flak fire from the merchant vessels and from accompanying flak ships. Pilot Officer Garton engaged these vessels in gun fire from the rear turret and effectively silenced the guns of the nearest flak ship from which the greatest amount of fire was directed at the aircraft.

Two days previously Pilot Officer Garton was acting as the Wireless Operator of an aircraft which located and bombed a convoy in the early morning of the 5th of May 1942. In this instance he was directly instrumental in the location of the vessels and in spite of severe wireless congestion he sent back to base the message which resulted in a second attack by additional aircraft which set on fire a 5/6,000 ton ship.

Pilot Officer Garton has now flown 182 operational sorties.

In August 1941 he was the member of a crew which sighted and successfully dropped depth charges on a U-Boat in the Atlantic Ocean and later during October of that year he was engaged in attacks on dock and fuel installations in Norwegian ports. He was later employed on anti-shipping patrols along the Norwegian coast.

The work of this officer as both an Air Gunner and as a Wireless Operator is exemplary and commands the complete confidence of his crew.

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GARVIN, F/L Robert Joseph (J11036) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 April 1945 as per **London Gazette** of that date and AFRO 765/45 dated 4 May 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 5 May 1921 at Canora (Ganora ?), Saskatchewan. Home in Estevan (ledger keeper). Enlisted 14 April 1941 in Saskatoon. To No.2 Manning Depot, 6 July 1941; to No.7 SFTS, 14 August 1941 (non-flying duties). To No.4 ITS, 13 September 1941; promoted LAC, 26 October 1941 and posted that date

to No.5 EFTS; to No.12 SFTS, 26 December 1941; graduated and promoted Sergeant, 10 April 1942. Commissioned 11 April 1942. To Central Flying School, 23 May 1942. To No.16 SFTS, 16 July 1942. Promoted Flying Officer, 10 October 1942. To "Y" Depot, 24 September 1943; taken on strength of No.3 PRC, 23 October 1943. Promoted Flight Lieutenant, 10 April 1944. Repatriated 7 July 1945. Released 24 October 1945. Continued flying (last flight at age 87). Died in Toronto, 9 June 2008. Shown in RCAF photo PL-42837 (ex UK-19602 dated 16 March 1945); caption mentions his having completed nine low-level mining sorties.

This officer has completed very many sorties and throughout has set a very fine example of skill, keenness and devotion to duty. In January 1945 Flight Lieutenant Garvin was the captain and pilot of an aircraft detailed for a mine-laying mission in enemy waters. In spite of considerable anti-aircraft fire and the presence of enemy fighters, Flight Lieutenant Garvin displayed the greatest determination and accomplished his task with accuracy. This officer has successfully completed several similar missions.

DHist file 181.009 D.1729 (RG.24 Vol.20607) has original recommendation dated 22 January 1945, drafted by W/C V.F. Ganderton, when he had flown 23 sorties (142 hours 55 minutes):

On the night of 12th January 1945, Flight Lieutenant Garvin was captain of an aircraft detailed to lay mines in the entrance to Flensburg harbour. On arrival over enemy territory intensive night fighter activity was encountered. Not to be deterred, Flight Lieutenant Garvin pressed home his attack with dogged determination and did not release his mines until completely satisfied that they would drop in the correct position.

This performance is typical of Flight Lieutenant Garvin who is captain of a highly specialized mining crew.

I feel in view of this incident and several other successful mining operations that Flight Lieutenant Garvin has carried out under appalling weather conditions and in the face of heavy enemy opposition that he be granted an immediate award of the Distinguished Flying Cross.

NOTE: RCAF General and Routine Order No.1963 dated 4 December 1942 reported the following:

Pilot Officer Robert Joseph Garvin (J.11036), an officer of the Royal Canadian Air Force serving at No.15 Service Flying Training School, Hagersville, Ontario, was tried by general court-martial on the 4th day of September 1942, and was found

guilty on a charge of flying His Majesty's aircraft in a foolhardy and dangerous manner such as to cause damage to the aircraft.

He was sentenced to be severely reprimanded and to be placed under stoppage of pay to make good the sum of \$ 200. The fine and sentence, having been confirmed by the Governor General in Council, are promulgated to the accused.

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GASCHLER, F/L John Frank (C6980) - **Mention in Despatches** - Croft - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Southy, Saskatchewan, 3 May 1916. Enlisted 2 June 1938 in Regina, Saskatchewan in the Armament trade. Promoted LAC, 1 September 1939. With No.5 (BR) Squadron as of 20 October 1939. To Trenton, 1 June 1940. Promoted Corporal, 12 August 1940. Promoted Sergeant, 20 August 1940. To No.4 Training Command, 29 October 1940. To No.15 EFTS, 31 October 1940. To No.3 BGS, 18 February 1941. Commissioned 1 September 1941 with simultaneous promotion to Flying Officer. To No.4 WS, 19 September 1941. Promoted Flight Lieutenant, 1 May 1942. To Station Mountain View, 31 May 1942. To No.16 SFTS, 23 May 1943. To "Y" Depot, 29 August 1943. To United Kingdom, 2 September 1943. Promoted Acting Squadron Leader, date uncertain. Repatriated 18 April 1946. Released 17 November 1946. Returned to farming, north of Southey and attended the University of Saskatchewan in Saskatoon. In 1952 he founded Southey Agencies, a real estate and insurance office, which he operated until July 1976. Served as Secretary-Treasurer on the Saskatchewan Wheat Pool Committee, the Southey and District Health Centre and Centennial Home. Member, Southey Local Board of Trustees for the Southey School and on Board of Education of the Cupar School Division until he retired in 1979. Also served as President of the South Central Board of Trustees of the Saskatchewan School Trustees Association. Appointed Justice of the Peace in 1952. Member of the Royal Canadian Legion, serving in all executive positions as well as Zone Commander. After living in Regina for a few years, he moved to the Oxbow area in August of 2003. In February 2006, he received the Saskatchewan Centennial Medal for his contribution to Saskatchewan's development. Died in Regina, 24 June 2010. AFRO identifies unit only as "64 Base"; precise unit inferred from **No.6 Group Monthly Summary of Activities** (July 1944), p.12 (listed as Station Armament Officer at Croft).

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GASTON, FS John Milne (R164571) - **Distinguished Flying Medal** - No.115 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Ottawa, 18 May 1920; home in Noranda, Quebec (boat builder). Enlisted in Montreal, 1 May 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 11 June

1942. Returned to No.5 Manning Depot, 31 July 1942. To No.3 ITS, 29 August 1942. Promoted LAC, 24 October 1942 but not taken on strength of No.11 EFTS until 21 November 1942; to No.13 SFTS, 23 January 1943. Graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; to United Kingdom, 22 June 1943. Commissioned 22 August 1944 (J89034). Repatriated 7 February 1945. Released 3 May 1945. Cited with Sergeants C.L. Barugh and J.H. West (RAF, awarded DFMs).

One night in July 1944, Flight Sergeant Gaston, Sergeant Barugh and Sergeant West were pilot, flight engineer and navigator respectively of an aircraft detailed to attack Hamburg. Shortly after the bombs had been released the aircraft was attacked by a fighter. Almost immediately a second enemy aircraft joined the fight. The bomber sustained much damage and Flight Sergeant Gaston and Sergeants Barugh and West were wounded. In spite of their injuries these airmen displayed great coolness in the face of the enemy. A fire started near the cockpit but Sergeant Barugh beat out the flames with his bare hands. Meanwhile, Flight Sergeant Gaston by good manoeuvring succeeded in extricating his aircraft from a perilous situation. Course was set for home and on the return Sergeant West guided his pilot with much skill although deprived of the use of much of his navigational equipment. Eventually a safe landing was made at an airfield. These members of aircraft crew displayed a high standard of courage and devotion to duty in the face of a trying ordeal.

NOTE: Public Record Office Air 2/9159 has recommendation for his award, drafted 24 July 1944 when he had flown eight sorties (28 hours 45 minutes).

On the night of 20th July 1944, Flight Sergeant Gaston was captain of an aircraft detailed to attack Homberg.

Shortly after bombing, his aircraft was attacked by a fighter and extensively damaged. A second attack immediately developed from another fighter; this time two members of the crew were killed and the remainder, including himself, wounded, and additional damage was done to the aircraft - instrument panel hit and the cockpit filled with flames.

In spite of his physical suffering, Flight Sergeant Gaston's skill, courage and determination extricated his crew from a perilous situation and finally made a successful landing without flaps or hydraulics in this country. He showed gallantry of the highest order.

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GATES, WO2 Percy Lawrence (R153351) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 19 September 1922; home in Aylsford, Nova Scotia (service station attendant). Enlisted in Halifax, 29 May 1942 and posted to No.5 Manning Depot. To No.3 ITS, 10 October 1942. Graduated and promoted LAC, 19 December 1942; to No.4 AOS, 9 January 1943. Graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 25 July 1943. To United Kingdom, 2 August 1943. Repatriated 24 February 1945. To Moncton, 6 March 1945. Retired 27 June 1945. Died in Brockville, Ontario, 16 December 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000. 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 10 January 1945 when he had flown 31 sorties (149 hours 45 minutes), 17 July 1944 to 2 January 1945.

17 July 1944 - Caen
18 July 1944 - Gelsenkirchen
20 July 1944 - Courtrai
23 July 1944 - Kiel
25 July 1944 - Stuttgart
30 July 1944 - Caumont
31 July 1944 - Foret de Nieppe
3 August 1944 - Trossy St.Maxim
4 August 1944 - Pauillac
5 August 1944 - Blaye
8 August 1944 - Aire-sur-Lis
12 August 1944 - Brunswick
16 August 1944 - Stettin
13 September 1944 - Osnabruck
17 September 1944 - Boulogne
20 September 1944 - Calais
25 September 1944 - Calais
27 September 1944 - Sterkrade
30 September 1944 - Sterkrade
23 October 1944 - Essen
25 October 1944 - Homberg
28 October 1944 - Domberg
29 October 1944 - Domberg
30 October 1944 - Cologne
2 November 1944 - Dusseldorf
27 November 1944 - Freiburg
12 December 1944 - Ludwigshaven

17 December 1944 - Ulm
28 December 1944 - Bonn
31 December 1944 - Osterfield
2 January 1945 - Nuremburg

Warrant Officer Gates (a Canadian) has recently completed his first tour of operations against the enemy as navigator in a Lancaster aircraft, with many attacks on targets demanding a very high standard of navigation, such as Kiel, Stuttgart, Stettin, Freiburg, and Ludwigshaven.

This Warrant Officer's record has been an example of exceptional ability coupled with calm confidence and courage which have played a large part in maintaining the high morale of his crew and have enabled them to achieve considerable success.

I consider the award of the Distinguished Flying Cross would be fitting recognition of Warrant Officer Gates' excellent record of courage and efficiency.

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GATTEY, F/L Heath Boulton (J15529) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born in Manitoba, 2 November 1920. Enlisted in Calgary, 1 July 1940. To Eastern Air Command, 16 August 1940. To Summerside, 19 September 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 4 November 1940 and posted to No.3 EFTS; ceased training, 6 December 1940 and posted to No.1 Manning Depot; to No.5 AOS, 31 January 1941; to 3 BGS, 25 May 1941; graduated 8 July 1941 when promoted Sergeant and posted to No.1 ANS; graduated 5 August 1941 when posted to No.31 OTU. To RAF overseas, 15 September 1941. Commissioned 10 June 1942. Promoted Flying Officer, 1 November 1942. Repatriated 19 December 1944. To No.2 Air Command, 29 December 1944. To No.5 Release Centre, 24 May 1945. Retired 29 May 1945. Died 1968, particulars unknown.

Early in his tour of operational duty this officer, flying as a navigator and bomb aimer, took part in many very successful sorties from which a number of excellent photographs were secured. The targets included Berlin, Rostock and many other vital objectives in the Ruhr. Latterly as squadron navigation officer he has navigated his aircraft to and from various enemy objectives with great skill in the face of heavy defences.

Directorate of History and Heritage file 181.009 D.2617 (RG.24 Volume 20627) has recommendation raised 12 July 1944 by W/C W.D.S Ferris when he had flown 25 sorties (154 hours 55 minutes) and was Squadron Navigation Officer.

This officer has carried out sorties against some of the most heavily defended targets in Germany. These operations included the following: Riens [sic]; Gardening (two); Rostock; Paris; Hamburg; Warnemunde; Cologne (three); Emden; Lorient (three); Bremen; sea search; Duisburg; Turin; Berlin; Essen; Kiel; Dortmund; Bochum (two); Le Creusot.

In the first part of this officer's tour on Hampdens, acting as Navigator and Bomb Aimer, he effected attacks which brought back pictures of the target area. Latterly, as Squadron Navigation Officer of No.408 (RCAF) Squadron, he has navigated his aircraft to and from enemy targets with great dexterity in the face of heavy enemy action, and set a fine example to crews in the squadron. I strongly recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

10 April 1942 - Rheims (6.25)
16 April 1942 - Gardening, Ile de Croix (7.05)
22 April 1942 - Gardening, Heligoland (5.50)
25 April 1942 - Rostock (8.25)
29 April 1942 - Paris (6.25)
3 May 1942 - Hamburg (6.40)
8 May 1942 - Warnemunde (8.00)
30 May 1942 - Cologne (5.30)
19 June 1942 - Emden (5.05, caught by Ju.88, gunner and WOP wounded)
21 June 1942 - Lorient (6.15)
23 June 1942 - Lorient (6.40)
25 June 1942 - Bremen (6.15)
22 July 1942 - sea search (3.20)
25 July 1942 - Duisburg (4.50)
15 January 1943 - Lorient (6.00)
4 February 1943 - Turin (9.10, landed at Ibsley for gas)
14 February 1943 - Cologne (5.25)
1 March 1943 - Berlin (8.40)
12 March 1943 - Essen (4.50)
4 April 1943 - Kiel (6.00)
4 May 1943 - Dortmund (5.25)

13 May 1943 - Bochum (5.20)
12 June 1943 - Bochum (5.30)
19 June 1943 - Le Creusot (7.10)
28 June 1943 - Cologne (4.40)

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GAUDRY, P/O Leon Albert Joseph (J87389) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 22 July 1921 in Manitoba; enlisted 24 March 1942 and posted to No.2 Manning Depot. To No.12 SFTS, 8 May 1942. To No.3 ITS, 5 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.19 EFTS until 26 September 1942; graduated 20 November 1942 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 7 April 1943. Commissioned 1 June 1944. Promoted Flying Officer, 1 December 1944. Repatriated 2 August 1945. Retired 13 October 1945. RCAF Photos PL-32913 (ex UK-15096) and PL-32915 (ex UK-15098), dated 20 September 1944 taken at Lincoln Field's Inn showing (front row) P/O Claude Bourassa (Trois Rivieres), Corporal Walter Sullivan (Valleyfield), and S/L Gerry Philbin, DFC (Valleyfield); standing behind are P/O Gerald Goudreau (Quebec City), P/O Leo Gaudry (Winnipeg) and Warrant Officer Elarie Pressault (Hawksbury, Ontario). Photo PL-32914 (ex UK-15097) shows S/L Gerry Philbin, DFC being congratulated on award by P/O Leo Gaudry.

Pilot Officer Gaudry has consistently shown great courage and devotion to duty in air operations. He is a fearless and skilful captain and his example has been reflected in the efficiency of his crew. He has shown the greatest determination to complete his assignments successfully.

The original recommendation and sortie list by W/C Hugh Ledoux, found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603), was drafted 16 September 1944 when he had flown 36 sorties (172 hours 50 minutes), as follows:

19 April 1944 - sea search (4.20)
24 April 1944 - Karlsruhe (7.20)
30 April 1944 - Somain (4.55)
1 May 1944 - St. Ghislain (4.30)
10 May 1944 - Ghent (4.15)
12 May 1944 - Louvain (5.25)
22 May 1944 - Le Mans (5.25)
27 May 1944 - Bourg Leopold (5.00)
9 June 1944 - Le Mans (6.00)

10 June 1944 - Versailles (5.25)
12 June 1944 - Cambrai (5.40)
23 June 1944 - Bientiques (4.35)
24 June 1944 - Bemiers (3.50)
27 June 1944 - Foret d'Eary (4.50)
1 July 1944 - Biennais (3.45)
3 July 1944 - Biennais (4.05)
6 July 1944 - Coqueraux (4.30)
12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.20)
17 July 1944 - Caen (4.05)
20 July 1944 - Ferme-de-Forestel (4.25)
3 August 1944 - Foret de Nieppe (5.00)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - La Hogue (4.35)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.20)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.40)
14 August 1944 - Bons Tassily (4.10)
16 August 1944 - Kiel (5.20)
25 August 1944 - Brest Cornouailles (5.05)
27 August 1944 - Marquis Mimoyecques (3.40)
31 August 1944 - Ile de Cezembre (4.40)
3 September 1944 - Volkel (3.35)
10 September 1944 - Le Havre (4.10)

Pilot Officer Gaudry, a captain in a bomber crew, has participated in 36 operational sorties during which he has consistently displayed outstanding courage, infectious keenness and undaunted devotion to duty. The bombing missions carried out by Pilot Officer Gaudry were made over heavily defended targets such as Kiel, Karlsruhe, Cambrai and Le Mans.

On June 12th, 1944, Pilot Officer Gaudry and his crew were detailed to bomb an important target at Cambrai, France. On arriving over the target, the Path Finder had been shot down and no target indicators were visible. Undaunted by this, Pilot Officer Gaudry decided to wait instructions. Before receiving them it was necessary to make three orbits over the target. The pilot's dogged determination resulted in a successful bombing of the target.

His remarkable airmanship, his fearlessness and determination to make each bombing a success, no matter the cost to him personally, have been an inspiration to the other members of his crew. These qualities are deserving of the highest praise.

For the outstanding gallantry displayed by this officer throughout his whole sorties, I recommend that he be awarded the non-immediate Distinguished Flying Cross.

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GAULT, F/O Joseph Arthur (J29071) - **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 in Moose Jaw, 18 March 1921; enlisted 8 May 1942. Granted Leave Without Pay until 3 July 1942 when posted to No.3 Manning Depot. To No.11 SFTS (guard duty), 14 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.19 EFTS until 23 January 1943; may have graduated 16 April 1943 but not posted to No.12 SFTS until 19 April 1943; graduated and commissioned 6 August 1943. To "Y" Depot, 20 August 1943; taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Repatriated 7 February 1945; retired to Moose Jaw, 11 April 1945. In the immediate postwar period he worked for Swift Canadian Company (packaging) where his supervisor learned that he did not know how to drive. The supervisor said, "You know how to fly a four engine plane but can't drive a four wheel vehicle." Died in Newmarket, Ontario, 30 September 2010. Photo PL-35251 is a portrait. 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.20667) has recommendation dated 28 October 1944 when he had flown 26 sorties (127 hours 30 minutes), 25 July to 25 October 1944.

Throughout his operational career this officer has displayed enthusiasm and keenness for operational flying. He has been an inspiration to the members of his crew and has shown a high degree of airmanship and dogged determination, having completed twenty-six successful sorties.

His calm, quiet manner, qualities of leadership and splendid record warrant a strong recommendation for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

25 July 1944 - Stuttgart (8.30, second pilot)
28 July 1944 - Hamburg (5.30, second pilot)
1 August 1944 - Ferme de Forestel (3.45, day)
3 August 1944 - Foret de Nieppe (3.45, day)
5 August 1944 - St. Leu d'Esserent (4.45, day)
7 August 1944 - La Hogue (36 minutes, day, duty not carried out)
27 August 1944 - Mimoyceques (3.40)
28 August 1944 - Brest (4.25, day)
31 August 1944 - Ile de Cezembre (4.50, day)
3 September 1944 - Volkel (3.50, day)
6 September 1944 - Emden (4.15, day)
9 September 1944 - Le Havre (4.20, day)
10 September 1944 - Le Havre (4.10, day)
11 September 1944 - Castrop Rauxel (4.55, day)
12 September 1944 - Bokum (4.35, day)
13 September 1944 - Osnabruck (4.50, day)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (3.40, day)
25 September 1944 - Calais (4.30, day)
26 September 1944 - Calais (3.25, day)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.25)
12 October 1944 - Wanne Eickel (5.00, day)
14 October 1944 - Duisburg (4.55, day)
14 October 1944 - Dusiburg (6.10)
23 October 1944 - Essen (5.15)
25 October 1944 - Homburg (5.20, day)

Note: From website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/np690.html> - Incident, Halifax NP690 at East Moor airfield. On 18 August 1944 this Halifax was taking off from East Moor airfield at 2125 hours for operations to Bremen when it swung and both main undercarriage legs collapsed. Having skidded to a halt the aircraft caught fire near to one of the three runway intersections. The crew escaped and ran clear and the general area was evacuated before the aircraft blew scattering bits of it all over the airfield and leaving a large crater. Needless to say it was written off.

The pilot would give his account of this incident to a Canadian newspaper "Yorkregion.com" in 2009 - he stated that he "threw all the throttles back and the plane went sideways. The plane kept grabbing and pulling to the left. I knew we would never reach top speed." He stated that after the undercarriage had collapsed and the aircraft had stopped he got out of the aircraft

through the cockpit escape hatch and then down onto the wing. He recalled that all his crew escaped with minor injuries, except for the rear gunner, who dropped from the back of the plane and (possibly) broke his neck in a heavy landing. Another plane was at the end of the runway and a member of ground crew had pulled it clear with a tractor before it was caught in the fire and blast. Crew were as follows: Pilot - P/O Joseph Arthur Gault RCAF (J/29071), of Moose Jaw, Saskatchewan, Canada (later DFC); Flight Engineer - Sergeant William Border RAF (635121), Coalsnaughton, Clackmannanshire, Scotland; Navigator - F/O R Howard RCAF; Bomb Aimer - F/O Paul Joseph Handkamer RCAF (J/36228, later Mentioned in Despatches); Wireless Operator / Air Gunner - Sgt Arthur Edward Lawson RCAF (R/164656, later Mentioned in Despatches); Air Gunner - Sgt W Carmen RCAF; Rear Gunner - Sgt R G Walters RCAF. Injured neck.

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GAUNT, Sergeant Stanley (R120080) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 5 July 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1582/43 dated 13 August 1943. Born 20 December 1921. American citizen; home in Pascoag, Rhode Island; enlisted in Montreal, 12 August 1941 and posted to No.4A Manning Depot. To No.4 Repair Depot, 11 September 1941. To No.3 ITS, 9 November 1941; graduated and promoted LAC, 2 January 1942; posted that date to No.17 EFTS; graduated 26 March 1942 and posted on 28 March 1942 to No.8 SFTS; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 31 July 1942; to RAF overseas, 6 August 1942. Discharged on transfer to American forces, 31 May 1943. Died 27 June 2004.

One night in May 1943, this airman was captain of an aircraft detailed to attack Dortmund. During the operation the bomber was repeatedly hit by anti-aircraft fire while illuminated by searchlights. The hydraulic and intercommunication systems were rendered unserviceable, while a fire broke out in the front turret and the cockpit filled with smoke. The flames were extinguished, however, and Sergeant Gaunt afterwards flew the damaged aircraft to this country. This airman displayed great courage, skill and coolness throughout.

NOTE: Public Record Office has recommendation drafted 27 May 1943 when he had flown thirteen sorties (71 hours 52 minutes).

On the night of May 23/24, Sergeant Gaunt was captain of an aircraft detailed to attack Dortmund. The target was bombed successfully, but the aircraft was coned by searchlights, engaged by heavy flak and hit several times. The Air Speed Indicator, intercommunication and hydraulics became unserviceable. Fire broke out in the front turret; the cockpit filled with smoke. Fearing that delay

with no intercommunication would unnecessarily jeopardize the crew's chances of escape, the captain gave the light signal for abandon aircraft. The Bomb Aimer and Rear Gunner did so immediately, but the others stopped as the back draught from the open front escape hatch had subdued the fire. After getting clear of the ground defences and being shadowed by a night fighter, during which time the skeleton crew worked admirably, Sergeant Gaunt reached this country and effected a landing. Twice previously Sergeant Gaunt's aircraft has been damaged by flak, once seriously, and I think his quiet courage and steady nerve should be recognised. I recommend the award of the Distinguished Flying Medal.

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GAUTHIER, P/O Jean Raymond (J45287) - **Distinguished Flying Cross** - No.11 (Bomber Reconnaissance) Squadron - Award effective 3 March 1945 as per **Canada Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 8 January 1915. Home in St.Boniface, Manitoba. Enlisted in Winnipeg, 27 December 1940 and posted to No.2 Manning Depot. To No.2 WS, 23 May 1941; promoted LAC, 26 June 1941; graduated 7 November 1941 when posted to No.7 BGS; graduated and promoted Sergeant 8 December 1941 To Western Air Command, 9 December 1941; to No.9 (BR) Squadron, 11 December 1941; to Eastern Air Command, 20 December 1941. To No.11 (BR) Squadron, 29 December 1941. Promoted Flight Sergeant, 8 June 1942; promoted WO2, 8 December 1942; promoted WO1, 8 June 1943. Commissioned 25 January 1944. Retired 6 March 1945. No citation in AFRO other than "in recognition of valuable services in the air." As of recommendation he had flown 1,231 hours (890 on operations, 174 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer, throughout many hours of flying on anti-submarine operations, has at all times maintained an excellent standard of efficiency in the execution of his duties. His skill as a wireless operator air gunner and his determination and resourcefulness on patrol have done much towards the outstanding success attained by his crew. His courage and devotion to duty are worthy of high praise.

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GAUTHIER, WO Joseph Adrian Vincent (R72626) - **Mention in Despatches** - No.425 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 31 October 1921. Enlisted in Charlottetown, 27 September 1940. To No.34 SFTS (guard duty), 25 October 1940. To No.2 ITS, 29 November 1940; graduated and promoted LAC, 3 January 1941 and posted to No.2 EFTS. Ceased training, 23 January 1942 and posted to

No.2 Manning Depot; to No.5 AOS, 31 March 1941; graduated 22 June 1941 when posted to No.5 BGS; graduated 4 August 1941 when promoted Sergeant and posted to No.2 ANS. To Embarkation Depot, 2 September 1941; to No.31 OTU, 20 September 1941; to RAF overseas, 11 October 1941. Reported missing, 12 March 1943 (POW). Commissioned 4 February 1944 (J96391). Reported safe in United Kingdom, 11 May 1945. Repatriated 1 June 1945. Retired 11 September 1945. See entry for WO A.W. Brown.

The website "Lost Bombers" gives the following on the loss of his aircraft. Wellington BK340 (KW-T) of No.425 Squadron, target Essen, was airborne at 1912 hours, 12 March 1943. Shot down by a night-fighter (Fw Vinke) and crashed 2158 hours at Spanbroek (Noord Holland), 16 km NE of Alkmaar. Crew were Sergeant J.R.A. Gouley (RCAF, injured, later repatriated owing to severity of injuries), Flight Sergeant M.J.A.J. Aumond (also wounded and repatriated early), Sergeant J.G.G.C.Lamontagne, RCAF (POW). Flight Sergeant A.W.Brown. RCAF (POW), Flight Sergeant J.A.V.Gauthier, RCAF (POW), Flight Sergeant Brown was interned in Camps L3/L6/357. POW No.888, with Flight Sergeant J.A.V.Gauthier (promoted to WO1 during captivity, POW No.899) and Sergeant Lamontagne (promoted to WO1 during captivity, POW No.905).

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GAUTHIER, F/L Joseph John Adrian Robert (J12450) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 1861/44 dated 25 August 1944. Born in Montreal, 27 November 1921. Enlisted there, 6 July 1940 for General Duties. Subsequently classified as Clerk/Accounts. To Technical Training School, St. Thomas, 3 August 1940. To Trenton, 31 August 1940. Promoted LAC, 6 January 1941. Remustered to aircrew and posted to No.1 WS, 8 November 1941, at which time he reverted to AC2. Promoted LAC, 9 December 1941. To No.9 BGS, 23 May 1942; graduated and commissioned 29 June 1942 To No.32 OTU, 19 July 1942. To "Y" Depot, 21 November 1942. To RAF overseas, 12 December 1942. Promoted Flying Officer, 29 December 1942. Promoted Flight Lieutenant, 29 August 1943. Repatriated 15 July 1944. To "A" (Ottawa ?), 14 October 1944 to 17 August 1945. Retired 18 August 1945.

This officer has flown on many torpedo bombing and daylight sorties against U-boats. He has also taken part in many anti-shipping patrols against enemy convoys off the Dutch coast. On all these sorties intense anti-aircraft fire was experienced and it was largely owing to Flight Lieutenant Gauthier's cool and concise directions to his pilot that the aircraft and crew escaped without injury. On one occasion, when a group of enemy E-boats has been sighted, five enemy aircraft were seen by Flight Lieutenant Gauthier preparing to attack. He directed his pilot in skilful evasive action enabling a successful attack to be made against

the E-boats. An outstanding gunnery leader, this officer has played no small part in the high standard by the air gunners in his squadron.

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GAUTHIER, WO Joseph Rene Leo (Can 1783) - **Mention in Despatches** - No.428 Squadron (No.64 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 20 June 1906. Enlisted in Montreal, 30 September 1929. to No.5 (BR) Squadron, 30 September 1938. As of 1 September 1939 he was a Sergeant. Promoted Flight Sergeant, 1 October 1940. Promoted WO2, 1 July 1941 on which date he was posted to No.116 (BR) Squadron. To Shellburne, Nova Scotia, date uncertain. Promoted WO1, 1 June 1942. To "Y" Depot, 15 February 1943; to RAF overseas, 9 March 1943. Repatriated 14 December 1944; to No.1 Air Command, 14 December 1944; to Lachine, 25 December 1944. To No.16 SFTS, 13 March 1945. Reverted to Flight Sergeant, 1 October 1946 in postwar RCAF as Aero Engine Mechanic. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation from W/C W.A.G. McLeish dated 22 June 1944, proposing an MBE. Squadron Servicing Warrant Officer.

Warrant Officer Gauthier, as Squadron Servicing Warrant Officer, has displayed great determination and devotion, beyond the ordinary call of duty, in maintaining the maximum serviceability of his unit's aircraft and this determination has contributed to a great degree to his unit's efficiency in the carrying out of bombing sorties. Through the efforts of Warrant Officer Gauthier, maximum serviceability has been obtained in all types of weather and he has earned the respect and confidence of all ranks.

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GAUTSCHI, F/O Norman Vincent (J25073) - **Distinguished Flying Cross** - No.106 Squadron (deceased) - Award effective 6 July 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born in Vancouver, 23 October 1917; educated at Fairview High School of Commerce. Living in Vancouver where he was a hairdresser. Served in Gordon Highlanders, October-November 1940 and Seaforth Highlanders, March 1941 to March 1942. His brother, Edwin H.M. Gautschi, joined the Royal Canadian Corps of Signals. Enlisted in Vancouver, 10 March 1942 and posted to No.3 Manning Depot, Edmonton. To No.7 ITS, Saskatoon 20 June 1942; to No.1 Manning Depot, Toronto, 15 August 1942; promoted LAC, 14 August 1942. At this time his medical category had been lowered due to a medical problem involving his eyesight and he had to undergo some treatment before resuming training. Posted to No.1 ITS, Toronto, 10 November 1942; to No.7 BGS, Paulson, 27 December 1942; to No.7 AOS, Portage la Prairie, 21 February 1943; graduated and commissioned, 2 April 1943. To "Y"

Depot, 16 April 1943; to RAF overseas, 15 May 1943; embarked from Canada, 16 May 1943; disembarked in Britain, 24 May 1943. Posted to No.3 PRC, Bournemouth. To No.14 OTU, 13 July 1943. Promoted Flying Officer, 2 October 1943. To No.1660 Conversion Unit, 5 November 1943; to No.51 Base, 25 November 1943. Attached to No.5 Lancaster Finishing School, 25 January to 13 February 1944. To No.106 Squadron, 13 February 1944. Killed in action 7/8 July 1944 (Lancaster JB641) ; buried in France.

Flying Officer Gautschi has taken part in attacks on many of the most heavily defended targets in Germany, including Berlin, Augsburg, Essen, and Stuttgart. On his first operational flight he obtained an excellent photograph of the aiming point and on his second sortie a few nights later he made a telling attack on an enemy aircraft factory and also obtained a fine photograph. This officer has on all his subsequent operations maintained this high standard and his accuracy and steadiness as bomb aimer have made him a most valuable member of his crew.

NOTE: Public Records Office Air 2/9276 has recommendation dated 14 June 1944 when he had flown 22 2/3 sorties (140 hours 35 minutes):

25 February 1944 - Augsburg (7.55)
10 March 1944 - Chateauroux (5.15)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (4.50)
9 May 1944 - Gennevilliers (4.20)
11 May 1944 - Bourg Leopold (3.30; no bombing on MB's instructions)
19 May 1944 - Tours (5.10)
21 May 1944 - GARDENING (5.40, Forget-me-Nots)
22 May 1944 - Brunswick (5.40)
31 May 1944 - Gun battery, Maisy (3.10, DNCO. recalled)
9 April 1944 - GARDENING (8.55, Privet area)
10 April 1944 - Tours (5.30)
18 April 1944 - GARDENING (7.25, Geraniums)
20 April 1944 - La Chappelle marshalling yards (4.20)
22 April 1944 - Brunswick (6.00)
24 April 1944 - Munich (9.50)
26 April 1944 - Schweinfurt (8.40)
5 June 1944 - Rennes (4.10)
10 June 1944 - Orleans/Nantes rail lines (5.05)

12 June 1944 - Poitiers (5.50)

Flying Officer Gautschi, as Air Bomber, has completed 22 2/3 successful operational sorties, including attacks on such heavily defended targets as Berlin, Augsburg, Essen and Stuttgart. His first operational flight was against Augsburg and, bombing with the skill of a veteran, he obtained an aiming point photograph. On his second sortie a few nights later, he was detailed to bomb an aircraft factory at Chateauroux and on this occasion his photograph was plotted only 500 feet from the aiming point.

Flying Officer Gautschi has maintained the very high standard set on these first two sorties. His accuracy and steadiness are the perfect complement to the skill of his pilot and navigator, with whom he forms the basis of the squadron's most outstanding team. His courage, skill and determination in action have been of the highest order, and I consider he fully deserves the award of the Distinguished Flying Cross.

Notes: When killed, crew consisted of 150238 F/L F.C.W. Clement (captain), 1821453 Sergeant J.M. McLachlan (flight engineer), 151361 F/O W.B. Wilkinson (navigator and later described as Gautschi's best friend), J25073 F/O N.V. Gautschi (air bomber), 1538445 Sergeant R.D. Potter (WOP), 1891238 Flight Sergeant J. Palmer (mid-upper gunner), and 1589924 Flight Sergeant J. Balmer (rear gunner). Lancaster JB641 crashed in the Bois de Locus (Seine Inferieure), seven miles northwest of Neufchatel Rouen. Nothing was known of their fate until 13 September 1944 when a French civilian reported the aircraft crash, apparently identified by wreckage remains (likely serial number). It appears that in November 1944 his brother visited the site, viewed the grave and did some excavations at the crash site, looking for any artifacts. He found nothing that he could identify other than a wedge hat with RCAF buttons.

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GAUVREAU, F/O Raymond Joseph (J85521) - **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 in Ottawa, 30 September 1921; in Cameron Highlanders, 1940-1942; also employed at Ottawa Car and Aircraft Limited. Enlisted in Ottawa, 30 April 1942 and posted that day to No.5 Manning Depot. To No.6 ITS, 12 September 1942; promoted LAC, 6 November 1942; to No.12 EFTS, 6 December 1942; to No.6 SFTS, 6 March 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Further trained at No. 30 Operational Training Unit at R.A.F. Seighford, Staffordshire,. Commissioned 20 March 1944. To No. 626 Squadron at Wickenby, Lincolnshire on 16 June 1944. Repatriated to Canada, 29 November 1944. To No.1 Air Command, 10 January 1945. To

No.2 SFTS, 12 January 1945. To No.17 Equipment Dept, 31 March 1945. To Release Centre, 19 May 1945. Released 29 May 1945. Invested with DFC at Government House, 7 November 1949. Died in Ottawa, 4 August 2015. Photo PL-48187 shows him with his father and his wife after investiture. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 5 November 1944 when he had flown 30 sorties (143 hours 25 minutes), 17 June (Aulnoye) to 19 October 1944 (Stuttgart). NOTE: The sortie list is badly torn and most dates not clear, particularly after 18 July (Caen) until 14 October 1944 (two attacks on Duisburg). Medals offered for sale with logbook and news clippings, Geoffrey Hoare auction catalogue of December 1994; estimated value \$ 1,700. Offered for sale again, April 1998 by First Brigade Militaria, Winnipeg, for \$ 2,600.

Flying Officer Gauvreau, a Canadian, as pilot and captain of aircraft has carried out 30 operational sorties against the enemy. These sorties have included such important targets as Kiel, Stuttgart (three attacks), Stettin and Russelheim.

Throughout this, his first tour of operations, Flying Officer Gauvreau has shown himself to be a competent and skilful pilot and his keen offensive spirit coupled with his fearlessness has set a magnificent example to his crew. His captaincy and determination have been of a high order enabling him at all times to drive home his attacks to the fullest advantage.

I recommend that Flying Officer Gauvreau's fine record and devotion to duty be rewarded by the award of the Distinguished Flying Cross.

Medals, logbook and photo offered for sale by Dix Noonan Webb, 2 March 2017. On-line catalogue included the following:

Posted to No. 626 Squadron at R.A.F. Wickenby, Lincolnshire on 16 June 1944, he later reflected on the creation of his flight crew, along with another pilot he had met getting ready for his first mission which would prove to be a fatal one: "I served with the 626 Squadron in England, from an airport called Wickenby. I started right into the Lancasters. They sent me to a station in central England where they had a variety of every crew member imaginable, from gunners to navigators, but not pilots. I was sent to that station with a date at a certain point to pick out six men to join me as my crew members. I was completely in the dark about what it involved, but when I got to it, I got to this big building and opened the door and it looked like I was entering a huge double gymnasium, loaded with people who were all aircrew members of different stations in an aircraft, from a

tail gunner to a navigator. I immediately closed the door and stood back, and said, I've got to go in there and pick out six men, and I don't know a soul? There was nobody to talk to. I was all by myself. I finally said a prayer, and I said, "Lord, help me to do this." I walked in and before I could even close the door, there was a great big guy stood in front of me and says, "my name is George MacIntosh from [Fort] MacLeod, Alberta, I'm a navigator and I'd like to join your crew, will you take me on?" I says, "you bet, George, shake hands." And as we were shaking hands, five more men came walking right over, and I signed all of them on; and that became my crew. Oh, one other Canadian was John Halliday from Welland, Ontario and the rest were British chaps from a variety of places in England. After I had completed six trips, my first six trips, a young pilot came to my billet; and he was allocated the extra bed that I had in that particular billet. And since he was just starting off his trips - that night he was going to have his first trip while I was having my eighth: it was my eighth trip; it was his first trip - I got acquainted with him and helped him to unpack his luggage, and so forth. He took a photograph and put it on the table between our beds; and it was a picture of his wife and his one-year-old daughter back home in Winnipeg. And, however, we went to the flights later on and got ready for my usual bombing trip; and when I got back, about 2:30 in the morning, he hadn't yet arrived. So I stretched out on the bed and waited for him, so we could talk over what happened. A short time later, a knock came on the door and it was my station commander who said, "Ray, I'm sorry to tell you this, but your friend has not returned, will you please repack his luggage so we can send it back to his wife in Canada." It left me with real sad memories thinking about my wife whom I married just two weeks before I left for overseas.'

Gauvreau and his crew flew numerous sorties over ten locations in France, bombing various targets between 20 June and 19 July 1944, including Reims, Liegscourt, Vaires, Saint Pol, Viezon-Ville, Domleger, Orleans, Foret-de-Croc, Caen (twice) and Tours. The month of July would conclude with missions to Courtrai, Belgium on 20 July and over a span of five days, from 23 to 28 July, three sorties to Germany: Kiel and Stuttgart (twice). In the period between 8 August and 19 October 1944, further sorties were flown to France (Aire, Falaise Sector, Le Havre, Calais and Cap Oriz Nes), Holland (Volkel, Gent, Eindhoven and Weskapelle), Belgium (Frederick Hendric), and Germany (Russelsheim, Stettin, Saarbrucken, Duisburg (twice) and Stuttgart). At the end of his tour he was awarded the Distinguished Flying Cross. By his own recollection, Gauvreau dropped a bomb over Caen, which was marked with the personal message "To Adolf, from the Ottawa Car and Aircraft Limited of Ottawa".

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GAY, FS Ernest Gordon (R40323) - **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 388/46 dated 12 April 1946. Born 29 July 1913. Enlisted in Moncton, 22 November 1939 as Service Policeman. To "K", 29 January 1940. Remustered as Aero Engine Mechanic, 1 April 1940 and promoted AC1. Promoted LAC, 1 October 1940. To No.4 Repair Depot, 7 April 1941. Promoted Corporal, 27 September 1941. Promoted Flight Sergeant, 1 November 1942. Promoted Sergeant, 3 December 1941. To No.164 (Transport) Squadron, 3 September 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated 16 November 1945. Released 15 December 1945. No citation. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation dated 9 June 1945.

This NCO is in charge of Squadron Engine Shop. His ability to work ceaselessly for the good of this squadron has been an inspiration to all. It is due to his efforts and his ability to handle men that the aircraft serviceability is at such a high level. It is recommended that the service rendered by this NCO be recognized by the award of "Mention in Despatches".

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GAYMAN, F/O James Murray (J26441) - **Commended for Valuable Services** - No.105 (T) OTU - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 7 October 1922. Enlisted in Hamilton, 17 March 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 20 May 1942. To No.5 Manning Depot, 3 July 1942. To No.3 ITS, 3 July 1942; promoted LAC, 12 September 1942; posted to No.20 EFTS, 10 October 1942; to No.2 SFTS, 27 December 1942; and commissioned, 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Repatriated 17 January 1946. Released 6 March 1946. Died 1987. No citation in Canadian sources. Public Records Office Air 2/9117 has recommendation drafted when he had flown 1,490 hours, 739 hours on transport and ferry work, 401 hours in previous six months.

Flying Officer Gayman has been employed as a Radio Range and Beam Approach Instructor since June 1944. Although his duties have been of a harassing nature, this officer has completed the heavy flying duty allotted to him with courage and enthusiasm. He has taken part in flying instruction in the most adverse weather and at all times has shown great devotion to duty.

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GAYTON, FS (now WO2) George Frederick Goodman (Can 1890) - **British Empire Medal** - No.2 Bombing and Gunnery School, Mossbank - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born 30 December 1912. Enlisted in Toronto, 30 October 1930. Classified as Aero Engine Mechanic, 1 October 1936. Sergeant as of 1 September 1939. With No.8 (BR) Squadron as of 11 October 1939. Promoted Flight Sergeant, 1 October 1940. To No.2 BGS, 26 October 1940. Promoted WO2, 1 October 1941. To No.2 Training Command, 24 April 1942. Promoted WO1, 1 September 1942. Graded as Master Mechanic, 1 February 1943. To No.17 SFTS, 28 August 1944. To "Y" Depot, 4 October 1944. To United Kingdom, 13 October 1944. Repatriated 13 August 1945. To No.1 Air Command, 20 August 1945. Reverted to Flight Sergeant and Aero Engine Mechanic, 1 October 1946 on acceptance for postwar RCAF. Promoted WO2, 1 November 1947. Promoted WO1, 1 April 1951. Died in Winnipeg, 23 December 2003.

Flight Sergeant Gayton came to this station in October 1940, and was given the position of Senior NCO in the Drogue Flight. He set a very fine example to the men and worked extremely hard. In April 1941 he was given the position of senior NCO in charge of maintenance. Due almost entirely to his efforts, the Maintenance Flight at Mossbank is now one of the most efficient in Canada. This NCO is keen, hard-working, conscientious and reliable. He fully deserves recognition of his services as he has now served eleven years with the RCAF.

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GEAR, FI/O Edna Ureinea (V30382) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born in Cumberland, British Columbia, 17 August 1909. School teacher in Cumberland, British Columbia for eight years before enlistment. Enlisted in Vancouver, 3 March 1942 for General Duties and posted to No.6 Manning Depot, Toronto. To No.2 SFTS, 4 April 1942. To AFHQ, Ottawa, 7 May 1942. Promoted AW1, 3 June 1942. To No.6 Manning Depot, 19 July 1942. Reclassified as Intelligence Clerk, 6 August 1942. Promoted Corporal, 15 August 1942. To AFHQ, 16 August 1942. Employed in Directorate of Intelligence, Map Librarian. Commissioned 12 February 1943 on posting to No.2 Composite Training School. To AFHQ again, 20 March 1943. To "Y" Depot, 20 September 1944. Embarked from Canada 4 October 1944. Disembarked in Britain, 12 October 1944 and taken on strength of No.3 PRC, Bournemouth. Attached to Intelligence School, 25-30 October 1944. To No.6 Group, 30 October 1944. Attached to No.63 Base, 30 October 1944 to 5 January 1945 (briefing officer for aircrew) when returned to No.6 Group Headquarters (personal aide to Air Officer Commanding). To RCAF Overseas Headquarters, 20 July 1945 (Deputy Camp Commandant there). Repatriated 25 October 1946. To Western Air Command, 1 November 1946. Released 12 December 1946. Commissioned in RCAF Auxiliary, 13 July 1952 as Administrative Officer

(service number 58621W) with rank of Flight Lieutenant. Served with No.19 (Auxiliary) Wing, Vancouver until released 15 January 1959. Died in North Vancouver, 11 March 1990 as per British Columbia Vital Statistics. RCAF photo PL-25880 shows her on arrival in England; caption says that she had been an Administrative Intelligence Officer in AFHQ before posting overseas. RCAF photo PL-42468 (ex UK-19341 dated 8 March 1945) identifies her as confidential secretary to A/V/M C.M. McEwen. RCAF photo PL-44803 (ex UK-22264 dated 28 June 1945) shows A/V/M C.M. McEwen about to embark for Canada in Lancaster "Malton Mike" with his terrier, "Black Mike"; standing beside the airplane and about to say goodbye is his personal assistant, Section Officer E.V. Gear of Cumberland, British Columbia. PL-44804 (ex UK-22265 dated 28 June 1945) shows A/V/M C.M. McEwen about to embark for Canada in Lancaster "Malton Mike", at left, trying on flying gear, is S/L A.C. Holmes (St. John's, Newfoundland, personal staff officer to McEwen); McEwen is talking to W/C D.V. Hutton (Toronto, Group Medical Officer for No.6 Group).

Notes: Memo dated 2 August 1944 described her duties in Deputy Director of Intelligence as liaison with Director of Intelligence (Maps), procurement, recording and filing of all available maps and charts (world-wide), maintenance of War Map and Chart Library (about 30-40,000 maps, world-wide), location of place-names required by Records Office (Casualties), Air Force Historian, Plans and Operations staff, assisting in the preparation of geographic Intelligence Reports covering the far north, Arctic and Arctic islands, in the collection and analysis of meteorological data and information on the habitation and facilities available within these areas. "In all her duties she has shown an aptitude of a high order and has carried out her duties in a most enthusiastic and satisfactory manner." (W/C J.W. Burton, DDIM).

Training: Course at No.6 Manning Depot, 18 July to 15 August 1942. Courses in Air Force Organization (91/100), Office Organization and Documentation (84/100), Discipline and Charges (84/100), Equipment, Messing and Accommodation (77/100), RCAF (WD) Administration, Welfare and Hygiene (93/100). Personal assessment of 309/400, graded 85/100 in Drill. Placed first in a class of 37. "Above average - Thoroughly good all round. A leader, most reliable and very popular, interested in P.T." (Flight Officer W.M. Taylor, commanding No.6 Manning Depot, 14 August 1942).

Officer Training course, No.2 Composite Training School, 12 February to 4 March 1943 involved courses in Air Force Law (87/100), Office Organization and Letter Writing (84/100), Leadership and Morale (68/100), Equipment, Messes and Institutes (96/100), and Air Force Organization (88/100). Personal assessment rated her at 284/400, and she scored 86/100 in Drill. Placed seventh in a class of 25. "Cooperative and persevering. A keen worker. Reliable and understanding in her dealing with personnel." (signature of Chief Instructor illegible, 4 March 1943).

Selected Assessments: "This officer has been in charge of the AFHQ War Map Library, first as an NCO and latterly as an officer for the past two years and has acquired a thorough knowledge of the types and scales of maps (world coverage) available and their respective production organizations. She has also ably assisted in the production of Geographical Intelligence Reports covering Northern Canada." (S/L F.P. Steers, AFHQ/AMAS.D of I, 28 August 1944).

"A steady and reliable officer who performs her duties cheerfully, seriously and satisfactorily." (F/L A.C. Holmes, 21 March 1945, concurred in by W/C Stuart A. Terrour, 21 March 1945 and Air Commodore J.G. Bryans, 24 March 1945).

"Flight Lieutenant Gear has been Adjutant of 19 Auxiliary Wing Headquarters for three years and has been a most conscientious officer. She is very methodical and does her work without any fuss. She is very consistent in attendance and well thought of by her fellow officers. Flight Lieutenant Gear has at times filled in as Secretary of the Officers Mess and handled her duties capable." (S/L H.H. Ollis, No.19 Wing HQ, 28 July 1955).

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GEAR, FI/O Wilma Marguerite (V30319) - **Member, Order of the British Empire** - No.4 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Dufferin, Ontario, 4 August 1904 or 8 September 1904. Home at Orton, Ontario; enlisted and commissioned in Toronto, 13 November 1942, Equipment (Messing) Trade. Posted that date to No.7 Manning Depot. To No.6 Manning Depot, 28 December 1942. Posting changed that same day to No.2 Composite Training School. To Newfoundland, 21 January 1943. To "Y" Depot, 7 February 1943. To "K", 13 February 1943. To No.1 WS, 30 September 1944. Promoted Flight Officer, 1 February 1945. To Technical Training School, 17 April 1945. To No.1 Air Command, 16 August 1945. To No.4 Release Centre, 15 September 1945. To No.1 Air Command, 31 March 1946. To No.1 Equipment Depot, 16 April 1946. To No.2 Release Centre, 16 June 1946. Released 19 June 1946.

This messing officer assumed her duties at this unit when the situation was most difficult due to rapidly fluctuating ration strength and continual disorganization of staff due to postings and discharges. Her control both of rationing and the staff under her, composed both of service and civilian personnel, has been unique. The standard of messing has been outstanding and it is felt that there is no question that the meals of this unit have been one of the main contributing factors in maintaining the high state of morale apparent here even through the most difficult days. Further, she has always travelled the second mile by working long hours overtime and has not spared herself in any respect to prepare delectable meals and refreshments for the many parties and entertainments

held at this unit. Not only has Flight Officer Gear proven herself to be a dietician of exceptional merit, but the application of her knowledge and the tireless efforts that she has put forward have combined to build up for her only the deepest admiration and respect in all ranks.

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GEDDES, F/O Edward John (J24152) - **Distinguished Flying Cross** - No.430 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 15 November 1920. Enlisted 29 January 1942. Trained at No.7 ITS (graduated 17 July 1942), No.6 EFTS (graduated 23 October 1942) and No.4 SFTS (graduated 19 March 1943). Released 13 February 1946. Rejoined RCAF, 5 August 1946 (service number 27173); released 4 June 1970, settling in North Bay, Ontario.

This officer has flown on a large number of operational sorties which have included photographic and tactical reconnaissances and artillery spotting missions. He has produced equally good results on all types of operations. His aircraft has sustained damage from anti-aircraft fire on several occasions but such incidents have never deterred Flying Officer Geddes from fulfilling his allotted tasks with coolness and good judgement in the face of danger.

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GEE, F/L Wilbur Thomas (J19209) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 9 February 1921. Enlisted in Montreal, 29 April 1941 as Radio Mechanic. To No.4A Manning Depot, 5 May 1941. To McGill University, 31 May 1941. To No.1 Manning Depot, 21 November 1941. To No.31 Radio School, 4 December 1941. Remustered to aircrew training, 15 March 1942 and posted that date to No.1 ITS; promoted LAC, 8 May 1942; to No.7 EFTS, 4 July 1942; course completed 28 August 1942 but not posted to No.16 SFTS until 12 September 1942; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Commissioned 26 October 1943. Promoted Flying Officer, 26 April 1944. Promoted Flight Lieutenant, 28 May 1944. Repatriated 8 August 1945. Released 27 September 1945. RCAF photo PL-41062 (ex UK-16861 dated 22 November 1944) shows him; caption says he was attacked only once by a night fighter and his gunners shot it down. 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 2/9015 has recommendation dated 14 July 1944 when he had flown 31 sorties (192 operational hours).

Unidentified Unit

26 November 1943 - Berlin (6.40)
2 December 1943 - Berlin (7.05)
3 December 1943 - Leipzig (7.15)
20 December 1943 - Frankfurt (6.00)
1 January 1944 - Berlin (8.15)
2 January 1944 - Berlin (2.45, DNCO, turret unserviceable)
5 January 1944 - Stettin (9.10)
20 January 1944 - Berlin (7.05)
27 January 1944 - Berlin (9.00)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (7.00)
15 February 1944 - Berlin (7.10)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (7.15)

No.97 Squadron

18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (6.50)
26 March 1944 - Essen (4.25)
30 March 1944 - Nuremburg (7.10)
11 April 1944 - Aachen (3.30)
22 April 1944 - Brunswick (5.40)
26 April 1944 - Schweinfurt (8.30)
6 May 1944 - Louailles (4.25)
9 May 1944 - Annecy (8.45)
19 May 1944 - Amiens (3.30)
22 May 1944 - Brunswick (5.35)
24 May 1944 - Eindhoven (5.20)
27 May 1944 - St.Valery (3.15)
5 June 1944 - St.Pierre du Mont (3.45)
6 June 1944 - Argentan
23 June 1944 - Limoges
4 July 1944 - Creil (3.50)

Flight Lieutenant Gee has carried out a total of 31 sorties against such heavily defended targets as Berlin (nine times), Frankfurt (three sorties), Leipzig (twice),

Nuremburg (etcetera). Of these, fourteen have been made with the Pathfinder Force, as marker.

Throughout his tour, this officer has shown a great determination to press home his attacks. On two occasions he has carried on when his wireless or radio telephone have been unserviceable and would have justified an early return. He has at all times displayed great courage and unfailing devotion to duty, and his example has impressed all. For his great skill, fearlessness and enthusiasm to fly on operations, he is recommended for the non-immediate award of the Distinguished Flying Cross.

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GEEVES, F/O Gerald Edward (J19058) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Montreal, 11 March 1910; attended St. Michael's Academy, Commercial High school and the Technical High School. Employed as a salesman. Enlisted in Montreal, 14 October 1940. To No.1 Manning Depot, 15 January 1941. To No.1 Equipment Depot, 16 January 1941. To No.1 WS, 30 March 1941; promoted LAC on 1 May 1941; to "E" on 15 September 1941; to No.2 BGS, 11 October 1941; graduated and promoted Sergeant on 24 November 1941. To "Y" Depot, 25 November 1941. To RAF overseas, 12 December 1941. Taken on strength of No.3 PRC, Bournemouth, 26 December 1941. To No.1 Air Armament School, 7 March 1942. To No.7 Air Gunner School, 29 April 1942. To No.15 OTU, 19 May 1942. To Middle East Command, 24 August 1942. Promoted Flight Sergeant, 1 September 1942. Taken on strength of No.108 Squadron, 19 September 1942. Promoted WO2, 24 November 1943. To No.148 Squadron, 26 November 1942. To No.40 Squadron, 7 December 1942. To No.104 Squadron, 1 January 1943. Embarked from Malta, 26 February 1943, passing through Gibraltar on 7 March 1943. At No.1 Personnel Despatch Centre, 28 February 1943. To Station Pershore, 30 March 1943. Attached to No.10 OTU, Abington, 1-10 May 1943. To No.23 OTU, 7 October 1943 when commissioned. To Overseas Headquarters, 11 March 1944. Arrived back in Canada, 16 March 1944. Promoted Flying Officer, 7 April 1944. Embarked again for Britain, 29 April 1944; disembarked in United Kingdom, 7 May 1944. To No.61 Base, 25 May 1944. Attended Dalton Battle School, 25 May to 11 June 1944. To No.405 Squadron, 11 June 1944, attending Night Training Unit, 11 June to 6 July before return to No.405 Squadron. Killed in action, 2 January 1945 (Lancaster PB477, No.405 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." Public Records Office Air 2/8831 has recommendation dated 20 November 1944 when he had flown 48 sorties (220 hours 52 minutes) in two tours.

First Tour

24 August 1942 - Ferry to Gibraltar (8.00)
25 August 1942 - Gibraltar to Malta (8.45)
26 August 1942 - Malta-Egypt (7.45)
8 October 1942 - Tobruk (7.30)
14 October 1942 - Tobruk (6.10)
23 October 1942 - Battle area (2.30)
24 October 1942 - Battle area (2.30)
29 October 1942 - Battle area (2.30)
30 October 1942 - Battle area (2.30)
2 November 1942 - Ghazal (3.00)
4 November 1942 - Daba (3.45)
5 November 1942 - Messa Fuka Row (3.35)
6 November 1942 - Messa Fuka Row (3.45)
7 November 1942 - Sollum (6.30)
9 November 1942 - Fort Capuzzo (6.05)
11 November 1942 - Derna (8.55)
23 November 1942 - Haraklion Aerodrome (6.40)
7 December 1942 - LG.17 to Malta (6.00)
13 December 1942 - La Goulette, Tunis (4.34)
15 December 1942 - Tunis Harbour (4.35)
16 December 1942 - La Goulette, Tunis (4.35)
18 December 1942 - Comico Aerodrome, Sicily (2.40)
25 December 1942 - Pantelero Aerodrome (6.35)
28 February 1943 - Malta-Gibraltar (7.30)

Second Tour

10 July 1944 - Nucourt (2.45)
12 July 1944 - Paris/Vaires (3.08)
15 July 1944 - Nucourt (3.30)
17 July 1944 - Cagny (2.30)
28 July 1944 - Stuttgart (6.17)
30 July 1944 - Battle area (2.34)
3 August 1944 - Nieppe (2.03)
4 August 1944 - L'isle Adam (2.44)
14 August 1944 - TRACTABLE (2.41)
15 August 1944 - Meisbroek (4.15)
16 August 1944 - Stettin (4.57)

18 August 1944 - Sterkrade (3.34)
25 August 1944 - Russelsheim (5.42)
26 August 1944 - Kiel (5.24)
29 August 1944 - Stettin (8.32)
15 September 1944 - Kiel (5.23)
30 September 1944 - Bottrop (3.23)
11 October 1944 - Fort Fredrik Hendrik (2.09)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.06)
19 October 1944 - Stuttgart (5.09)
25 October 1944 - Homburg (3.40)
28 October 1944 - Walcheren
16 November 1944 - Julich

Flying Officer Geeves is an outstanding Air Gunner in a highly successful crew now on their second tour of operations. He has participated in attacks on such heavily defended enemy areas as Stuttgart, Kiel and Stettin. Invariably, this officer has displayed a keen sense of responsibility and great courage in the performance of all his operational tasks. On many occasions he has been placed in a position where great personal danger existed, but this has not deterred him from carrying out his duties in a cool and efficient manner. His fine example of fearlessness and devotion to duty is very commendable.

The website "Lost Bombers" provides information on his final sortie. Lancaster PB477, No.405 Squadron (LQ-B), target Nuremberg, 2/3 January 1945. This aircraft was delivered to No.635 Squadron, August 1944 and transferred to No.405 Squadron, 8 September 1944. Previously engaged in the following raids: Frankfurt (12/13 September 1944), Duisburg (14 October 1944, daylight, Essen (23/24 October 1944). Airborne at 1554 hours, 2 January 1945 from Gransden Lodge. Crashed at Rohrau, 3 km ENE from the small town of Nufringen. Crew consisted of W/C .J. Lawson, DSO, DFC (killed; he had participated in at least 92 operational sorties, Sergeant S. Rhodes(POW), P/O S.H. Fitzhenry, RAAF (killed), S/L N. Crawford, DFC, RCAF (killed), F/L E.C. Duke, DFM (killed), F/O G.E. Geeves, DFC, RCAF (killed), Warrant Officer D.G. Pyley, RCAF (POW).

Notes: Application for Operational Wing dated 31 December 1943 stated he had been on operations, 4 September 1942 to 7 January 1943 and had flown 24 sorties (140 hours).

Assessed at No.23 OTU on 27 February 1944 where he was an instructor. Reported to have flown 353 hours (67 hours ten minutes in previous six months). "Keen, capable air gunner who is fit to hold any responsible job." (S/L C.P. Potter).

While on leave in Canada he was featured in an article entitled "Thoughts in a Dinghy" which appeared in the April 15th edition of the Montreal **Standard**. According to that paper, he had completed 27 operational flights and wore the African Star with Clasp. He had taken part in most of the Mediterranean's "big shows". From his W.A.G.'s seat he saw action at Crete, El Alamein, Tobruk, Tunis and Sicily.

He had previously escaped death or injury in five crashes on widely-separated R.C.A.F. battlefronts. In the fourth crash, his six fellow crew members were killed while he was thrown clear to escape with minor injuries. This incident does not appear in his service records. The fifth crash occurred on Christmas night, 1943 [probably 1942 if we go by the sortie list], in the Mediterranean after his bomber overshot Malta while returning from a raid in a heavy storm. That time he was rescued along with his new crew mates after seven and half seasick hours in a pitching dinghy. He is quoted in the April 15th article as saying, "I never thought so much about home and my folks as I did that Christmas night - my experience told me we had little chance of getting through a fix like this out in the Mediterranean no man's land and felt honestly sorry for the grief the 'missing' telegram would cause at home. I was glad that I had stayed at church for a second Mass that morning. It sort of gave me a feeling of confidence inside".

Notes: In crew of Wellington HD980, No.108 Squadron, which crashed at Landing Ground 237. 6 November 1942. Following an operational sortie and while taxiing, pilot switched on landing lights, forgetting or not knowing that they had been patched over with doped fabric. The result was a fire in the wing, causing Category "A" damage. No injuries to crew. Pilot was Sergeant N.S. Toms, RNZAF.

Wellington DV532 of No.40 Squadron ditched at sea, 50 miles from Malta, 26 December 1942. Crew was NZ412247 F/L L. McLachlan (pilot), 118101 P/O J.D. Kitchin (second pilot), 1380906 Sergeant F. Hughes (observer), 935115 Flight Sergeant A. Challand (WOP/AG) and R77168 Sergeant G.E. Geeves. On leaving the target area both intercom and wireless became unserviceable. At ETA 2232 there was no sign of Malta; pilot kept on course for 15 minutes, then flew a reciprocal course and commenced a search. The WOP/AG now reported wireless serviceable again and reported several QDM Loop bearings which may have been erroneous. Flying the last bearing for half an hour, the engines finally cut and pilot ditched. Pilot went on to report:

This operation [ditching] was carried out successfully and all members of the crew were safely in the dinghy within two minutes. The Wireless Operator, Flight Sergeant Challand, received slight facial injuries and was in a somewhat dazed condition. The behaviour of the entire crew in ditching is to be highly commended, there was no panic and everyone remained cool. A Beaufighter

was sighted about ten minutes later, flying at about 1,500 feet one mile away. At 0800 hours four Spitfires were sighted, flying fairly low about three miles away. Efforts were made to signal, but the Marine Distress Signal failed to operate. There was no Verrey pistol as the Navigation kit bag was swept to the back of the fuselage on ditching. At 0815 a Swordfish of the FAA was sighted. Immediately a Marine Distress Signal was sent off, which the Swordfish sighted. The Swordfish then circled us, dropping smoke floats right around us. At 0823 the Air Sea Rescue Launch was sighted and we were picked up at 0830. Treatment on board the Launch was excellent, we were provided with rum, hot tea and dry clothes. We landed at St. Paul's Bay at 1100 hours. Flight Sergeant Challen was taken to the 90th General Hospital and the other members of the crew proceeded to their billets after a meal prepared by the Air Sea Rescue Unit.

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GELDART, Corporal Alton Charles (R99326) - **Mention in Despatches** - Croft (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Enlisted in Moncton, New Brunswick, 28 May 1941. 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. Had served eight months in Canada, three years overseas. Armament Electrician.

This airman has been in charge of the Armament Electrical Section for the past eleven months. This airman's devotion to duty and untiring co-operation has been responsible for the most efficient operation of his section. He has worked long hours and has never failed once to report to his section when emergencies arose and the Armament Section was called out, and has never on any of these occasions had to be sought for by his superiors. He has maintained a high standard of morale in his section under conditions of long and irregular working hours.

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GELINAS, S/L Louis Joseph Philippe Arthur (C2340) - **Member, Order of the British Empire** - No.13 Recruiting Centre - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Montreal, 5 April 1902. Educated in Westmount (Loyola College and University of Montreal. Director in CIP, stock broker and businessman. Enlisted in Montreal, 1 July 1940 as Administrative Officer, attending Admin course in Trenton, 29 July to 24 August 1940 when posted to No.13 Recruiting Centre. . Promoted Flight Lieutenant, 1 May 1941. Promoted Squadron Leader, 18 May 1942. Promoted

Wing Commander, 1 April 1943. To No.5 Manning Depot, 11 April 1943. To RCAF Overseas Headquarters,, 21 January 1944. Disembarked in Britain, 30 January 1944. Returned to Canada, 31 March 1944. Placed on Reserve, 21 July 1944. Business executive after the war; appointed to the Senate of Canada, 11 June 1963; resigned 10 December 1975; died in Montreal, 1 January 1973. Name also rendered as Joseph Louis Philippe Arthur.

Throughout his service career this officer has demonstrated administrative ability far above the average. He has been untiring in his efforts and has devoted all his time and energy to furthering the interests of the service. He has been exceptional in his devotion to duty and has been most assiduous in meeting all demands made on his Recruiting Centre. His services have been invaluable to the Royal Canadian Air Force.

Recommended 20 October 1942 by W/C G.E. Nash (No.3 Training Command) who wrote:

Throughout his service career, particularly as Commanding Officer of the Recruiting Centre in Montreal, this officer has demonstrated ability in recruiting and administration far above the average. His tactful and diplomatic handling of recruiting in a Centre which, due to its location, has more problems than any other in Canada, has been the means of encouraging the enlistment of French and English speaking Canadians as well as a great number of Americans and others of foreign extraction.

GELINAS, W/C Louis Joseph Phillippe Arthur, MBE (C2340) - **Order of the White Lion, Class IV (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946.

Notes: Interviewed 2 July 1940 (curious as he was taken on strength the previous day) by F/O Maurice Janin who wrote, "Smartly dressed, good appearance, clean and neat, refined looking, **rather domineering**, might make a good officer if high almighty attitude changed. No military experience of any kind. Pleasant. Highly recommended. Has more than senior matric, equivalent in academic standing and experience." It appears that his application was approved 27 July 1940 but backdated to 1 July 1940.

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GELINEAU, LAC John Edward (R284266) - **British Empire Medal** - No.10 Bombing and Gunnery School - Award effective 10 March 1945 as per **Canada Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 11 November 1924. Enlisted in Montreal, 18 October 1943 and posted to No.5 Manning Depot. To No.1 ITS, 30 November 1943. Promoted LAC, 10 March 1944. To No.4 BGS, 2 June 1944. To No.10 BGS, 11 August 1944; graduated and promoted

Sergeant on 12 November 1944. Appears to have been at No.2 Release Centre, 4 January to 26 March 1945, probably while being treated and medically re-assessed. To Station Mountain View, 27 March 1945. To Release Centre, 26 July 1945; released 27 July 1945. Subsequently attended McGill University where his record included an athletic and academic career, winning the Collegiate Hockey Championship in 1945-46. He also excelled in basketball, football and baseball at McGill. He was good enough in baseball to earn a tryout with the Boston Red Sox. In 1948, Jack Gelineau was the very first recipient of McGill's Athlete of the Year award, "The Forbes Trophy". McGill was not done with him yet however. In September 1997, Jack was the inaugural inductee into McGill's Sports Hall of Fame. Immediately after graduating with a degree in Commerce, he joined the Boston Bruins and started in goal that year for four games. Jack played hockey for the Boston Bruins 1948-1952 and won Rookie of the year honors (Calder Cup) in 1949. He actually only played two full years with Boston and lowered his GAA to 2.81 his second year with four shutouts. Died In Montreal, 12 November 1998. As of award incident he had flown six hours 40 minutes. DHist file 181.009 D.1406 (National Archives RG 24 Vol.20598) has statements taken on the occasion of the accident, identifying the rescued gunner as LAC A.R. Gibson. Civilians who came on the scene noted that Gelineau insisted on taking off his flying suit to wrap around Gibson, who has suffered a broken leg, and did not admit to his own back injuries until an ambulance arrived.

On October 28, 1944, Leading Aircraftman Gelineau was a student air gunner in a Bolingbroke aircraft which crashed in some woods in Eastern Canada. The aircraft immediately burst into flames and Leading Aircraftman Gelineau sustained a painful back injury. Another student air gunner lay trapped in the fuselage with a broken leg. Despite the spreading flames, the danger of possible explosion of ammunition and fuel tanks, with great coolness and presence of mind, Leading Aircraftman Gelineau proceeded to break open the jammed hatch with his hands and feet and pull the injured air gunner through the opening. Just as he pulled him to safety one of the gasoline tanks exploded. Despite the great danger of explosion of the remaining tank and ammunition, he returned to the aircraft and with some civilians attempted to rescue the pilot. Only when the heat and flames became so intense as to render further efforts impossible did he abandon his attempt to rescue the trapped pilot. Throughout the whole rescue Leading Aircraftman Gelineau showed courage and coolness of the highest order. His complete disregard for his own safety resulted in saving the life of one of his fellow students.

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GELLNER, F/L John (J2822) - **Military Cross (Czechoslovakia)** - Award effective 1 July 1941 as per AFRO 385/42 dated 13 March 1942. Born 18 May 1907 in Trieste where his father was a doctor

(birth date from obituary). On the outbreak of war his father joined the army while his mother took the children to Bohemia. He entered university in 1925. He attended the Faculty of Law (Masaryk University, Brno) where he obtained a Doctorate in Jurisprudence in 1930. Having articulated, he practiced as an attorney in Brno until the German occupation (March 1939).

In the runup to the German occupation, Gellner had been a rock climber and co-author (with Dr. F. Kroupil) of the first Czech climber's guide to the High Tatra Mountains (four volumes published in Prague, 1936; the Tatra Mountains are in the Carpathians).

When the Germans arrived he was arrested for no stated reason (he speculated as a hostage) and then released after five weeks. He then fled through Austria to Yugoslavia, then to Italy and finally to the United States.

On the outbreak of war, he enlisted in Hamilton, 25 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC on 24 May 1940 when posted to No.1 AOS; to No.1 BGS, 18 August 1940 to 29 September 1940 when posted to Trenton Promoted Sergeant, 29 September 1940; commissioned 27 October 1940.

He had graduated with the first Observer course produced by the BCATP. Proceeding overseas, he served in No.311 (Czech) Squadron, November 1940 to October 1941 (39 sorties). Promoted to Flying Officer, 27 October 1941. Returned to Canada, 16 February 1942, he instructed in synthetic training, CNS, Rivers (22 March to 21 December 1942); promoted Flight Lieutenant, 15 July 1942. Trained as a pilot at No.20 EFTS (22 January 1943 to uncertain date); continued pilot training to June 1943; then with Transport Command (July to October 1943). In the United Kingdom again for operational training (November 1943 to April 1944); with No.429 Squadron, April to June 1944; with RCAF Overseas Headquarters, July 1944 to August 1945 (promoted Squadron Leader, 1 September 1944) At Eastern Air Command Headquarters, November 1945 to February 1947; with CAC (later Training Command) Headquarters, February 1947 to September 1949; at Staff College, September 1949 to July 1950 when posted to AFHQ. At Canadian Joint Staff, Washington, August to November 1950); at AFHQ/AMP, November 1950 to December 1952; with No.3 (F) Wing, December 1952 to July 1955 (Chief Administrative Officer); with Staff College, Directing Staff, July 1955 to November 1958 when he retired with the rank of Wing Commander.

Subsequently a lecturer, journalist and editor. He also wrote three books, **The Czechs and Slovaks in Canada** (with J. Smerek, University of Toronto Press, 1968), **Canada in NATO** (Ryerson, 1970) and **Bayonets in the Streets: Urban Guerilla at Home and Abroad** (Collier-Macmillan, 1974). He edited **Commentator** (1964-1970) and **Canadian Defence Quarterly** (1971 to 1988). He taught at the University of Toronto from 1970 to 1972 and York University thereafter.

Awarded **Member, Order of Canada (CM)** as per Canada Gazette of 25 June 1983 with the following citation: "After escaping the Nazis in Czechoslovakia during the invasion, Mr. Gellner served in the Royal Canadian Air Force during and after the Second World War. On his retirement twenty-five years ago, he turned to editing political and defence periodicals and introduced strategic studies at Toronto and York Universities. Through his teaching and writing he has helped to make Canadians more aware of the need for critical thought on strategic matters." Died in Toronto, 27 April 2001.

DHist file 229C1 (D31), found in RG.24 Volume 10827, had letter from C.G. White (Air Ministry) to Secretary to Canadian High Commissioner dated 21 July 1941 stating that the Czech government contemplates this award "in recognition of his having participated as a pilot-navigator in 16 operational bombing flights over enemy territory and of the success, resolution and bravery attending the performance of his tasks on these occasions." The same information is in a letter from the President of the Czech Republic to the Foreign Office dated 25 June 1941. Both Czech awards were presented to him on 2 August 1941 by Air Vice-Marshal Janousek, Inspector General of the Czech Inspectorate.

GELLNER, F/L John (J2822) - **Distinguished Flying Cross** - Award effective 15 November 1941 as per AFRO 385/42 dated 13 March 1942. This award was not gazetted. Public Record Office Air 2/9334 has recommendation drafted 17 September 1941 by the Commanding Officer, No.311 Squadron; he had flown 37 sorties (194 hours 45 minutes). Sortie list and submission as follows:

16 January 1941	Emden (4.25)
12 February 1941	Bremen (1.35; returned with bombs; engine trouble)
21 February 1941	Wilhelmshaven (4.25)
23 February 1941	Boulogne (2.55)
26 February 1941	Cologne (4.30)
12 March 1941	Berlin (7.50)
18 March 1941	Bremen (5.10)
23 March 1941	Berlin (7.45)
15 April 1941	Kiel (5.20)
17 April 1941	Berlin (7.05)
20 April 1941	Cologne (5.30)
23 April 1941	Brest (6.05)
26 April 1941	Hamburg (6.35)
28 April 1941	Brest (5.00)
11 May 1941	Hamburg (5.40)
15 May 1941	Hanover (5.35)
27 May 1941	Cologne (4.50)
2 June 1941	Dusseldorf (4.35)

11 June 1941	Duisburg (4.55)
12 June 1941	Essen (5.15)
16 June 1941	Aeltre aerodrome (2.40; last resort target; engine trouble)
17 June 1941	Dusseldorf (4.40)
19 June 1941	Cologne (5.35)
22 June 1941	Bremen (4.55)
1 July 1941	Brest (5.50)
5 July 1941	Munster (4.55)
7 July 1941	Cologne (4.50)
8 July 1941	Munster (4.30)
10 July 1941	Cologne (4.40)
12 July 1941	Bremen (5.25)
14 July 1941	Bremen (5.20)
15 July 1941	Hamburg (6.15)
19 July 1941	Hanover (6.05)
23 July 1941	Mannheim (5.40)
25 July 1941	Hamburg (6.20)
2 August 1941	Hamburg (6.25)
5 August 1941	Mannheim (6.10)

On the night of 1-2 July 1941, he was navigator in Wellington R1015, captained by Pilot Officer V. Korda, detailed to attack the German cruiser **Prinz Eugen** at Brest. Though conditions were good and the docks visible the cruiser could not be seen owing to darkness. It was then decided to drop a stick across its positions, endeavouring to get the first bomb on the jetty. Despite intense flak, four runs across the target were carried out and a determined attack made on the last run. The heaviest bomb and another hit the jetty, lighting up the area and it was estimated the remainder of the stick straddled the position of the cruiser. Intelligence reports later state that on that night two direct hits were obtained which severely damaged the cruiser and killed many of the crew. These hits were credited to either No.9 or No.311 Squadrons and it is highly probable that one of their hits was obtained by Pilot Officer Gellner.

Since January 1941, this officer has taken part in 37 major operations and throughout his skill as a navigator has been exceptional. His precision and accuracy, particularly in astro-navigation, would be difficult to excel. He has had a log published in the August **Bomber Command Monthly Navigational Summary** under the heading of "Meritorious Flights".

He has shown conspicuous courage and devotion to duty in his determination to hit his target. He recently carried out three or four runs to satisfy himself as to his target and often dropped at least two sticks of bombs. His splendid example and instruction have been of the greatest asset in raising the standard of navigation and bombing in No.311 Squadron.

On 23 September 1941, the Officer Commanding, Station Honington, wrote:

An outstanding navigator and a most gallant officer, whose work and example has been of the greatest value in building up No.311 (Czech) Squadron. He is strongly recommended for the award of the Distinguished Flying Cross.

On 28 September 1941 the Air Officer Commanding, No.3 Group, added his remarks:

It is submitted that the action on the night of July 1/2nd taken in conjunction with this navigator's consistent record of successful sorties, entitles him for consideration for a non-immediate award.

Subsequently, this was edited to a citation as follows:

On the night of 1st July 1941, this officer was the navigator of an aircraft which participated in an attack on the **Prinz Eugen** at Brest. Conditions were good and the docks visible but, owing to the darkness, the cruiser could not be seen. It was therefore decided to release a stick of bombs across its position, endeavouring to get the first bomb on jetty. Despite intense anti-aircraft fire, four runs were made over the target and, on the last run, a determined attack was made. The heaviest bomb and another hit the jetty illuminating the area and it was estimated that the remainder of the stick burst around the cruiser. It was subsequently learned that, on the night in question, two directed [sic] hits were obtained which severely damaged the cruiser and killed many of the crew. It is highly probable that one of the hits was obtained by Flight Lieutenant Gellner. Throughout he has displayed exceptional skill as a navigator; his precision and accuracy particularly in astro-navigation would be difficult to excel. He has shown great courage and devotion to duty.

GELLNER, F/L John (J2822) - **Medal for Valour (Czechoslovakia)** - Award effective 23 June 1941 as per AFRO 385/42 dated 13 March 1942. DHist file 229C1 (D31), found in RG.24 Volume 10827, had letter from C.G. White (Air Ministry) to Secretary to Canadian High Commissioner dated 16 April 1941 stating that the Czech government contemplates this award "in recognition of services rendered in connection with the training of Czechoslovak Air Force personnel in this country. Pilot Officer Gellner is said to be a Czechoslovak subject who, after escaping from his

country to Canada, joined the Royal Canadian Air Force, was posted to England and, at his own request, was attached to the Czechoslovak Air Force. He is at present serving with No.311 (Czech) Squadron."

Public Record Office Air 2/6123 has additional correspondence. The genesis of this award appears to be a letter dated 3 April 1941, from one J. Sejnocha (signing himself as "Chief of Protocol" to Mr. Robert Dunbar (Foreign Office); the text is clearly that of a person writing in a foreign language:

I write to inform you that the Czechoslovak Government are contemplating proposing to the President of the Republic the decoration with the Czechoslovak Medal for Valour of those members of the RAF who are attached to Czechoslovak Bombing Wing No.311:

1. P/O John Gellner
2. [628890] FS Patrick Leo Hennigan, DFM
3. [628731] Sergeant Leo Joseph Judson
4. [520831] Sergeant Ernest James Linley Robb

P/O Gellner is a Czechoslovak subject who, after escaping from his country to Canada, joined the RCAF. He was sent to England as a Pilot Officer and at his own request was attached to the Czechoslovak Air Force.

All the above-named have given great assistance in training Czechoslovak telegraphists and navigators. They have already made a number of operational bombing flights with a Czechoslovak personnel.

On 15 May 1941, Mr. Frederick Hudd (in the Canadian High Commission) wrote to the Under-Secretary of State (Air Ministry) stating in part:

I have today received a cabled communication from the Canadian government stating that the award by the Czechoslovak Government of this medal [Medal for Valour] to Pilot Officer Gellner has been approved by the Minister of National Defence for Air and by the Prime Minister.

NOTE: Awarded **Member, Order of Canada (CM)** as per Canada Gazette of 25 June 1983 as John Gellner, CM, DFC, CD, DL, DMS with the following citation:

After escaping the Nazis in Czechoslovakia during the invasion, Mr. Gellner served in the Royal Canadian Air Force during and after the Second World War. On his

retirement twenty-five years ago, he turned to editing political and defence periodicals and introduced strategic studies at Toronto and York Universities. Through his teaching and writing he has helped to make Canadians more aware of the need for critical thought on strategic matters.

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GEMMEL, F/O John Leslie (J19036) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born in Selkirk, Manitoba, 28 July 1920. Educated in Selkirk, Lakefield College and Kelvin High School (Winnipeg, graduating 1939). Trained at No.2 ITS (graduated 14 September 1941), No.3 AOS (graduated 20 December 1941), No.2 BGS (graduated 31 January 1942), and No.1 ANS (graduated 5 March 1942). Flew two tours. Released from the RCAF, 9 June 1945, settling in Winnipeg. Postwar he articulated with Miller MacDonald in Winnipeg, receiving his Chartered Accountants degree in 1952. Worked in the oil industry in Calgary from 1952 to 1956, then from 1969 to 1985. He worked in Vancouver from 1956 to 1969, retiring from Wintershall Canada in 1985. Died Vancouver, 20 February 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9112 has recommendation dated 5 May 1945 when he had flown 47 sorties. Total hours not stated; first tour had been 26 sorties (no hours given); second tour had been 21 sorties (123 hours 55 minutes). The sortie list below is for the second tour only:

7 October 1944 - Cleve (4.29)
23 October 1944 - Essen (5.33)
29 October 1944 - Westkapelle (2.44)
30 October 1944 - Cologne (6.07)
31 October 1944 - Cologne (4.51)
4 November 1944 - Bochum (5.00)
16 November 1944 - Julich (4.21)
21 November 1944 - Sterkrade (5.56)
6 December 1944 - Osnabruck (6.16)
18 December 1944 - Duisburg (5.50)
26 December 1944 - St.Vith (5.56)
29 December 1944 - Coblenz (2.25, DNCO, hydraulics unserviceable)
2 January 1945 - Ludwigshaven (6.29)
28 January 1945 - Stuttgart (7.08)
2 February 1945 - Wanne Eickel (5.23)
7 February 1945 - Goch (5.35)
13 February 1945 - Bohlen (8.15)

14 February 1945 - Chemnitz (7.13)
17 February 1945 - Wesel (5.09)
21 February 1945 - Worms (6.31)
23 February 1945 - Essen (4.46)
5 March 1945 - Chemnitz (8.00)

This officer has now completed his second operational tour consisting of 21 sorties, involving a total of 123 hours. His first tour consisted of 26 sorties.

His navigation has been of a very high order, even under the utmost difficulties, and his coolness and skill have been an example to other Navigators. He has taken part in attacks against some of the most heavily defended targets in Germany and has never failed to show a fine offensive spirit.

For his good work throughout two tours of operations, and his devotion to duty, this officer is most strongly recommended for the award of the Distinguished Flying Cross.

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GENEREUX, Sergeant Arthur Joseph (R55177) - **British Empire Medal** - No.419 R and SU, AEF - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in Deseronto, Ontario, 5 November 1916 (RCAF press release 4910 announcing award). Educated at Pointe Anne, Ontario. Home in Belleville or Point Anne, Ontario. Enlisted at Quebec City, 5 April 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 26 April 1940. Promoted AC1, 5 July 1940. To Trenton, 3 September 1940. To No.6 Repair Depot, 31 October 1940. Promoted LAC, 1 December 1940. Promoted Corporal, 1 July 1941. To "Y" Depot, 11 March 1942. To RAF overseas, 30 April 1942. Promoted Sergeant, 1 July 1942. Repatriated 22 July 1945 and posted to Station Debort for "Tiger Force" duties. To Release Centre, 3 September 1945. Released 20 September 1945. No citation in Canadian sources. Public Records Office Air 2/8872 has recommendation.

This airman is in charge of a Repair and Salvage Party. He landed in Normandy shortly after D Day in charge of the advance party. During the next 24 hours his party cleared crashes from landing strips and roads, necessitating operations in mined areas and under fire on a number of occasions. Sergeant Genereux displayed initiative, intelligence and courage during this time. He has displayed high qualities of leadership and has contributed much to the efficient operations of a number of airfields on the continent.

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GENGE, Corporal Jean Ruth (W313300) - **Mention in Despatches** - Station Torbay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Maiden name was McCurdy. Born 1919 in Montreal but raised in Vancouver. Enlisted in Vancouver, 16 July 1943 as Jean Ruth McTavish (Clerical Trade). To No.7 Manning Depot, 25 July 1943. To "H", 3 September 1943. To Eastern Air Command, 4 October 1943. To Newfoundland, 31 October 1943. Promoted LAW, 16 January 1944. Promoted Corporal, 1 September 1944. To Torbay, 26 June 1945. To "K", 3 October 1945. Released 15 October 1945. Died in Victoria, 3 December 2006.

This non-commissioned officer has been employed on administrative duties and has capably handled all correspondence and maintained records. As Secretary to the Personnel Counsellor in Newfoundland, she showed extraordinary faithfulness and competency, interested herself in reading and studying counselling material and has instigated many Women's Division personnel to visit the Personnel Counsellor. Her initiative, diligence and exceptional devotion to duty are worthy of high praise.

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GEORGE, F/O Charles Andrew (J86910) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 7 January 1922 in Winnipeg. Watch repairman. Enlisted in Winnipeg, 2 May 1941 and posted to No.2 Manning Depot. To No.33 SFTS (guard duty), 8 June 1941. To No.4 ITS, 2 July 1941; promoted LAC, 8 August 1941; to No.5 EFTS on 8 August 1941; to No.7 SFTS, 25 September 1941; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. To No.6 AFU, 25 February 1942. Attached to No.1516 Beam Approach Training Flight, 4-14 April 1942. To No.2 (Observer) AFU, 30 May 1942 as staff pilot. Promoted Flight Sergeant, 19 June 1942. Promoted WO2, 19 December 1942. Promoted WO1, 19 June 1943. To No.24 OTU, 25 January 1944; commissioned 25 January 1944. To No.1655 Mosquito Training Unit, 28 February 1944. To No.192 Squadron, 30 April 1944. Promoted Flying Officer, 25 July 1944. Repatriated 19 May 1945. To No.5 Release Centre, Winnipeg, 27 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 2/9081 dated 15 March 1945 when he had flown 49 1/2 sorties (179 hours 15 minutes), 31 May 1944 to 10 March 1945.

31 May 1944 - Paris area (3.25)

7 June 1944 - Paris area (4.15)
10 June 1944 - Paris/Aachen (4.35)
12 June 1944 - Gelsenkirchen/Aachen (3.15)
14 June 1944 - Gelsenkirchen (2.35)
23 June 1944 - Bremen (3.05)
24 June 1944 - Nûmar/Calais (3.10)
27 June 1944 - Virty le Francais (4.05)
28 June 1944 - Saarbrücken (3.40)
12 July 1944 - Dijon area (3.55)
15 July 1944 - Chalons-sur-Marne (2.10 - half sortie)
12 August 1944 - Brunswick (3.30)
9 September 1944 - Gladbach (2.20)
23 September 1944 - Dutch coast (3.40)
9 October 1944 - Ruhr (3.20)
23 October 1944 - Karlsruhe/Munster (3.50)
8 November 1944 - Hanover (3.15)
10 November 1944 - Hanover (3.25)
11 November 1944 - Brunswick/Kassel area (3.40)
15 November 1944 - Brunswick/Frankfurt area (3.40)
20 November 1944 - Brunswick/Kassel area (3.35)
23 November 1944 - Eisenach/Hanover (3.45)
27 November 1944 - Osnabrück/Frankfurt (3.30)
29 November 1944 - Oldenburg/Frankfurt (3.30)
2 December 1944 - Osnabrück/Frankfurt (3.20)
4 December 1944 - Karlsruhe (4.30)
6 December 1944 - Leipzig (4.30)
22 December 1944 - Bingen/Koblenz (3.25)
23 December 1944 - Ruhr area (3.25)
27 December 1944 - Ruhr area (2.55)
29 December 1944 - Ruhr area (3.05)
3 February 1945 - Gladbach (3.10)
4 February 1945 - Antwerp/Almelo (3.55)
7 February 1945 - Ladbergen (3.15)
9 February 1945 - Antwerp/Amsterdam (3.05)
13 February 1945 - Leipzig (4.40)
14 February 1945 - Chemnitz (4.40)
19 February 1945 - Antwerp/Almelo (4.15)
21 February 1945 - Antwerp/Almelo (3.50)
23 February 1945 - Pforzeim (4.20)
27 February 1945 - Antwerp/Almelo (3.50)

1 January 1945 - Osnabruck/Frankfurt (3.00)
5 January 1945 - Hanover (3.25)
7 January 1945 - Munich (4.10)
13 January 1945 - Politz (3.30)
14 January 1945 - Merseburg (3.50)
21 January 1945 - Frankfurt/Hanover/ Kassel (3.10)
3 March 1945 - Kamen (3.10)
7 March 1945 - Harburg (4.20)
10 March 1945 - Hanover/Kassel (3.20)

This officer is pilot of a Mosquito aircraft and has taken part in attacks against distant and heavily defended targets. Some of these have demanded outstanding flying skill and spending considerable periods over concentrated enemy defences.

He has at all times shown a cheerful keenness and determination as an operational pilot which have contributed to the success of his sorties. He is voluntarily extending his present tour to avoid breaking up the very fine team which he and his navigator have proved themselves to be.

Notes: On repatriation form dated 26 April 1945 he stated he had flown 55 sorties (200 hours 40 minutes), the last on 4 April 1945, plus 1,296 hours 50 minutes non-operational. Types and hours listed as Anson (994.10), Oxford (110.00), Whitley (18.30) and Mosquito (374.50).

On form in 1946 he gave his types and flying times as Tiger Moth (77.20), Anson (1,145.50), Oxford (119.25), Whitley (20.05) and Mosquito (294.50).

Assessment dated 25 April 1945, No.192 Squadron, having flown 1,628 hours (197 in previous six months). "An extremely keen operational pilot and a satisfactory and loyal officer." (W/C D.W. Donaldson). "This officer has a most likeable personality. Although he is far from being an 'old school type', he is a good mixer. A reliable and steady pilot." (G/C V. Willis).

Training: Interviewed in Winnipeg by F/O W.P. Graham. "Just fair type of applicant. Keen to serve. Well recommended."

Course at No.4 ITS was 3 July to 5 August 1941. Courses in Mathematics (61/100), Sanitation and Hygiene (30/40), Law and Discipline (54/60), Armament, practical and oral (80/100), Drill (60/100), and Signals (89/100). Graded 70 percent in Visual Link. Placed 87th in a class of 107. "Former apprentice instrument maker. Youthful, appears timid, may be somewhat nervous. Quite moderate activity in sports. One brother, Army. Father served last war."

Course at No.5 EFTS was 8 August to 25 September 1941. Tiger Moth aircraft (31.25 dual, 30.00 solo). Logged 8.35 on instruments and ten hours in Link. "Average ability - inclined to be careless". Ground courses in Airmanship (134/200), Airframes (55/100), Aero Engines (64/100), Signals, practical (59/100), Theory of Flight (53/100), Air Navigation (162/200), Armament, oral (149/200), Qualities as Officer (110/200). Placed 50th in a class of 66. "Below average - slow to learn but conscientious - weak on signals. Conduct very good."

Course at No.7 SFTS was 25 September to 19 December 1941. Anson aircraft - 44.05 day dual, 35.50 day solo, 5.40 night dual, 9.00 night solo. Flew 18.00 on instruments; logged 20 hours in Link. "A low average pilot, erratic in his flying. A slow thinker, displays very little initiative, May develop into an average pilot with considerable more experience. Recommended to be employed as a second pilot only until further experienced, or in single place aircraft where he is not responsible for the safety of a trained crew," Ground courses in Airmanship and Maintenance (86/200 on first test, 119/200 on supplemental), Signals, written (42/50), Signals, practical (65/100). Placed 57th in a class of 58. "Requires further Service experience to develop ability and qualities of leadership."

Course at No.1516 Beam Approach Training Flight was 4-13 April 1942. Oxford aircraft (10.20 day dual and 18.30 Beam Flying. Tested in Knowledge of Beam Procedure, Receiver Operation Application, Instrument Flying, Cloud Flying and Link. Rated "Average" in all. "His instrument flying improved considerably during the course but before being considered proficient he will need more practice on approaches and to maintain his knowledge of procedure will need to keep in regular contact with beam work."

Course at No.24 OTU was 2 February to 28 February 1944. Whitley V aircraft (3.20 day dual to first day solo, 7.35 total day dual, 7.10 day solo, 1.50 night dual to first night solo (total night dual), 2.50 night solo. Spent 55 minutes on instruments and three hours in Link. "An experienced AFU pilot of above the average ability. Has completed day and night conversion." Graded in the following flying tests - General Flying (330/400), Applied Flying (155/200), Instrument Flying (200/250), Night Flying (70/100), Link (35/50). Ground courses in Airmanship only (240/300).

Course Report from No.1655 Mosquito Training Unit stated his observer was a Warrant Officer Rendell. Between 18 April and 28 April 1944 he had flown seven hours on day conversion (four dual, three solo) and 1.30 on night conversion (55 minutes dual, 35 minutes solo). Had flown 4.30 on cross-country, concentrating on wind finding and DR (carried four bombs at 10,000 feet); on 22 April flew 3.40 on cross-country at 10,000 feet, over Base, using GEE and DR on two targets. Same day did a long cross-country with 2,000-lb bomb load, simulating long distance target outside GEE range. On 24 April 1944 did a similar long cross-country (3.00). On 27 April flew 3.10 at night. Other flying was 2.15 local - total hours on course was 28.30.

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GEORGE, Sergeant Edwin Omer (R56103) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 9 May 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2

June 1944. Born in Eganville, Ontario, 23 November 1913. Enlisted in Montreal, 22 June 1940. To No.2 ITS, 30 June 1940. Promoted LAC, 17 August and posted that date to No.1 WS. To No.1 Manning Depot, 9 February 1941. To No.1 BGS, 17 March 1941; graduated and promoted Sergeant, 14 April 1941. To Embarkation Depot, 25 April 1941. To RAF overseas, 29 May 1941. Described as "OA", 29 May 1942; reverts to AC1, 7 August 1942; regains LAC rank, 7 November 1942. Regains Sergeant rank, 2 April 1943. Commissioned 9 November 1943 (J86454). Repatriated to Canada, 3 December 1944. Released 23 May 1945. Photo PL-33888 shows him after investiture. PL-33890 shows him with P/O M.M. Werbiski.

This airman has taken part in several sorties and has displayed notable courage and devotion to duty. On one occasion he was the mid-upper gunner of an aircraft detailed to attack Berlin. In the very early stages of the flight, Sergeant George slipped and fractured his leg. Although suffering acutely he stubbornly refused to leave his post. Some time later heavy anti-aircraft [fire] was encountered and the bomber was hit. In the pilot's subsequent manoeuvring, Sergeant George proved of great assistance by his skilful evading directions. After the target had been bombed and enemy territory crossed, the crew were forced to leave by parachute as the aircraft could no longer be flown. The rear gunner was trapped in his turret but, in spite of his own sufferings, Sergeant George secured an axe with which he hacked a way clear to release his comrade. This airman displayed courage, fortitude and devotion to duty of a high order.

NOTE: Public Record Office Air 2/9220 has considerable documentation about this award. It began with a letter (no date) from Pilot Officer A.C. Davies to Group Captain N.B. Maycock, British Air Attache in Sweden. Davies (who would later be awarded a DFC), wrote:

I would like to recommend my Mid-Upper Gunner for a decoration due to the following circumstances:

On take-off the rear door blew open and he slipped getting out of his turret on the way to close it. It took him about 15 minutes to reach the door and when I asked him what the trouble was he said he had hurt his leg but not to worry as it did not hurt too much. When his leg was X-rayed two days later, it was broken and must have been very painful in the air, especially during the evasive action when we were hit.

He has always been very cool and very good at his job. He is Sergeant E.O George, R.56013.

On 15 January 1944, Pilot Officer Davies sent another report to Group Captain Maycock under the heading, "Report on crash of Lancaster 'W' of No.426 (RCAF) Squadron in Sweden on 16th December 1944."

I have the honour to submit the following report on aircraft OW-V of No.426 Squadron, Linton-on-Ouse, detailed to bomb Berlin on December 16th, 1943.

On take-off the rear door blew open due to faulty lock. Mid-Upper Gunner, Sergeant E.O. George, slipped getting out of his turret on the way to close the door and when I asked him what the trouble was he said he had hurt his leg but not to worry as he was all right. I think he broke his leg then and not when he bailed out.

The aircraft was caught in anti-aircraft defences north of Osnabruck. Evasive action was taken but rear turret was hit and jammed for the rest of the flight. The electric system also shorted and the rear gunner's electric clothes rendered useless.

The aircraft was caught in a small defence again just before last track markers near Berlin and petrol was lost from the main port tank. Other tanks could not be used as cocks could not be turned. Engineer [P/O R.F. Richards, RAF] figures that there was enough petrol for an hour and a half to two hours flying. I realized that we could not return to base so decided to stay on track until we came to markers at the North German coast and then try to get to Sweden.

Just before reaching the above markers, observed aircraft crash approximately ten miles to port. It seemed to have a bomb load by the size of the explosion. Reaching the coast as the markers went down and turned towards Sweden. Until then all four motors were kept going by the cross-balance petrol cock but the port outer was spluttering and showering sparks behind so feathered it on reaching the coast.

We had bombed early just behind the markers and caught up to coast markers as they went down by using our height for speed and fuel economy.

On reaching Sweden, I ordered the crew to jump but the rear turret would not open so the Mid-Upper Gunner went back with the axe to release the rear gunner [Sergeant R.H. Ginson]. This took several minutes and I circled a small town while it was being done and while the crew jumped.

The navigator [P/O L. Garriock] put three aircraft incendiaries on his table before jumping but I could not find them and the aircraft began banking while I was searching the floor which was a foot deep in torn maps so I abandoned the search, righting the plane, blew up IFF and "Gee" and then jumped. The Bomb Aimer [Flight Sergeant .T. Mundy] has smashed the bomb-sight with an axe after leaving Berlin.

The Mid-Upper Gunner was the only injured member of the crew with his leg broken.

On 19 January 1944, Group Captain Maycock wrote to Assistant Chief of Staff (Intelligence) at Air Ministry:

Attached is a recommendation by Pilot Officer A.G. Davies (J.19015), captain of aircraft "V" of No.426 Squadron, which crashed in Sweden on 16th December 1942, that the above-named member of his crew [Sergeant George] should be considered for a decoration.

After apprehension by the Swedish authorities, Sergeant George was taken to hospital where his leg was X-rayed and the fibula was found to be fractured midway between the knee and ankle.

I have since seen Sergeant George, whose leg is now cut of plaster and he is able to walk with the aid of a stick.

His action in closing the door and returning to his turret without mentioning his accident and the evident pain he must have been suffering enabled the captain to carry on to the target without hesitation.

After receiving preliminary hospital treatment, Sergeant George insisted on remaining with his crew when proceeding to the Internment Camp by railway.

As I have no knowledge of his previous service, I cannot add a personal recommendation but submit that this report should be sent to his Commanding Officer for his consideration.

This became a recommendation drafted 12 April 1944 by the squadron Commanding Officer, noting that George had flown five sorties (30 hours 30 minutes).

Sergeant George was the mid-upper air gunner in an aircraft detailed to attack Berlin on the night of the 16th December 1943. Shortly after take-off the rear door blew open and on leaving his turret to close it, this Non-Commissioned Officer slipped and fractured his leg. Despite the intense pain he suffered he stubbornly refused to leave his post and when the aircraft was caught in anti-aircraft defences north of Osnabruck he directed the captain in skilful evasive action which enabled the aircraft to continue and accomplish its objective. As the aircraft had been badly damaged by flak, the crew were forced to bail out over Sweden. The rear turret had been jammed and Sergeant George managed to release the rear gunner by using an axe on the turret. This Non-Commissioned Officer displayed commendable courage and devotion to duty despite intense physical suffering and was largely responsible for the aircraft

reaching its objective. I therefore strongly recommend the award of the non-immediate Distinguished Flying Medal.

The sortie list was as follows:

22 September 1943 - Hanover (6.00)
7 October 1943 - Stuttgart (7.55)
8 October 1943 - Hanover (5.25)
22 October 1943 - Kassel (6.50)
3 November 1943 - Dusseldorf (5.00)
16 December 1943 - Berlin (interned in Sweden)

The submission was duly supported by G/C C.L. Annis, Officer Commanding, Station Linton-on-Ouse (13 April 1944), by the Base Commander, A/C A.D. Ross (15 April 1944) and by the Air Officer Commanding, No.6 Group (18 April 1944).

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GEORGE, FS Howard Webster (R92833) - **British Empire Medal** - No.8 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 17 February 1904 in Dresden, North Dakota. Member of COTC, Edmonton, 1922 to 1925, cadet services officer, Calgary and Medicine Hat, 1928 to 1930, Home in Medicine Hat where he was a high school teacher and vice-principal; enlisted in Calgary, 23 March 1941 as armourer. To No.1 Manning Depot on enlistment. To Air Armament School, 24 April 1941. Promoted AC1, 21 July 1941. To No.3 SFTS, 22 July 1941. To Air Armament School (again), 8 October 1941 for Senior Armament Instructor course where he was described as "an outstanding pupil and will make an excellent instructor". Promoted LAC, 21 October 1941. Promoted Corporal, 20 December 1941 on completion of SAI course. To No.8 BGS, 29 December 1941. Promoted Sergeant, 1 January 1942. Promoted Flight Sergeant, 1 October 1942. To No.3 BGS, 16 December 1944. To No.3 SFTS, 18 February 1945. To No.2 Air Command, 31 May 1945. To Release Centre, 27 August 1945. Released 21 September 1945. Died in Trail, British Columbia, 9 July 1978 as per British Columbia Vital Statistics.

This non-commissioned officer has carried out his duties as supervisor of ground instruction in an exemplary manner. The results of his work have repeatedly received high commendation from the Armament Visiting Flight. Through his efforts, the calibre of instruction has been maintained at a superior level. His enthusiasm and knowledge have consistently inspired others to make greater efforts.

Notes: At Air Armament School, flew 17 hours five minutes, 24 October to 20 December 1941.

Selected Assessments: "Sergeant George is an outstanding senior armament instructor. He has an excellent education, and has teaching experience from 1927 to 1941. He has handled a large

staff of teachers in the Collegiate in Medicine Hat, Alberta. During his training in the RCAF he completed his armourers course first out of a class of 42. He completed his SAI (Senior Armament Instructor) standing first in a class of 42. It is natural that he should possess outstanding ability as an instructor and a lecturer in the GIS at this School. It is extremely unfortunate that he is afflicted with Dermatitis, which detrimentally affects his appearance. His social undertakings are of a high standard, and there is no hesitancy in recommending him for a commission as an Armament Officer." (G/C W.A. Johns, No.8 BGS, 23 August 1942).

"This NCO has charge of progress examinations and is doing a very good job." (F/L K.K. Smith, No.8 BGS, 26 May 1943)

"A keen, conscientious Instructor who has worked hard while here. He showed a particular interest in bombing subjects and has a fair knowledge of modern armament equipment." (F/O A. Hamilton, Instructors Course, Air Armament School, Mountain View, 6 March 1944)

"The Assessing Officers of the Armament Visiting Flight wish to commend the above-mentioned NCO for the exceptionally valuable services which he is rendering at this unit [No.8 BGS] as supervisor of the classroom instruction. This NCO possesses unusually high qualifications as an educationalist in civilian life, and most appropriate use has been made of his talents at this Unit. It is considered that the armament instructors of this School have benefited greatly as a result of Flight Sergeant George's efforts; the standard of classroom instruction observed by the Assessing Officers provides ample proof of the effectiveness of this NCO's supervision of instruction." (F/L W.H.M. Waddell, Armament Visiting Flight, Mountain View, 9 October 1944).

"This Senior Armament Instructor has performed an exceptionally valuable service at this Unit in the capacity of NCO in charge classroom instruction. It is considered that he is one of the most highly qualified Armament Instructors in the RCAF. He obtained first place in his Armourer's and S.A.I. courses, and on the Instructor's Course at Rockcliffe, Ontario. He has also be recommended for a commission. The Assessing Officers wish to pay a tribute to this man both for his exceptional ability and for the fine work which he is doing at this Unit. With slight improvement in his trade proficiency he could be recategorized as A-1." (F/L W.H.M. Waddell and F/O G.C. Johnston, 10 October 1944).

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GERMAN, Sergeant (now P/O) Harold Wallace (R56853/J10730) - **Air Force Medal** - No.7 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Altona, Manitoba, 17 June 1921. Home in Pilot Mound, Manitoba. Prewar he helped his father running CPR station. Enlisted in Winnipeg, 13 April 1940. To No.1 Manning Depot, Toronto on that date. To No.1 ITS, Toronto, 29 April 1940. Promoted LAC on 24 May 1940. Posted on 23 May 1940 to Windsor, Ontario for flying instruction with Border Cities Aero Club (graduated 21 July 1940). To No.2 SFTS, 4 August 1940. Graduation as Sergeant, 18 November 1940. To No.1 ANS, 23 November 1940. To No.7 SFTS, 29 January 1941. A curious incident happened on 26 March 1941 when he drove a car in a dangerous

manner and was duly convicted in Macleod court, 31 March 1941. He was fined \$ 20.00 and costs. The judgement also read, "Further ordered that said Harold Wallace German be and he is hereby prohibited from operating a motor vehicle (other than air-craft) anywhere in Canada for a period of two months from the date hereof." Commissioned 15 March 1942. To "Y" Depot, Halifax, 15 November 1942. To RAF Trainee Pool, 11 December 1942. Disembarked in Britain, 18 December 1942 and assigned to No.3 PRC, Bournemouth. To No.15 (P) AFU, 9 February 1943. To No.23 OTU, 4 May 1943. To No.1659 HCU, 24 July 1943. To No.434 Squadron, 17 August 1943. Missing, 3 October 1943 (No.434 Squadron, Halifax Hal LK638).

This NCO has performed his duties as Navigation Instructor both in the air and as a lecturer in Ground Instruction School in an exemplary, whole-hearted and meritorious manner. He has shown exceptional keenness in his work and has constantly given instruction after normal working hours to improve the standing of his classes with most satisfactory results. He is possessed of a pleasing personality and his general relationship with all personnel has been of the highest standard. He has 650 flying hours.

Training:

ITS training (29 April to 23 May 1940) involved courses in Mathematics (82/100), Armament, Practical and Oral (69/100), Visual Link Trainer (no marks - not taken ?), Drill (no marks shown) and Law and Discipline (77/100).

Border Cities Aero Club was No.3 Course, 27 May to 22 July 1940. Flew Tiger Moths (25 hours dual, 25 solo, no Link time). Described by E.C. Yasser (CFI) as "Careful pilot, obeyed instructions to the letter." Ground training in Airmanship (131/200), Airframes (105/200), Aero Engines (166/200), Signals, Practical (Pass), Theory of Flight (57/100), and Air Navigation (101/200). Placed 20th in a class of 29. Described as "Appeared to have average ability. Tried very hard. Conduct very good."

At No.2 SFTS, Intermediate Course, 5 August to 30 September 1940, he flew Harvards (37.25 day dual, 24.30 day solo, 1.05 night dual, 1.45 night solo). Link was 30 hours ! Ground training courses were Airmanship (129/200), Armament, W (47/100), Armament, P (55/100), Air Navigation (54/200) and Signals (47/50). Described as a poor student who tried hard but did not get results and needed constant supervision.

At No.2 SFTS, Advanced Training, 30 September to 15 November 1940, he flew 12.15 day dual, 48.05 day solo, 1.50 night dual and 1.25 night solo. Marked in navigation (185/200), Reconnaissance and Photography (87/100), Armament (131.200). "Qualities as Officer or NCO" grade was 167/300 but "Qualities as a Pilot" grade was 189/300. Generally deemed an average pilot, "Intelligent - quick to learn - poor appearance - not officer type" .

Took Short Navigation Course at Rivers, 26 November 1940 to 20 January 1941. This consisted of flying on Ansons (22.45 by day and 2.55 by night, all as navigator. Ground courses consisted

of DR Navigation (225/450), Magnetism and Compasses (178/200), DF and WT (74/100), Instruments (66/100), Mathematics (113/150), Maps and Charts (81/150), Meteorology (80/200) and Reconnaissance (70/100). Described as "Below average. Failed in instruments and meteorology and obtained 50 % in DR Navigation." The CFI wrote, "Unsuited for instruction either in the air or on the ground" (a curious assessment given his subsequent record).

At No.23 OTU course was 4 May to 15 July 1943. Flying was on Wellington III and Wellington X aircraft - four hours day dual to first day solo, a total of 14.25 day dual and 26.40 day solo; two hours 50 minutes night dual to first night solo, total 9.05 night dual and 32.55 night solo. Also 8.25 as passenger. Flew two hours 40 minutes in formation, and 16.20 on instruments. Also logged 15.30 in Link. In the course he completed six day cross-country exercises and four by night (average height, 5,600 feet), one daylight war load climb, one night war load climb, one Bullseye exercise, one daylight fighter affiliation. Dropped 46 bombs by day and 30 by night (average error was 200 yards by day and 211 by night). Completed 13 I.R. Photography exercises. Ground courses and marks were as follows: Airmanship (201/300), Armament (216/300), Meteorology (60/100), Navigation (170/200) and Signals (83/100). Flying Tests and results were in General Flying (350/400), Applied Flying (160/200), Instrument Flying (220/250), Night Flying (80/100) and Link (35/50). W/C F.W.S. Turner wrote:

This pilot had considerable experience before coming to this unit. He became an excellent Wellington pilot and an exemplary captain. Very keen and worked hard throughout the course. Much above average in every way.

Assessed at No.1659 Conversion Unit on 6 September 1943. General remarks on crew as follows:

Time on course: 42.00. Average (6). A good and steady pilot with an average crew. With experience this crew should do well.

Assessments and Recommendation:

Assessed on 11 August 1941 while at No.7 SFTS (Navigation Instructor). Under heading of "Character and Trade Proficiency" he was described as "Character good. Category Short Nav." In "Flying Ability" described as "Very sound and safe pilot." Under "Administrative Ability" he was "Very good, efficient organiser and has initiative." Under "Remarks of Unit Commander" he was described as follows:

Has shown marked improvement in ability as a Navigation Instructor both in the air and on the ground as a Lecturer. I now consider him to be a sound and reliable instructor who has obtained good results from his pupils. He has initiative and is a sound organizer and in my opinion should make an efficient navigation officer.

Recommended for AFM on 14 February 1942 by the Senior Navigation Instructor at No.7 SFTS (text the same as given in citation). It was endorsed by the Commanding Officer, No.7 SFTS the same day as follows:

An excellent Navigation Instructor who has consistently been complimented by students he has trained. He has served as a Navigation Instructor since January 29, 1941. It is very strongly recommended that his long and meritorious service be recognized by the above award.

On 17 February 1942 the Air Officer Commanding, No.4 Training Command wrote, "Concur". The next comment (undated) is that of Air Marshal Breadner who writes, "A very good NCO who has proved his worth in a dual capacity. I recommend the award of the Air Force Medal."

On 11 September 1942, S/L D. Gordon, No.7 SFTS, wrote of him, "A high average navigation instructor. Knows his work and does it well."

On 29 October 1942, F/L E.H.M. Laidlaw wrote of P/O German:

Formerly an NCO pilot, this officer has always carried out all duties conscientiously and cooperatively. He has proved to be a very good type of officer and promotion is urgently recommended.

Circumstances of Death: His aircraft is described in initial reports as DK261. Crew consisted of J10730 F/O H.W. German (pilot, killed), R.147399 Sergeant F.G. Babington (navigator, POW), J16782 F/L G.T. Berg (bomb aimer, killed), 1175843 Sergeant C.W. Dorey (WOP/AG, POW), 624372 Sergeant R.W. Eaton (mid-upper gunner, POW), Can 14035A Sergeant E.V. Davidson (rear gunner, killed), and R62718 Sergeant W.O. Todd (flight engineer, POW). Babington reported he was the first to bale out; Davidson acknowledged the bale out order but was killed. Todd reported he was blown out of aircraft, which seems to have exploded in the air; German believed to have left controls but trapped by centrifugal forces of spin.

The website "Lost Bombers" provides the following: Halifax LK638, No.434 Squadron (IP-V), target Kassel, 3/4 October 1943. Airborne at 1851 hours, 3 October 1943 from Tholthorpe. Exploded in the air and crashed at Grossen-Heidorn, 3 km NW of Wunstorf. Crew were F/O H.W.Germain, AFM, RCAF (killed), Sergeant W.O.Todd, RCAF (POW), Sergeant F.G.Babington, RCAF (POW), F/L G.T.Berg, RCAF (killed), Sergeant C.W.Dorey (POW), Sergeant R.W.Eaton (injured), Sergeant E.V.Davidson, RCAF (killed).

RCAF Press Release dated 6 September 1943 from F/L T.C. McCall, No.6 Group, reads as follows; note error as to "Distinguished Flying Medal" rather than "Air Force Medal".

Flying Officer Hal German will never forget his first trip as skipper of "O for Orange" which took place during the raid on Muchen-Gladbach when aircraft of

the R.C.A.F. Bomber Group helped their mates of the R.A.F. thoroughly prang the school for anti-aircraft gunners, among other objectives.

The 22-year-old pilot who was awarded the Distinguished Flying Medal recently by His Majesty the King had a series of experiences which make Hairbreadth Harry's adventures read like a gardening manual. The gong came as a result of more than two years work as an instructor at the Macleod, Alberta, S.F.T.S. "Macleod was never like this," observes F/O German, whose home is in Pilot Mound, Manitoba.

It was the first operational trip for the entire crew which included Sergeant Fred Babington, 28 (552 Rosedale Avenue, Winnipeg) as navigator; Sergeant Vincent MacDonald, 20 (Meota, Sask.) as bomb-aimer; P/O David Scott, 20 (Pt. Colborne, Ontario), tail-gunner. German had previously made two strips as "second Dickey" before being put in charge of a kite for the Muchen-Gladbach raid.

On the way in to bomb the target, the rear-gunner reported his turret unserviceable, German relates, but the target was bombed successfully and "O for Orange" started back to base. "Near Antwerp we were attacked by a Ju88," says the skipper. "He came at us from the port bow and raked the kite with cannon and machine-gun fire, knocking out the port aileron, port elevator and holing our numbers five and six petrol tanks. As he went past his kite was caught in our slipstream and the tail-gunner told me he had a 'sitter' but couldn't bring his guns to bear. "Apparently he figured he had us for sure since his fire wasn't returned. Then he must have decided to make certain; anyway ...I'm sure it was the same aircraft We were attacked again nine minutes later. This time he came in from the port quarter above. The first indication any of us had of the attack was when the bullets began to hit. He raked the fuselage from port to starboard, knocking out the intercom, the engineer's panel, the oxygen aft of the engineer, the mid-upper turret and hitting our ammunition tanks. We were at 19000 feet at the time."

With the intercom out of commission, German sent the bomb-aimer, Sergeant MacDonald back to see if the two gunners were safe, but was not aware until later that the oxygen supply had been cut off. He set a course for the nearest British aerodrome and arrived over it approximately 90 minutes later, only to find that the undercarriage hydraulics had been knocked out and it was necessary to use emergency methods to get the wheels down. "After we landed, I started to leave the kite and noticed a big red stain on Sergeant Jim Geddes' sweater; he was the Flight Engineer and had been working away all the time. I asked him what had happened and he said that he guessed he'd been hit during the second attack. It was my first intimation that anyone had been hurt and I called the control tower for an ambulance. As soon as it arrived, he went out like a light." The Flight Engineer, a 20-year-old Scotsman from Galashiels, had

been wounded twice in the abdomen from machine gun bullets and is now in hospital with a good chance for recovery.

Examination of the plane showed it to be a complete write-off. What particularly impressed the skipper was a hole in the back of the pilot's armor-protected headrest bigger than a goose-egg, apparently put there during the second attack. "That one really shook me," he said. Members of the Bluenose Squadron commanded by W/C C.E. Harris of Annapolis Royal, N.S. are loud in their praise of the feat performed by German in bringing home his mangled aircraft. The skipper himself admits that flying a Halifax over Germany is "quite a different proposition" than stooging over the Southern Alberta foothills in an Anson.

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GERMAN, F/L John Edward (C8992) - **Mention in Despatches** - No.433 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. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 31 January 1945. Enlisted in Toronto, 29 November 1941 in Administrative Branch and commissioned as Flying Officer that date. Promoted Flight Lieutenant, 16 April 1943. As of recommendation he had served 14 months in Canada, 25 months overseas. He had been sent to "Y" Depot, Halifax, 29 December 1942 and was reported overseas as of 25 January 1943. Repatriated 3 December 1945. Released 12 January 1946. Also recommended for MBE, 22 May 1945 (not granted). RCAF photo PL-22703 (ex UK-7559 dated January 1944) shows him as new adjutant; described as "formerly camp commandant at No.6 Group Headquarters. RCAF photo PL-40647 (ex UK-17388 dated 13 December 1944) is captioned as follows: "With over two years service overseas, F/L J.E. German, Toronto, has been 'Daddy' to the Porcupine Squadron of the RCAF Bomber Group for over a year. Here he is shown at his desk where he looks after the troubles and acts as 'Father Confessor' to the squadron."

Flight Lieutenant German assumed the duties of Adjutant, 433 Squadron, in January 1944 shortly after its formation and just prior to the squadron becoming operational. Through ability, hard work and long hours, this officer had the administrative section of the squadron in order and functioning as such by the date the squadron was placed operational. This high standard of efficiency has been maintained by Flight Lieutenant German and is a credit to the Royal Canadian Air Force. In addition to his normal duties this officer has kept himself available to render valuable assistance to the squadron at all hours of the day and night for duties in excess of those required of a Squadron Adjutant.

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GERRARD, F/O George Edward Dudman (J13802) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born 15 June 1921. Enlisted in Winnipeg, 12 January 1942. Posted to No.2 Manning Depot, Brandon, 3 February 1942. To Calgary, 10 April 1942. To No.4 ITS, Edmonton, 9 May 1942. Promoted LAC, 3 July 1942. Posted to No.3 BGS, 18 July 1942; graduated 28 August 1942 and promoted to Sergeant, subsequently being commissioned with effect from that date. To "Y" Depot, Halifax, 29 August 1942; to RAF overseas, 22 October 1942; repatriated 19 December 1944; released 17 March 1945. In the crew of F/L Benjamin Edward McLaughlin, DFC; moved from No.12 Squadron to No.626 Squadron, 7/8 November 1943 and completed their tour with the following sorties - 10/11 November 1943, Modane; 12/13 November 1943, Berlin; 18/19 November 1943, Berlin; 22/23 November 1943, Berlin; 26/27 November 1943, Berlin; 2/3 December 1943, Berlin; 16/17 December 1943, Berlin; 23/24 December 1943, Berlin. 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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GERRIE, P/O Gordon Charles (J93592) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Hamilton, 5 March 1922; enlisted there 28 August 1942 in wireless groundcrew trade. To No.4 WS, 15 January 1943. Remustered to aircrew and posted to No. 3 ITS, 3 April 1943. Promoted LAC, 11 June 1943 but not posted until 26 June 1943 when he was posted to No.1 BGS; to No.4 AOS, 4 October 1943. Promoted Sergeant, 17 November 1943. To "Y" Depot, Halifax, 1 December 1943; posted overseas as of 25 February 1944. Commissioned 18 December 1944. Repatriated 23 April 1945. Released 11 June 1945. Died in Hamilton, 26 December 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 16 April 1945 when he had flown 35 sorties (219 hours 25 minutes), 14 October 1944 to 15 March 1945.

This officer has taken part in a large number of operational sorties on such heavily defended targets as Munster, Cologne and Essen. He has invariably displayed a high degree of skill, courage and resolution, qualities which have on more than one occasion enabled him to complete his mission in the face of heavy odds.

The high degree of air bombing attained by this squadron is a reflection on the ability and example of Pilot Officer Gerrie who has never spared himself in his endeavours to create a high morale among his fellow air bombers...

The sortie list was as follows:

14 October 1944 - Duisburg (5.35)

23 October 1944 - Essen (6.20)
25 October 1944 - Hamburg (5.15)
28 October 1944 - Cologne (5.45)
2 November 1944 - Dusseldorf (5.20)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (4.45)
21 November 1944 - Castrop Rauxel (7.15)
27 November 1944 - Neuss (5.40)
30 November 1944 - Duisburg (6.20)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnbruck (6.00)
17 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.25)
28 December 1944 - Opladen (5.50)
30 December 1944 - Cologne (6.15)
13 January 1945 - Saarbrucken (7.00)
14 January 1945 - Osnabruck (6.25)
16 January 1945 - Magdeburg (6.55)
28 January 1945 - Stuttgart (7.15)
1 February 1945 - Mainz (6.35)
2 February 1945 - Wanne Eickel (6.15)
4 February 1945 - Osterfeld-Bonn (5.55)
9 February 1945 - Wanne Eickel (6.10)
13 February 1945 - Bohlen (8.30)
17 February 1945 - Wesel (5.50)
2 March 1945 - Cologne (5.50)
5 March 1945 - Chemnitz (9.10)
7 March 1945 - Hemmingstedt (6.00)
8 March 1945 - Hamburg (6.05)
11 March 1945 - Essen (5.35)
12 March 1945 - Dortmund (6.35)
13 March 1945 - Wuppertal (6.40)
14 March 1945 - Zweibrucken (6.40)
15 March 1945 - Castrop Rauxel (6.20)

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GIBB, FS Alec Paddon (R122162) - **Distinguished Flying Medal** - No.224 Squadron - Award effective 9 December 1943 as per **London Gazette** dated 24 December 1943 and AFRO 297/43 dated 11 February 1944. Born in Dinsmore, Saskatchewan, 3 January 1923. Educated Dinsmore Public School, Maple Grove Public School, Point Grey Junior High School and Magee High School. Member of No.1601 Air Force Cadet Wing, Vancouver, January 1939 to August 1941 (Cadet Flight Sergeant). Enlisted in Vancouver, 7 August 1941. To No.1 Manning Depot, Toronto, 30 August 1941. To No.1 SFTS, Camp Borden (guard), 11 October 1941. To No.1 ITS, Toronto, 24 November 1941; promoted LAC, 22 January 1942; to No.7 AOS, Portage la Prairie, 14 February 1942; to No.

3 BGS, Macdonald, 21 June 1942; to No.1 CNS 16 August 1942; promoted Sergeant 21 September 1942; to No.1 GRS, Summerside, 24 October 1942. To No.111 OTU, Nassau, 29 December 1943. Proceeded to UK in Liberator BZ767, 25 May to 1 June 1943 via Goose Bay and Reykjavik. To No.1 (Coastal) OTU, 22 June 1943. To No.224 Squadron, 27 July 1943. Commissioned 16 November 1943; promoted Flying Officer on 16 May 1944. To No.131 OTU, 2 January 1945. Repatriated to Canada 9 July 1945. To No.6 OTU, 25 October 1945; to Station Patricia Bay, 16 January 1946; to No.9 (Transport) Group, 27 January 1946; to No.168 (Heavy Transport) Squadron, 29 January 1946; to No.124 Squadron, 31 March 1946; to No.8 Release Centre, 11 May 1946; released 22 May 1946. Commissioned in RCAF Auxiliary, 3 August 1956 (50212) in Flying Control Branch, serving with No.2455 Aircraft Control and Warning Squadron, Victoria; released 1 February 1961. Died in Richmond, British Columbia, 29 May 1991 as per **Legion Magazine** of September 1991. Cited with FS M.N. Werbiski (RCAF) and F/O H. Sutherland (RAF, trained in Canada). Incident occurred on 21 November 1943 when He.177s tried to attack convoys SL-139 and MKS-30 using radio-controlled glider bombs. 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". See photo PL-28002 (FS Werbiski and P/O A.P. Gibb). RCAF photo PL-28003 (ex UK-7379 dated 19 January 1944) shows F/O K.O Moore and P/O A.P. Gibb, DFM. Photo PL-40035 (ex UK-15874 dated 14 October 1944) taken in castle that served as squadron headquarters; on left is F/O A.P. Gibb, DFM; on right is F/O K.O. Moore, with ancient battle axes.

Flying Officer Sutherland, Flight Sergeant Gibb and Flight Sergeant Werbiski were pilot, observer and front gunner, respectively, of a Liberator aircraft detailed to escort a convoy recently. During the passage five or six enemy aircraft appeared over the convoy and attempted a bombing attack. Disregarding the heavy anti-aircraft fire which was being directed at the enemy formation from the guns of the convoy, Flying Officer Sutherland flew in and engaged the attackers. He manoeuvred to the rear and above one of the enemy bombers and thus enabled Flight Sergeant Werbiski to deliver a burst of fire which hit the enemy aircraft, setting its starboard engines on fire. After jettisoning its bombs the aircraft dived away and was not seen again. Flying Officer Sutherland then attacked a second bomber. Once again his skilful manoeuvring enabled his gunners to deliver telling bursts of fire, which caused the enemy aircraft to break away with large quantities of black smoke pouring from its starboard engines. With complete disregard of the anti-aircraft fire, which was bursting all around, Flying Officer Sutherland attacked a third and then a fourth enemy aircraft, driving them off and forcing them to terminate the engagement. In this very determined action, Flying Officer Sutherland displayed exceptional skill, courage and determination, and was well supported by Flight Sergeants Gibb and Werbiski, whose excellent co-operation, good shooting and tenacity set a very fine example.

Notes: Application for Operational Wing dated 23 December 1944 stated he had flown 49

sorties (531 operational hours), 29 July 1943 to end of 1944 (also 430 non-operational hours).

Repatriation form dated 3 July 1945 claimed 50 sorties (531 hours) and 297 non-operational hours. Last sortie had been 29 November 1944. Types experienced were Liberator (684 hours), Catalina (70) and Mitchell (74).

On 5 November 1945, at No.6 OTU, Comox, he gave another list of types and hours - Anson (162.30), Mitchell (74.00), Liberator (641.30), Wellington (6.00), Catalina (69.00) and Battle (9.20).

Postwar Assessment - "Flying Officer Gibb is an excellent controller with a thorough knowledge of his trade. As an intercept controller he has shown confidence and good judgement at all times. He has been of great assistance to the Squadron as a lecturer in meteorology and navigation. He has been an active member of the mess and has carried out his duties on the mess committee energetically and efficiently. He consistently supports the Squadron on all extra parades and social activities and at all times promotes harmony and good will. Dress and deportment excellent." (F/L M.B. MacLean, No.2455 Aircraft Control and Warning Squadron, Auxiliary, 7 November 1960).

Training: Interviewed in Vancouver, 14 June 1941 - "Serious, quiet, keen, anxious for aircrew; recommend pilot."

Course at No.1 ITS was 24 November 1941 to 22 January 1942. Courses in Mathematics (120/150), Air Engineering, Theory of Flight (89/100), Armament , practical and oral (83/100), Signals (148/150), Aircraft Recognition (95/100), Navigation (123/200), Drill (90/100) and Law and Discipline (80/100). Placed 16th in a class of 30. "Conscientious, immature type. Is sincere in efforts to make the grade. Supplemental in Navigation 154. Navigation Supplemental written due to time lost on Christmas holidays. This subject was completed for the first time on this course and there was a shortage of instructors and equipment."

Course at No.7 AOS was 16 March to 21 June 1942. Anson aircraft - 25.02 as first navigator by day, 25.53 as second navigator by day, 10.20 as first navigator by night, 7.10 as second navigator by night; 7.45 in bombing. Graded 342/500 as Navigator, 69/100 as Bomb Aimer. "Average ability, inclined to make careless mistakes." Under Armament, "Only six bombs dropped on application exercise because this airman was in hospital. Two excellent grouping exercise, third spoiled by bumpy weather." Ground Work assessed as follows - DR Plotting (110/150), DR/DF/WT written (105/200), Compasses and Instruments (99/150), Signals (95/100), Bombing (70/100), Maps and Charts (67/100), Meteorology (80/100), Photography (69/100) and Reconnaissance (85/100). "Fast but makes careless errors. Needs checking." Placed 14th in a class of 23. "Average appearance, classroom attitude not the best. Seems quite keen on the course but is a little insolent at times."

Course at No.3 BGS was 22 June to 1 August 1942. Bombing training on Ansons (14.05 day, 5.30 night) and Battles (1.30 day); Gunnery training on Battles (9.20 day). Dropped 65 bombs

high level and 18 low level. Scored five percent hits in Beam Test, 6.5 percent hits in Beam Relative Speed Test, two percent hits in Under Tail Test. Examined in Bombing, written (90/150), Bombing, practical (103/150), Gunnery, written (67/100) and Gunnery, practical (78/100). Placed 15th in a class of 25. "Young, keen, clean-cut type; knows work; assured."

Advanced Air Observer course at No.1 ANS was 17 August to 21 September 1942. Anson aircraft - 6.20 as first navigator by day, 7.00 as second navigator by day, 11.35 as first navigator by night, 10.30 as second navigator by night. Graded 194/250 in Proficiency as Navigator. "Works hard in air and gets results but could be a little neater." Ground training in Astro Navigation Plotting (100/150) and Astro Navigation Written (81/100). "Good in class work, wants to know the whys of everything. Young, keen, observant." Placed eighth in a class of 24.

Course at No.1 GRS was 9 November to 5 December 1942. Anson aircraft - 16 hours 40 minutes on Navigation. "With very little practice should become a very good GR navigator." Ground courses in DR Navigation (150/200), Reconnaissance (145/200), Coding (82/100), Ship Recognition (160/200), and Visual Signals (Pass). "An above average pupil. Quiet, hard working and keen. Will make a very good GR navigator." Placed second in a class of 23.

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GIBB, F/O David Gordon (C7968) - **Mention in Despatches** - No.612 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 3 February 1922 in Westmount. Served in McGill University COTC, 1939-1940. Enlisted in Montreal, 7 April 1941 as Radio Mechanic; at Station Yarmouth, 1 May to 30 May 1941; training at University of New Brunswick, 31 May to 29 September 1941 (commissioned as Radar Officer, 6 September 1941). Posted to "Y" Depot, Halifax, 30 September 1941; RAF overseas, 2 October 1941, being taken on strength at No.3 Personnel Reception Centre, Bournemouth, 3 October 1941. To No.612 Squadron, 31 January 1942. Taken on strength of No.235 Wing, date uncertain and then to No.454 Squadron; left Britain for Mediterranean, 16 January 1943 with No.454 Squadron; to No.21 Personnel Transit Centre, 14 April 1943; to No.38 Squadron, 12 December 1943, serving with that unit until 28 March 1944; to Aden, 22 April 1944; to No.244 Squadron, Persian Gulf, 15 May 1944, serving with that squadron to 25 December 1944; to Britain, 7 January 1945. Repatriated to Canada, 17 February 1945. Released 30 June 1945.

Although there is no citation available, the following assessments are of interest:

A good officer with a pleasant personality. An enthusiastic worker who was always keen hand on his knowledge to the air crews. (No.612 Squadron, 14 March 1943)

A most capable, efficient Radar officer who has carried out a number of radar modifications on the squadron which had earned the approval of higher authority. He had tact, lots o common sense and was loyal..

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GIBB, W/C Robert Fred (C950) - **Air Force Cross** - No.7 Bombing and Gunnery School - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Hamilton, Ontario, 3 February 1907; enlisted in the RCAF 14 September 1925. Later trained as an airman pilot, commissioned in RCAF 1 February 1939. Attained rank of Wing Commander on 15 June 1941. Posted to No.7 BGS, 4 September 1941; to No.3 BGS, 29 January 1943. Promoted Group Captain on 1 May 1943. Posted overseas, 11 May 1944; repatriated 8 November 1945; to No.9 (Transport) Group, 5 January 1946. Remained in post-war RCAF, serving chiefly in Air Transport Command Headquarters. Retired 12 February 1954.

By this officer's untiring energy and devotion to duty he has set a splendid example to all ranks under him and is deserving of the highest praise. It is due to this officer's unbounded enthusiasm that every course has been turned out on time at this school. he has flown 377 hours during the past year, all of which have been on training flights.

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GIBBENS, F/L William Moore (C3552) - **Mention in Despatches** - Headquarters, Mediterranean Allied Air Forces - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Signals officer. Born in Beckenham, England, 26 February 1896; educated there. A trained radio operator before the war, he served in the British Army in signals work (France and Egypt). Joined Canadian Pacific Telegraphs in 1926 and became a Canadian Press Telegraph Operator in October 1928. Enlisted in Toronto 11 December 1940 and commissioned that day. Posted to RAF overseas on 2 February 1941, arriving 21 February 1941. Posted to No.75 Wing, 10 March 1941; to No.2 Radio School, 5 May 1941; to GCI, Exminster, 12 July 1941; to No.845 AMES, 7 January 1942; to Egypt with that unit, 8 March 1942; promoted Flight Lieutenant, 1 June 1942; to Headquarters, Middle East, 7 January 1943; promoted Squadron Leader, 1 July 1944; repatriated 18 November 1944; retired 6 March 1945. No citation in AFRO. However, the following assessments describe his work:

A very keen and knowledgeable RD officer whose keenness has been a great source of help and inspiration in the planning and execution of the Sicilian operations. (Headquarters, No.211 Group, 26 July 1943)

This officer has special knowledge and experience of mobile operations. He is much more suited to the operational side of Radar rather than to the purely technical work in which he was engaged on No.306 MSSU (Commanding Officer, No.306 MSSU, 5 August 1944).

A hard working, reliable officer who preserved his keenness throughout up to the end of his overseas tour. Has taken part in several amphibious operations and finally went in as an observer on LST/GCI in the Southern France operations.

Loyal and tactful. (Headquarters, Mediterranean Allied Forces, 23 October 1944).

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GIBBON, F/L Philip (J6219) - **Air Force Cross** - No.13 EFTS - Award effect as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945 - Born 8 October 1919 (date from RCAF Press Release 4907 announcing award) in Ste.Anne de Bellevue. Attended McGill University. Enlisted in Montreal, 24 September 1940. To Patricia Bay, 20 October 1940. To No.2 ITS, 18 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.15 EFTS; may have graduated 22 April 1941 but not posted to No.32 SFTS until 4 May 1941; graduated and commissioned 15 July 1941. To Central Flying School, Trenton, 16 July 1941. To No.13 SFTS, 13 October 1941; promoted Flying Officer, 1 April 1942; to No. 17 EFTS, 11 December 1942; to No.13 EFTS, 14 December 1942. Promoted Flight Lieutenant, 1 March 1943. To No.2 Release Centre, 12 February 1945. Retired 16 February 1945. When recommended he was reported as having flown 1,839 hours to date, 1,530 hours as instructor, 130 hours in previous six months.

This officer has been employed on flying instructional duties for almost four years and throughout this period has shown that he possesses a thorough flying training knowledge, initiative and ability. He is a steady and conscientious worker and an outstanding leader. The meritorious service he has rendered as a flying instructor has made a praise worthy contribution to the training plan.

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GIBBONS, F/O Noel (J12273) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 2 March 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Grand Prairie, Alberta, 19 November 1920; educated at Cranbrook High School, British Columbia (1935-1938) and West Vancouver High School (1938-1939). Home in Vancouver where he instructed in Physical Education at the YMCA; enlisted there 2 October 1941 and posted to No.3 Manning Depot, Edmonton. To No.4 ITS, Edmonton, 28 October 1941; promoted LAC, 20 December 1941 and posted to No.2 AOS, Edmonton; graduated 27 March 1942 and posted on 29 March 1942 to No.8 BGS, Lethbridge; graduated 9 May 1942 and promoted Sergeant. To No.1 ANS on 10 May 1942 (graduated and commissioned 19 June 1942. Struck off strength of No.1 ANS, 14 July 1942 and posted to No.1 AOS, Malton. To "Y" Depot, Halifax, 26 October 1942; to RAF overseas, 31 October 1942. Disembarked in United Kingdom, 11 November 1942. Promoted Flying Officer, 8 December 1942. To No.1 Signal School, 22 December 1942. To No.51 OTU, 3 March 1943. To No.60 OTU, 26 May 1943. To No.418 Squadron, 14 June 1943. To No.60 OTU, 10 February 1944. Promoted Flight Lieutenant, 8 June 1944. To No.418 Squadron again, 1 August 1944. Killed in action 22 October 1944 with S/L K.A. Boomer, DFC (Mosquito PZ198). Cited with F/L James Robert Feir Johnson (which see for citation). At various times, with Ross Gray and J.R.F. Johnson, he was involved in the following victories: **21 September 1944**, one unidentified enemy aircraft destroyed in air plus one unidentified enemy aircraft destroyed on ground plus one unidentified enemy aircraft damaged on ground; **23/24 September 1944**, one FW.190 destroyed; **27/28 September 1944**, one Ju.88

destroyed; **30 September 1944**, one FW.190 destroyed in air and one damaged in air plus one Bf.110 destroyed on ground and one damaged on ground plus one Do.217 damaged on ground plus one unidentified enemy aircraft damaged on ground; **2/3 October 1944**, one unidentified enemy aircraft damaged; **10 October 1944**, two Junkers W.34 destroyed on ground plus four Ju.87s destroyed on ground plus one W.34 and five Ju.87s damaged on ground. See also entry for R.A. Kipp with a press release that includes personal account of action of 12 December 1943 which includes generous comments about Gibbons. RCAF photo PL-33040 (ex UK-15444 dated 29 September 1944) is captioned as follows: "F/L N.J. Gibbon, DFC, veteran navigator with the City of Edmonton night intruder squadron, looks on as his pilot, F/L F.A. Johnson points to the spot that they made the 100th kill in the air to be registered by the squadron. F/L Gibbon of 2355 Marine Drive, Vancouver, was on the 13th trip of his second tour. F/L Johnson, who lived in Belleville, Ontario, was formerly a flying instructor at Uplands." RCAF photo PL-33216 (ex UK-15278 dated 26 September 1944) shows F/L Noel Gibbons (left) with his skipper, S/L R.G. Gray "after they returned from the longest daylight Mosquito raid ever performed by an RCAF aircraft." RCAF photo PL-33217 (ex UK-15279) is captioned as follows: "S/L R.G. Gray, pilot of a City of Edmonton Mosquito receives the congratulations of his CO, W/C A. Barker, after leading a flight of two Mosquito aircraft deep into Germany on the longest daylight sortie in RCAF history. Navigator F/L N.J. Gibbons DFC looks on."

GIBBONS, F/L Noel (J12273) - **Bar to Distinguished Flying Cross** - No.418 Squadron (deceased) - Award effective 21 October 1944, as per **London Gazette** dated 12 February 1946 and AFRO 322/46 dated 29 March 1946.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Gibbons has completed many sorties, penetrating deeply into Germany and enemy occupied territory. On each occasion his skilful navigation has enabled his pilot to reach and patrol the target area, often in very adverse weather, while his excellent commentaries when patrolling heavily defended enemy airfields have assisted his pilot in taking successful evasive action. In September, 1943, Flight Lieutenant Gibbons was responsible for navigating a section of aircraft through adverse weather and over difficult terrain to a target in the Munich area. At Bad Aibling he participated in the destruction of two enemy aircraft on the ground and damaged two others. As squadron navigation leader this officer has done much to maintain a high standard of navigation.

Training: At No.2 AOS he flew in Ansons (31.20 day as first navigator, 36.10 day as second navigator, 2.30 night as first navigator and 8.20 at night as second navigator). He was first in a class of 29 and was described as "Best in class. Seems to have natural ability". Courses were DR Plotting (141/150), DR Written (180/200), Compasses and Instruments (123/150), Signals (100/100), Maps and Charts (96/100), Meteorology (79/100), Photography (75/100), and Reconnaissance (90/100).

At No.8 BGS he was in Fairey Battles (18.05 day bombing, 7.45 night bombing, 12.05 day gunnery). Average bombing error was 170 yards; average error on best exercise was 92 yards;

dropped 62 bombs (high level) and 17 bombs (low level). "Average ability as Bomb Aimer." He was deemed "weak in gunnery", scored 0.5 in beam test, 2.81 % in Beam Relative Speed Test, 2.66 % in Under Tail Test. He fired a total of 1,755 rounds air-to-air. Placed first in a class of 27 and described as "Sets an excellent example as class leader both in appearance and applying self to work. Conscientious, above average ability. Definite leadership qualities."

At No.1 Signal School, 26 December 1942 to 31 March 1943. Tested in Morse and Visual Signals (required 18 words per minute in Morse and Syko Speed, actually achieved 22 words per minute; needed and achieved eight words per minute in Aldis Lamp). He spent five hours in Dominie aircraft (2.30 on W/T sets in air) and 9.15 hours in Proctor aircraft (all on W/T sets in the air). Ground School courses and results were as follows: Technical (Theory), 105/150; Signals Organisation, 104/150; Out-Station Procedure, 114/150; Set Manipulation, 186/250; D/F Loop Manipulation, 92/150; Daily Inspections and Fault Finding, 105/150. Air Results were listed as follows: Air Operating, 252/300; Frequency Changing, 288/300; D/F Loop Manipulation, 148/200; D/F Procedure. 85/100; Log Keeping, 86/100.

At No.1 ANS he flew Ansons (8.15 day as first navigator, 7.45 day as second navigator, 3.35 night as first navigator, 9.45 night at second navigator). Ground training stressed Astro Navigation Plotting (114/150) and Astro Navigation Written (100/100). Placed 3rd in a class of 24.

Note: Applying for operational wings, 2 February 1944, he reported 32 sorties (105 hours 15 minutes), 17 June 1943 to 1 February 1944.

On completion of instructing at No.60 OTU, he noted he had flown 190 hours in Ansons, 50 hours in Blenheims, 215 non-operational hours in Mosquitos, and in requesting postings he listed No.418 Squadron first, Pathfinders second and Bomber Command generally, third.

Assessments: On 9 September 1942, S/L George W. Jacobs (No.1 AOS) wrote, "This man's application for transfer to work other than instructing was recommended and forwarded in August. He is a capable navigator but unqualified instructor. Reported this unit 17 July 1942. Has never taken any interest or responsibility voluntarily in the jobs at hand. He is unsuited for this work and will never be any good as instructor but would make a practical navigator." He was further described as "a decided misfit and will never be any good as instructor."

Assessed as competent but without comment, 30 September 1943 (No.418 Squadron). As of 25 February 1944, W/C D.C.S. MacDonald reported he had flown 480 hours (150 in past six months) and wrote, "An extremely clean living young man with an A.1 physique. Mentally above average with good common sense. An A.1 type of officer, keen, intelligent and excellent physical example to his associates."

On 27 October 1944, following his loss, S/L D.B. Annan wrote, "A navigator of wide experience and exceptional ability, who has had a very fine operational record on two tours of operations."

Particulars of Death: Mosquito PZ198 was airborne from St. Dizier airfield, 1500 hours for a Day Ranger to southern Germany. Subsequently reported by the enemy to have been shot down at 4.30 p.m. (1630 hours) at Brunenthal. Germany.

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GIBBS, F/O John Cecil (J17590) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Toronto, 25 January 1919; home in Bowmanville. Enlisted in Toronto, 8 October 1940. To No.2 WS, 31 January 1941; promoted LAC, 3 March 1941; graduated 20 June 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 21 July 1941. To Embarkation Depot, 22 July 1941). Posted to RAF overseas, 14 August 1941; commissioned 23 March 1943; repatriated to Canada 11 July 1944; to "Y" Depot, Halifax on 9 September 1944; to United Kingdom again on 17 September 1944; repatriated 7 December 1945; released 28 December 1945. Photo PL-15935 shows FS G. Bellamy (Hertfordshire), Sergeant J. Gibbs (Bowmanville), P/O J.R. McDonald (Victoria), Flight Sergeant R.W. Wright (Saskatoon), Flight Sergeant J.D. Routledge (Mission, British Columbia), and Sergeant K.F. Stouffer (Fort Erie, Ontario). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation by W/C R.J. Lane dated 23 March 1944 when he had flown 45 sorties (300 hours 28 minutes).

* daylight sortie

11 June 1942 - NICKELLING, Vichy (7.25)
16 August 1942 - GARDENING, Frisians (4.00)
20 August 1942 - GARDENING, Kollleckerort (7.25)
27 August 1942 - Kassel (4.55)
28 August 1942 - Nuremburg (6.40)
6 September 1942 - Duisburg (4.00)
8 September 1942 - Frankfurt (6.25)
10 September 1942 - Dusseldorf (4.20)
13 September 1942 - Bremen (4.10)
14 September 1942 - Wilhelmshaven (4.10)
16 September 1942 - Essen (4.55)
18 September 1942 - GARDENING, Gulf of Danzig (9.45)
23 September 1942 - Wismar (6.35)
24 September 1942 - GARDENING, Kullen (7.25)
1 October 1942 - Wismar (6.15)
13 October 1942 - Kiel (5.35)
15 October 1942 - Cologne (4.50)
17 October 1942 - Le Creusot (10.15)*
22 October 1942 - Genoa (9.45)
24 October 1942 - Milan (9.35)*

15 November 1942 - Genoa (8.10)
28 November 1942 - Turin (8.40)
8 December 1942 - Turin (8.10)
9 December 1942 - Turin (3.15, DNCO)
20 December 1942 - Duisburg (4.35)
16 January 1943 - Berlin (7.25)
17 January 1943 - Berlin (7.00)
27 January 1943 - Dusseldorf (5.30)
11 February 1943 - Wilhelmshaven (5.55)
13 February 1943 - Lorient (6.40)
20 December 1943 - Frankfurt (5.20)
23 December 1943 - Berlin (7.30)
29 December 1943 - Berlin (6.10)
1 January 1944 - Berlin (6.55)
2 January 1944 - Berlin (7.20)
5 January 1944 - Stettin (9.10)
20 January 1944 - Berlin (7.10)
21 January 1944 - Magdeburg (6.45)
27 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.00)
15 February 1944 - Berlin (6.30)
25 February 1944 - Augsburg (6.45)
1 March 1944 - Stuttgart (6.55)
15 March 1944 - Stuttgart (6.30)
18 March 1944 - Frankfurt (4.50)

This officer is a very efficient Wireless Operator who has completed 45 operational sorties against such heavily defended enemy targets as Berlin, Stuttgart and Frankfurt. By his devotion to duty, skill in his trade and desire to carry out his operations to a successful conclusion, he has set an inspiring example which it will be difficult to surpass. Strongly recommended for the award of the Distinguished Flying Cross.

Note: For Combat Reports relating to his career see entries for R.M. Griffiths and J.D. Routledge..

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GIBBS, F/L Paul Lewis (J15108) - **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 at Onion Lake, Saskatchewan, 28 August 1917; home in Lloydminster, Saskatchewan (hunter). Enlisted in Edmonton on 17 May 1940. Trained at No.1 ITS; graduated and promoted LAC 24 June 1940 although he had been posted to No.4 EFTS on 21 June 1940; graduated 31 August 1940 when posted to No.2 SFTS; graduated and promoted Sergeant on 1 October 1940. To No.4 SFTS, 11 December 1940; to No.10 SFTS, 22 March 1941. Warned for embarkation on 6 May 1941; to RAF overseas on 29 May 1941. Commissioned 15 December 1941. Served in UK, Northwest Europe, Africa and Italy. Repatriated to Canada 1 June 1945. Demobilized in October 1945, spent one year in civilian life and rejoined RCAF, September 1946. Awarded AFC, 15 September 1951 for services with No.123 Rescue Unit, Sea Island; Queen's Coronation Medal, 23 October 1953 while with No.2 (F) Wing. As Squadron Leader, attended RAF Staff College Course, 9 January to 7 December 1956. Photo PL-39584 is a portrait taken about 1949. PL-128351 is a portrait taken at St. Hubert, 1960, as a Squadron Leader.

During two tours of operations this officer has completed numerous sorties which have included fighter and night intruder patrols, power diving and low level attacks. He has destroyed one enemy aircraft and participated in the damage and destruction of many enemy vehicles and installations on the ground. At all times Flight Lieutenant Gibbs has displayed exemplary keenness and an outstanding determination to engage the enemy.

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GIBSON, P/O Douglas Ralph (J89229) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born in Cumberland, British Columbia, 24 February 1924; home in Bevan, British Columbia (locomotive fireman). Enlisted in Vancouver, 9 July 1942. Granted Leave Without Pay until 20 September 1942 when posted to No.3 Manning Depot. To No.1 Air Gunner Ground Training School, 16 April 1943; to No.9 BGS on 12 June 1943 (graduated 23 July 1942). To "Y" Depot, Halifax, 6 August 1943; to RAF overseas, 20 August 1943; commissioned 20 August 1944; repatriated 8 December 1944; to Western Air Command, 20 December 1944; to No.6 OTU, 21 May 1945; released 27 November 1945. Died in Cumberland, British Columbia, 21 January 1981 as per **Legion Magazine** of May 1981. RCAF photo PL-31964 (ex UK-14218 dated 24 August 1944) is captioned as follows: "Moose Squadron gunners with 26 trips to their credit, Flight Sergeant D.R. Ginson of Cumberland, British Columbia (left) and Flight Sergeant J.R. Devon of Sault Ste.Marie, Ontario have a smoke on their return from bombing Stettin. They flew to the Baltic coast in a Canadian-built Lancaster as part of an RCAF Bomber Group force." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". DHist file

181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 29 November 1944 when he had flown 34 sorties (194 hours 55 minutes), 6 March to 25 October 1944.

This officer has completed 34 sorties, many of which have been to the enemy's most heavily defended areas. On one of his first operational sorties, his aircraft crashed on takeoff but, despite this harrowing experience, Pilot Officer Gibson has continued to show great keenness to attack the enemy. During the course of his tour, his aircraft has been attacked on four occasions but, primarily due to this officer's exhaustive search and the cool, collected manner in which he has directed his pilot, these attackers did not have the opportunity of opening fire. I consider the devotion to duty and the fine example shown by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

6 March 1944 - Trappes (5.50)
7 March 1944 - Le Mans (1.00, early return)
13 March 1944 - Le Mans (1.15, early return)
16 March 1944 - Amiens (7.10)
30 March 1944 - Gardening, Heligoland (5.55)
8 April 1944 - Gardening, Frisians (5.35)
9 April 1944 - Lille (5.20)
22 April 1944 - Laon (5.55)
26 April 1944 - Paris (6.30)
22 May 1944 - Dortmund (5.30)
24 May 1944 - Aachen (4.25)
27 May 1944 - Bourg Leopold (4.40)
10 June 1944 - Versailles (5.40)
12 June 1944 - Cambrai (5.05)
14 June 1944 - St. Pol (4.05)
15 June 1944 - Boulogne (4.30)
16 June 1944 - Duisburg (4.35)
21 June 1944 - St. Martin l'Hortier (4.10)
23 June 1944 - Bientques (4.35)
24 June 1944 - Bamieres (4.00)
4 July 1944 - Paris (6.20)
6 July 1944 - St. Pol (4.25)
7 July 1944 - Caen (4/30)
23 July 1944 - Kiel (6.05)
24 July 1944 - Stuttgart (9.10)

28 July 1944 - Hamburg (6.05)
3 August 1944 - Bois de Casson (5.50)
5 August 1944 - Paris (5.20)
16 August 1944 - Stettin (8.40)
18 August 1944 - Bremen (6.35)
25 August 1944 - Russelsheim (8.50)
29 August 1944 - Stettin (8.55)
6 September 1944 - Emden (4.55)
10 September 1944 - Le Havre (4.35)
23 October 1944 - Essen (6.15)
25 October 1944 - Essen (5.20)

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GIBSON, Sergeant George Robert Milton (R109259) - **Mention in Despatches** - Station Leeming (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Calgary, 4 May 1920. Janitor, store clerk and farm harvester. Although home also given as in Barrie, Ontario, he enlisted in Calgary, 11 July 1941 for General Duties and posted to No.1 Manning Depot. To No.1 SFTS, 23 July 1941. Promoted AC1, 11 October 1941. Reclassified as Clerk, and reverted to AC2, 15 October 1941. Promoted AC1 again, 6 January 1942. Reclassified as Postal Clerk, 6 April 1942. To "Y" Depot, Halifax, 28 September 1942; promoted LAC, 1 October 1942. To Leeming, 11 February 1943, and a bewildering series of attachments thereafter between Leeming and Topcliffe. To RAF overseas on 27 October 1942; disembarked 4 November 1942. To Padgate, 5 November 1942. Taken on strength of RCAF Overseas Headquarters, 28 October 1943. Promoted Corporal, 1 June 1943; attained rank of Sergeant on 1 March 1944; to No.64 Base, 10 July 1945; to RCAF Overseas Headquarters, 11 October 1945; to Leeming, 26 February 1946; repatriated 10 July 1946. To No.2 Air Command, 20 July 1946. To No.1 Manning Depot, Portage la Prairie, 26 August 1946. To No.2 Air Command Headquarters, Winnipeg, 12 November 1946. To Release Centre, 18 December 1944. Released 8 January 1947. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters.

Sergeant Gibson enlisted in the RCAF 11.7.41. He embarked for the United Kingdom 29.10.42 and has been employed as NCO in charge of the Station Post Office at this Station, with some breaks, for the past seventeen months. His organizing and administrative ability in his trade is outstanding; he works for long hours in a most cheerful manner and instils in his subordinates a high sense of their important and responsible duties.

Notes: Assessed 13 December 1943 as follows: "This airman, as an LAC and later as a Corporal,

has been responsible for the initial organization of two different Station Post Offices. He was quite successful in both stations in organizing very efficient offices." (F/L P.C. Ware).

Assessed 13 November 1944 as follows: "This NCO has been used on numerous occasions for the purpose of reorganizing Postal Sections on a number of RCAF Stations with considerable success. He is extremely capable and has been recommended for promotion to Commissioned rank. His promotion to Temporary Sergeant is strongly recommended." (W/C D.C. Kerr, RCAF Overseas Headquarters).

Assessed 15 March 1945 as follows: "This NCO possesses outstanding organizing ability and is an excellent worker. He is keen and very systematic in the performance of his duties." (P/O E.H. Kipp, Middleton St. George).

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GIBSON, F/O Gordon Lloyd (J21406) - **Croix de Guerre (France)** - No.268 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 15 April 1920. Home in Thornsbury, Ontario; enlisted in Toronto, 22 September 1941. Granted Leave Without Pay until 19 October 1941 when posted to No.2 Manning Depot. To No.12 Equipment Depot, 2 January 1942. To No.3 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942 when posted to No.21 EFTS; may have graduated 3 July 1942 but not posted to No.8 SFTS until 18 July 1942; graduated and commissioned on 4 December 1942). To "Y" Depot, 27 December 1942. Posted to RAF overseas on 4 January 1943. Promoted Flying Officer, 4 June 1943; promoted Flight Lieutenant, 4 December 1944. Repatriated 30 March 1945. Released April 1945. Served in postwar RCAF (20276) from 29 February 1952 onwards. Public Records Office Air 2/9645 gives unit and citation.

Flying Officer Gibson has flown on many operations over enemy occupied France between January and August 1944. He is an outstanding fighter reconnaissance pilot. Prior to D-Day he was engaged in low level photography of enemy positions, often in the face of intense anti-aircraft fire. Between May and August 1944 he carried out 37 tactical reconnaissance missions, mostly in the area west and north of Paris. Flying Officer Gibson led his section with skill and bravery, often in adverse weather and in the face of great danger.

Operational Notes: Further to the above, Colin Ford, consulting the Operational Record Book of No.268 Squadron, provides the following notes:

F/O Gibson, known on the Squadron as 'Gibby'. Posted in on 26 January 1944 along with a number of other pilots from No.170 Squadron which had been

disbanded. He already had operational experience with that squadron and was considered an experienced pilot.

First operational sortie with No.268 Squadron on 24 February 1944

F/O Milne DFC in FD548 J and F/O Gibson RCAF in FD535 X took off from North Weald at 09.40 hrs to conduct a 'Popular' of the French Coast between Barfleur and St. Martin de Vagreville. Photographs were taken at 800 ft and 1700 yards range. No flak or enemy fighters were encountered and F/O Gibson RCAF obtained satisfactory photography, whilst F/O Milne's Mustang suffered a camera failure. F/O Gibson RCAF noted in his log book: "Popular (French Coast) Barfleur to Les Greves. Successful photos taken. No flack experienced."

He flew 12 operational sorties between then and the end of May 1944 and also attended the Armament Camp at Llanbedr and the Naval Gunnery Control Course at Dundonald, as for F/O Conway.

He flew two sorties on D-day, the second being particularly eventful:

F/O Gibson RCAF in FD486 L (F/O Gibson's log book shows FD535 X) and F/O Bradford in FD498 J took off at 08.30 hrs from Lee-on-Solent for a second naval shoot. They directed the naval bombardment onto an enemy shore battery that was engaged and partially destroyed. F/O Gibson RCAF noted in his log book: "Second trip on Naval Bombardment during Invasion. T/O 0830hrs – target on east coast Cherbourg area. Firing with 15" & 16" American ship on shore batteries – target area plastered. Decided lack of flack this time. Radio went u/s during shoot & engine stopped at 6000' Prepared to crash land in a field in France – glided down, got flap down – at 500' on last approach got engine restarted – climbed & managed to make Lee On Solent by shortest route. #2 finished shoot in good order – on whole invasion saw 4 a/c shot down 1 ship sunk & terrific fire of all kinds." Definitely a close shave for F/O Gibson RCAF.

He flew 38 sorties from D-Day until the end of his operational tour on 3 August 1944. He left the Squadron on 9 August 1944 on posting to HQADGB (pretty much the generic 'holding' posting at that time for pilots completing their tour of operations), but shortly ended up at 41OTU as an instructor.

Did the majority of his operational sorties with No.170 Sqdn and No.268 Sqdn on N.A. Mustang Mk.1A (4 x 20mm cannon armed) aircraft.

F/O Gibson served with RCAF post war, eventually retired and went in to family business which was a fairly well known fish & chip shop in his part of Canada. Died February 2006.

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GIBSON, F/L Howard Benjamin German (J10702) - **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 in Hollyburn, British Columbia, 14 February 1917; enlisted in Vancouver, 26 June 1941 and posted to No.2 Manning Depot. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 27 September 1941 when posted to No.7 AOS; to No.3 BGS, 3 January 1942; graduated and (promoted Sergeant on 13 February 1942; posted next day to No.1 ANS. To No.31 GRS, 10 March 1942; commissioned 19 March 1942; to Eastern Air Command Headquarters, 1 June 1942; promoted Flying Officer, 1 October 1942; to No.116 (BR) Squadron, 9 April 1943; to Eastern Air Command Headquarters again on 18 January 1944; promoted Flight Lieutenant, 1 June 1944. Released 17 September 1945. Died in Langley, British Columbia, 2 July 2012.

This navigator, throughout his duties on operational flying, has displayed outstanding qualities of determination and skill. By his ability and keenness he has assisted materially in the successful completion of many submarine patrols in which he has taken part. His devotion to duty throughout his tour of operational flying is praiseworthy.

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GIBSON, FI/O Isobel Victoria (V30179) - **Mention in Despatches** - No.63 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Born in Victoria, 1915. Graduate of Victoria College (1933) and University of Iowa (Nutrition). Home in Ottawa; before the war; enlisted there 4 June 1942 as Equipment Assistant and posted to No.6 Manning Depot; commissioned 6 July 1942 and posted that date to Trenton; posted to No.1 Training Command Headquarters, 31 March 1943; to AFHQ, 6 February 1944; to "Y" Depot, Halifax, 18 May 1944; to overseas, 25 June 1944; repatriated 6 April 1946; released 31 December 1946. Postwar she married Dr. Elmer Searls (Department of Animal Nutrition, University of Washington). After his death, she returned to Victoria, B.C. where she took up her lifelong interest in Botany. Died in Victoria, 5 August 2006. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 31 January 1945. As of recommendation she had served 24 months in Canada, seven months overseas.

Flight Officer Gibson on arrival overseas was immediately assigned Station

Catering duties under unfamiliar conditions which she met and successfully mastered in record time. Confronted with serious questions created by manning and equipment deficiencies and by overcrowding in the Messes, she worked night and day with an earnestness and zeal unequalled. On July 15th, 1944, she was appointed Base Catering Officer of 63 RCAF Base and carried the dual responsibility of Base and Station until a Station Catering Officer for RCAF Station Leeming was posted to that station on 24th September 1944. Keenly interested in the welfare of those working under her, skilful in leadership and efficient in the performance of her duties, she has shown herself to be an outstanding officer and willing to sacrifice all personal considerations in the fulfilment of her duties. She has earned the confidence and respect of all personnel at 63 (RCAF) Base.

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GIBSON, P/O John Fleming (J16043) - **Mention in Despatches** - No.17 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. American citizen; born 16 January 1915 in Columbia, South Carolina; home there. Obtained a private pilots license before the war. Enlisted in Toronto, 9 September 1940; to No.4 BGS (guard), 8 November 1940; to No.1 ITS, 28 November 1940; graduated and promoted LAC, 3 January 1941 when posted to No.9 EFTS; graduated 17 February 1941 and posted to No.1A Manning Depot, 21 February 1941; to No.6 SFTS, 5 March 1941; graduated and promoted Sergeant, 16 May 1941. Warned for embarkation, 17 May 1941; struck off strength to RAF overseas, 17 June 1941; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 17 July 1941; to No.61 OTU, 27 July 1941; to No.55 OTU, 29 July 1941; to No.17 Squadron, 8 September 1941. Crash-landed Spitfire X4783, Tain, 5 October 1941 (wheels had failed to lock down); uninjured. Commissioned 1 May 1942; promoted Flying Officer 1 October 1942. Posted to No.14 Squadron, 27 November 1942. Transferred to American forces, 21 July 1943. No citation. Chris Shores, **Those Other Eagles**, lists the following victories: **21 March 1942**, one Army 97 fighter destroyed, Mingaladon; **10 April 1942**, one Army 01 damaged, Loiwing; **22/23 December 1942**, one "Sally" bomber destroyed, east Calcutta.

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GIBSON, F/L Joseph Vernon (J6942) - **Distinguished Flying Cross** - No.119 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in St.Andrews, New Brunswick, 28 March 1918; enlisted in Moncton, 27 December 1940 when posted to No.1 Manning Depot. To No.1 ITS, 17 March 1941; graduated and promoted LAC, 19 April 1941 when posted to No.6 EFTS; graduated 7 June 1941 and posted next day to No.4 SFTS; graduated and commissioned 20 August 1941. To Halifax, 21 August

1941. Posted to No.31 OTU, 22 November 1941. Assigned to RAF 13 April 1942. Ferried Hudson H273 to Britain in April 1942, returned to Canada on **Queen Mary**. Promoted Flying Officer, 20 August 1942. Ferried PBV FF223 to Britain in August and September 1942. Promoted Flight Lieutenant, 20 August 1943. Missing in action, 2 September 1943 (Liberator FL938).

In April 1943, Flight Lieutenant Gibson was captain of an aircraft engaged on a night operation in the Bay of Biscay. The aircraft became unserviceable and was brought down on the sea. During the subsequent period all the crew succeeded in getting to the dinghy, in which they drifted for fifteen hours. Throughout this trying and difficult experience Flight Lieutenant Gibson maintained a high morale among his crew and displayed great coolness and initiative. Throughout the whole of his operational career this officer has always displayed first class airmanship and courage and has played a full part in anti-submarine operations.

NOTE: Public Record Office Air 2/8961 has recommendation drafted 19 April 1943. He had flown 21 sorties on his current tour (about 267 operational hours).

Flight Lieutenant Gibson was the captain of a Sunderland aircraft engaged on a night operation in the Bay of Biscay on the night of [blank] April when, without warning, two of the airscrews came off on the same side, doubtless due to one striking the other.

This necessitated immediate ditching, which was carried out successfully under the most trying and difficult night conditions, and all twelve members of the crew were able to get out of the aircraft, although three were subsequently lost.

Throughout the 15 hours that Flight Lieutenant Gibson and the survivors of his crew were adrift in the dinghy he maintained a high morale, and exercised considerable initiative in accommodating so large a number of personnel in the one dinghy,

On 19 April 1943 the Station Commander added his remarks:

Flight Lieutenant Gibson is a typical example of the young Hudson trained Canadians that were converted to Flying Boats within the scope of 119 Squadron., and he has handled his Flying Boat with the greatest skill both in fair weather and bad, and undoubtedly displayed first class airmanship and courage on the occasion referred to overleaf.

The Air Officer Commanding, No.19 Group, wrote on 23 April 1943.

I agree with the above remarks, and though opportunities for special distinction have not come his way, Flight Lieutenant Gibson has been a credit to No.119 Squadron and has played a full part in anti-submarine operations.

Senior officers appear to have been anxious to encourage members of a squadron which had seen little action; see entry for A.S. Jackson (CAN/RAF).

On 15 April 1943 he was captain of Sunderland DP176, and had 857 hours to his credit (352 on type). Report of loss read as follows:

At approximately 2330, on climbing to operational height, a hole appeared in port outer exhaust ring. At cruising revs and boost this hole appeared to grow no larger. At 0010 hole appeared to be increasing in above mentioned exhaust ring so we decided to set course for base. At 0210 a blinding flash appeared as port outer airscrew flew off and into port inner engine also tearing this airscrew off. The fire extinguisher for port outer engine was pressed but engine still flaming when aircraft hit the water at 90 knots airspeed. On landing the port float and wing tip dug into the water and swung the aircraft to port until its nose dug in and aircraft stood on its nose in water up to its mid-upper turret for a few minutes before sinking.

The Engineer Officer, No.119 Squadron, wrote:

Failure of the exhaust manifold through burning has been fairly frequent on the Pegasus XVIII installation on Sunderland aircraft, but has not been followed up by any engine failure. The oil pressure and temperature of the port outer engine, as far as can be ascertained, were normal up to the time of the aircrew failure. A sudden seizure, however, may have caused failure of the reduction gear casing. Insufficient evidence is available to form a definite opinion as to the cause of the failure.

It was noted that the aircraft had been compelled to alight at night, and although the sea was moderate, there was a large swell. Aircraft, having lost port float and wing tip, had nosed up and sunk in eight minutes. Crew drill was deemed satisfactory as far as circumstances allowed. W/C R.C. Lovelock (Commanding Officer, No.119 Squadron) made no further comment, but the Group Captain commanding Pembroke Dock was more enthusiastic:

I concur, but would add that in my opinion the Pilot did well in landing this

aircraft in the open sea at night with two engines on the one side completely gone and sufficiently well to enable all the crew to get out, though subsequently three were lost.

The crew were J6937 F/L J.V. Gibson (pilot, uninjured), 119546 F/O E.T. Every (second pilot, uninjured), 1034189 Sergeant A.W. Parker (third pilot, injured), J9902 F/O J.V. Waters (navigator/B, missing), 1376898 Sergeant V. Lower (navigator/B, injured), 564328 Sergeant H.J. French (Fitter, uninjured), 531114 Sergeant T. Galloway (Fitter, missing), J8633 F/O R.H. Tierney (WOP, uninjured), 49812 P/O P.R. McIntosh (WOP, uninjured), R87936 Sergeant A.A. Thompson (WOP, injured), 983597 LAC E. Owen (Rigger) and 78682 F/L L.J. Davies (air gunner, missing).

Mention that all got out but that three were lost is curious. It appears that Waters was last seen holding on to aircraft the aircraft wreckage but that he was unable to reach the dinghy.

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GIBSON, F/L William Dudley James (J21206) - **Mention in Despatches** - No.292 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 10 May 1920. Home in Toronto; enlisted there 5 November 1941. Trained at No.5 ITS, Belleville (15 March to 6 June 1942; promoted to LAC 9 May 1942), No.20 EFTS. Oshawa (7 June to 1 August 1942) and No.9 SFTS, Centralia (2 August to 4 December 1942; commissioned 20 November 1942). Posted to No.1 GRS, Summerside, 4 December 1942; to No.31 Personnel Reception Depot, Moncton, 27 February 1943; to No.111 OTU, Nassau, 17 March 1943 when posted to No.45 Group. Ferried Liberator BZ909 to Britain in September 1943; to India, 25 September 1943; to No.354 Squadron, 31 November 1943; to No.292 Squadron (No.1 Air/Sea Rescue Flight), 18 November 1944; repatriated 31 July 1945; released 25 September 1945. See RCAF photo PL-18839 (ex UK-7936 dated 11 February 1944) showing Sergeant Ralph McKillan (R158827, Ingersoll, Ontario, wireless air gunner), Pilot Officer William Dudley "Bill" Gibson (J21206, Toronto, pilot), Pilot Officer Lloyd Taylor (Halifax, pilot), members of No.354 Squadron. "All easterners and members of a Liberator coastal command squadron 'somewhere in India', the fliers came to India three months ago after taking their operational training in Nassau, Bahamas."

As of 14 July 1945 he stated he had flown 372 hours 35 minutes on operations, 318 hours 20 minutes non-operational and 36 sorties with Nos.354 and 292 Squadrons; his last sortie had been on 24 May 1945. His flying times on various aircraft types was listed as follows: Liberator (680 hours 25 minutes), Hudson (seven hours 35 minutes), Tiger Moth (45 minutes), York (one hour), Walrus (40 minutes), Canso (30 minutes). He had destroyed two motor launches and three sampans.

On 2 June 1945 S/L R.H. Alcock wrote of him, "This officer, since his arrival, has been commanding a detached flight of the unit. He has shown himself to be completely reliable and far above average in zeal and efficiency generally; commands absolute confidence."

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GIDDENS, F/O James Arthur (J23624) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 12 October 1918 in St. Stephens, New Brunswick; home at Rolling Dam, New Brunswick. Educated at University of New Brunswick (electrical engineering, Bachelor Degree). Electrician in Saint John Drydock before he enlisted in Moncton, 17 December 1941; posted that date to No.1 Manning Depot. To No.1 ITS, 15 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.7 EFTS until 1 August 1942; may have graduated 25 September 1942 but not posted to No.16 SFTS until 10 October 1942; graduated and promoted Sergeant on 5 February 1943. Subsequently commissioned on 12 February 1943 with effect from 5 February 1943. To No.1 Flying Instructor School, Trenton, 20 February 1943. To No.1 GRS, 8 April 1943; to "Y" Depot, Halifax, 26 June 1943. Embarked from Canada, 8 July 1943; disembarked in UK, 16 July 1943; to No.19 (Pilots) AFU, 5 August 1943; to No.16 OTU, 2 November 1943. To No.51 Base, 23 February 1944. Attached to No.1514 Beam Approach Training Flight, 6-15 March 1944. To No.1654 Conversion Unit, 1 April 1944 (Stirlings). To No.207 Squadron, 25 May 1944 (Lancasters). Repatriated 15 November 1944; to No.167 Squadron, 15 January 1945; released 23 July 1945. Member, RCAF Primary Reserve, 26 June 1953 to 19 March 1957 (220507) with intermittent service at Greenwood. Died 6 November 1967 at Saint Stephen, New Brunswick as per **Legionary** of January 1968.

This officer has proved himself to be a skilful and courageous pilot who has shown the utmost determination to complete his mission. On one occasion his aircraft was detailed to attack Pommerval. It was attacked by enemy fighters four times but by most skilful airmanship he enabled his gunners to destroy one fighter, damage another force the others to abandon the attack. Flying Officer Giddens has always displayed great courage and devotion to duty.

Public Records Office Air 2/9038 has recommendation dated 16 October 1944 when he had flown 34 sorties (169 hours 35 minutes), 27 May to 27 September 1944; recommended citation differs only slightly from that published:

27 May 1944 - St.Valery en Caux (3.30)
4 June 1944 - Maisy (3.45)
5 June 1944 - La Pernelle (4.10)
6 June 1944 - Caen (4.30)

12 June 1944 - Caen (4.35)
14 June 1944 - Anney sur Odon (4.40)
16 June 1944 - Beauvoir (3.45)
21 June 1944 - Wesseling (4.15)
24 June 1944 - Pommerval (3.15)
27 June 1944 - Marquis (2.45)
4 July 1944 - St.Leu d'Esserent (4.15)
14 July 1944 - Villeneuve (3.45, DNCO)
18 July 1944 - Caen (3.30)
18 July 1944 - Revigny (5.15)
20 July 1944 - Courtrai (3.00)
23 July 1944 - Kiel (4.40)
24 July 1944 - Stuttgart (8.30)
25 July 1944 - Stuttgart (8.25)
28 July 1944 - Stuttgart (8.00)
30 July 1944 - Cahagnes (5.00)
31 July 1944 - La Roche (5.45)
2 August 1944 - St.Maximim (4.25, day)
6 August 1944 - Bors de Casson (4.25, day)
11 August 1944 - Givors (8.50)
12 August 1944 - Brunswick (5.25)
14 August 1944 - Brest (4.55)
15 August 1944 - Arnheim (3.40)
18 August 1944 - Foret de l'Isle (4.20)
11 September 1944 - Le Havre (3.25)
11 September 1944 - Darmstadt (5.20)
12 September 1944 - Stuttgart (6.40)
23 September 1944 - Handers (5.20)
26 September 1944 - Karlsruhe (6.45)
27 September 1944 - Kaiserlautern (6.35)

A determined and conscientious pilot, this officer has completed 33 successful sorties against most of the enemy's strongly defended targets in Germany. He has proved himself to be a skilful and courageous Captain whose determination to attack every target with accuracy has been a prominent feature throughout his tour.

When detailed to attack Pommerval his aircraft was on four occasions attacked by enemy fighters but by skilful handling of his aircraft he enabled his gunners to destroy one fighter, damage another and force the others to break off their

attack.

Flying Officer Giddens has always displayed outstanding ability in the air and been a fine example to his crews.

Training: Interviewed 17 December 1941 in Moncton by F/O W.G. Hughes. "Should make an excellent observer - would be qualified also as an aeronautical engineer for AES course. Believe he would develop into a good man after completion of Observer's course as Non-Pilot Navigation Instructor."

Course at No.1 ITS was 27 April to 19 June 1942. Placed 13th in class of 90. "Capable, reliable airman. Deportment good."

Course at No.7 EFTS was 3 August to 25 September 1942. Tiger Moth aircraft (34.55 day dual with 11.15 dual to first solo, 38.40 day solo, 3.00 night dual, 9.55 on instruments and 8.45 in Link. Placed 17th in a class of 29. "Average pupil pilot. Has developed steadily with good application. No outstanding faults. Conduct and deportment good."

Course at No.16 SFTS was 12 October 1942 to 5 February 1943. Anson aircraft (52.00 day dual with 4.15 dual needed to first solo, 52.25 day solo, 9.20 night dual, 6.55 night solo). Of these times, 20.00 on instruments; also logged 26.10 in Link. Placed ninth in a class of 47. "Above average in ground school. Has shown intelligent interest in his work, slow but thorough. Capable of handling responsibilities. Dress and deportment good. Recommended for commission."

Course at No.1 GRS was 12 April to 11 June 1943. Flew Anson aircraft (47.10 day, 47.10 night). Courses in DR Intermediate (85/100), DR Navigation Final (186/300), DR Navigation Air Work (214/300), Reconnaissance (168/200), Reconnaissance Air Work (64/100), Astro Navigation (81/100), Compasses and Instruments (142/200), Meteorology (101/200), Signals (63/100), Coding (60/100), Ship Recognition (142/200), Photography (72/100), Visual Signals (Pass). Placed 20th in a class of 21. "Rather quiet and serious. Worked hard on the course but should be capable of getting better results."

Course at No.19 (Pilots) AFU was 10 August to 11 October 1943. Oxford aircraft (6.45 day dual to first solo, 29.20 total day dual. 48.40 day solo; 3.15 night dual to first solo, 8.20 total night dual, 12.00 night solo). Of this, 8.25 on instruments. Logged nine hours in Link. Flying tests on General Flying (265/400), Applied Flying (130/200), Instrument Flying (135/250), Night Flying (65/100) and Link (32/50). "A good average pilot with no special faults. Did a good course here and should become very useful with experience."

Course at No.1514 Beam Approach Training Flight was 6-15 March 1944 in Oxfords (14.40, all dual and Beam flying). Also logged 4.45 in Link. "High average. In a short course this pilot grasped the beam procedure very well. His instrument flying was rough to begin with but had improved a lot by the end of the week. He should experience no difficulty in using the beam in an emergency."

Course at No.1654 Conversion Unit was 27 March to 9 May 1944. May have gone to No.5 Lancaster Finishing School before posting to squadron. Others in crew were 1579996 Sergeant Rootes (flight engineer), J25873 F/O Speir (navigator), J26342 F/O Zagrash (Air Bomber), 1578311 Sergeant Henderson (WOP), R204784 Sergeant Caldwell (Mid-Upper Gunner) and R211404 Sergeant Beattie (Rear Gunner). He flew 7.50 day dual, 15.35 day solo, 5.00 night dual and 16.20 night solo. "A little slow but thorough and has consistently put up a steady performance."

Notes: Application for operational wing dated 18 November 1944 stated he had flown 33 sorties (166 hours), 25 May to 2 November 1944.

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GIESELMAN, F/L Leon Emanuel (J20950) - **Distinguished Flying Cross** - No.47 Squadron - Award effective 26 February 1945 as per **London Gazette** dated 5 March 1946 and AFRO 418/46 dated 18 April 1946. Born in Bladworth, Saskatchewan, 6 February 1920; home in Sardis or Humboldt, Saskatchewan. Enlisted in Saskatoon, 16 September 1941. To No.3 Manning Depot, 10 November 1941. To No.10 SFTS (guard), 16 January 1942. To No.7 ITS, 28 February 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.19 EFTS until 6 June 1942; graduated 31 July 1942 and posted next day to No.10 SFTS; graduated and commissioned 20 November 1942. Posted to No.31 GRS at uncertain date; to "Y" Depot, Halifax, 27 February 1943; to RAF overseas, 9 March 1943; promoted Flying Officer, 20 May 1943; promoted Flight Lieutenant, 20 November 1944. Repatriated 4 September 1945; retired 18 October 1945. News clipping of 1986 notes that he was prominent in Veterans Against Nuclear War.

This officer commenced operational flying in January 1944, and has completed many sorties against the enemy in the Middle East and Burma. His missions have included low level attacks against shipping and airfields which were accomplished successfully. He has destroyed many locomotives, river craft and motor transport. Flight Lieutenant Gieselman has always displayed outstanding courage and determination in pressing home his attacks and his skilful leadership has been an inspiration to all.

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GIFFORD, F/L Cuthbert Gorham (J13360) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Montreal, 3 October 1918; home there. Attended McGill University and United College (BA). Student minister. Enlisted in Montreal, 10 November 1941 and posted to No.2 Manning Depot. To No.35 SFTS (guard), 3 January 1942. To No.4 SFTS (guard), 27 January 1942. To No.3 ITS, 12 February 1942; graduated and promoted LAC, 11 April 1942 when posted No.8 AOS; graduated and promoted Sergeant, 14 August 1942 but not posted to No.1 CNS until 5 September 1942, having been commissioned with effect from 17 August 1942. To No.8 AOS, 21 September 1942; to No.9 AOS, 30 September 1942; promoted Flying Officer, 17 February 1943. To "Y" Depot, Halifax, 6 April 1944; posted overseas 29 April 1944. Promoted Flight Lieutenant, 17 August 1944. Repatriated 5 August 1945. Released 5 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 2/9082 has recommendation dated 13 March 1945 when he had flown 37 sorties (170 hours 35 minutes), 3 September 1944 to 12 March 1945. The sortie list is almost identical to that of F/L G.S. Patchett, suggesting they were crewed together for all but three sorties.

3 September 1944 - Gize Rijen (2.50)
6 September 1944 - Emden (4.00)
10 September 1944 - Le Havre (2.45)
11 September 1944 - Gelsenkirchen (3.20)
12 September 1944 - Wanne Eickel (3.20)
20 September 1944 - Calais (2.15)
25 September 1944 - Calais (1.35)
26 September 1944 - Calais (3.25)
27 September 1944 - Calais (2.05)
5 October 1944 - Saarbrucken (4.05)
6 October 1944 - Dortmund (5.10)
14 October 1944 - Duisburg (4.20)
19 October 1944 - Stuttgart (5.50)
23 October 1944 - Essen (4.30)
25 October 1944 - Essen (3.55)
28 October 1944 - Cologne (3.45)
29 October 1944 - Walcheren (2.25)
2 November 1944 - Dusseldorf (4.15)
18 November 1944 - Wanne Eickel (4.20)
21 November 1944 - Sterkrade (4.10)
27 November 1944 - Freiburg (5.05)
29 November 1944 - Dortmund (3.45)

24 December 1944 - Cologne (4.35)
4 February 1945 - Gelsenkirchen (4.40)
7 February 1945 - Cleve (4.20)
8 February 1945 - Politz (8.05)
13 February 1945 - Dresden (8.35)
20 February 1945 - Dortmund (5.10)
23 February 1945 - Pforzheim (6.50)
24 February 1945 - Kamen (4.45)
27 February 1945 - Mainz (5.15)
2 March 1945 - Cologne (4.00)
5 March 1945 - Chemnitz (8.20)
7 March 1945 - Dessau (8.25)
8 March 1945 - Hamburg (6.00)
11 March 1945 - Essen (5.00)
12 March 1945 - Dortmund (4.35)

This officer has now made 37 operational sorties, all in the Pathfinder Force, of which 33 have been with a Marker Crew. At all times regardless of his personal safety, he has shown a high degree of courage, great determination and endurance under very try circumstances. His cheerfulness, strong devotion to duty and fearlessness in the face of danger are worthy of the highest praise.

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GIFFORD, FS Edward (R51847) - **British Empire Medal** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 23 October 1915. Home in Sudbury, Ontario; enlisted there on 4 June 1940 as Equipment Assistant. Posted to Technical Training School, St.Thomas, 14 June 1940; to No.6 (BR) Squadron, 29 July 1940; promoted AC1, 4 September 1940; to No.4 SFTS, 11 September 1940; to No.7 ITS, 8 December 1941; date of posting to AFHQ uncertain; released 31 October 1945.

This non-commissioned officer has consistently put in long hours of arduous work and displayed a high degree of initiative and foresight in the efficient planning and calculation of aircraft and engine programmes on which new provisioning and overhaul requirements, involving the expenditure of millions of dollars, were based. From time to time special tasks have been given to him outside his ordinary work and invariably these have been performed in a completely satisfactory way. His unflinching devotion to duty and exceptional keenness have set a very fine example.

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GIFFORD, Frederick Charles, Sergeant (R86032) - No.83 Group - **Mention in Despatches** - awarded as per **London Gazette** dated 1 January 1945. This award was long overlooked as the **London Gazette** of that date records a Mention in Despatches to 1386032 Sergeant F.C. Gifford (suggesting an RAF award). The fact that the (apparent) RAF man had almost the same service number as his RCAF counterpart appears more than coincidental. The service documents of R86032 Frederick Charles Gifford state that he was awarded a Mention in Despatches but (unusual in such records) give no date or direct **London Gazette** reference. The authority for the award is given as "36866" and "DB 22-126". The meaning of "DB 22-126" has not been established, but it turns out that "36866" is the issue number assigned to the **London Gazette** of 1 January 1945. Biographical details as follows.

Born either 12 April 1912 in Winnipeg or 28 October 1918 in Montreal (different sheets on file give wildly differing information). He described his prewar work as "Labourer" (1927-1932), "Decorator" (1932-1937) and "Police Work" (1938-1940, West Kildonan, including cruiser work). Enlisted in Winnipeg, 9 December 1941 with rank of Aircraftman 2nd Class. And classified as General Duties (Guard). Posted to No.2 Manning Depot (Brandon) on enlistment, staying there until 5 February 1941. To Station Vancouver, 6 February 1941. Promoted Aircraftman 1st Class, 9 March 1941. Promoted to Leading Aircraftman on 9 October 1941. Posted to Composite Training School, Trenton, 7 January 1942. Reclassified as Service Policeman and promoted Acting Corporal, 14 February 1942; posted on 15 February 1942 to No.5 Manning Depot, Lachine. Posted to No.7 Equipment Depot, Winnipeg, 13 December 1942.. Posted to "Y" Depot, Halifax, 27 February 1943; on strength of that until 27 March 1943. Disembarked in United Kingdom, 4 April 1943. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 5 April 1943 where he remained until 16 April 1943 when he was posted to Station Topcliffe. He appears to have attended RAF Police School from uncertain date to 22 June 1943. Posted to RAF Police Headquarters, 30 June 1943. Posted to Tactical Air Force Headquarters, 21 September 1943. Attended a motorcycle course at Station Burnham, 23 September to 15 October 1943. Posted to No.83 Group, 2 April 1944 and eventually moved to the Continent following the invasion. Promoted to Sergeant, 1 May 1944. Promoted Flight Sergeant, 8 November 1944. During his service he was briefly attached to No.85 Group Police, 22 February to 28 February 1945. Embarked from Ostend on 14 September 1945 to Britain. Repatriated to Canada, 23 October 1945. Released in Winnipeg, 30 October 1945. With CPR Investigations Department, 1945 to 1978.

While attending a Service Police Course at Trenton in January-February 1942 he received 294 marks out of 400 in theory, 60 marks out of 100 in practical aspects, and graduated 11th place in a course of 95.

A Squadron Leader in No.83 Group (name illegible) wrote of him on 4 January 1945: "Searches

for ways to improve his service knowledge" and "Organizes effectively and gets things done". Under the heading of "Trade Proficiency" he was described as "Satisfactory - Does his work as well as average" and under "Dependability" is written "Can definitely depend upon his loyalty." Overall he was described as "Keen on operations, skilful, responsible".

A Department of Veterans Affairs assessment dated 4 December 1945 stated "He has an excellent service record, mentioned in despatches for outstanding service". On another portion of the same assessment is written, "Enlisted December 9, 1940 as Service Police. Trained and served in this trade in Canada, United Kingdom and Europe. Made very good progress in his trade - obtained highest character and trade proficiency assessment. Mentioned in Despatches".

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GIGGEY, F/O Douglas Lloyd (J9445) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born in Saint John, New Brunswick, 25 May 1917; home there. Enlisted at Moncton, 28 February 1941 and posted to No.1 Manning Depot. To Trenton, 10 April 1941. To No.3 WS, 5 July 1941; promoted LAC, 7 August 1941; graduated and posted to No.8 BGS, 22 November 1941; graduated and commissioned, 22 December 1941. To "Y" Depot, 23 December 1941. To RAF overseas, 8 January 1942; promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 4 August 1944. Repatriated 31 October 1943; to No.2 Training Command Headquarters, 13 December 1943; to No.3 BGS, 22 December 1943; to No.9 AOS, 31 March 1944. Further postings unclear; in RCAF from 4 March 1952 to 1960 as Ground Observer Corps officer.

Flying Officer Giggey has completed a large number of operational sorties. At all times he has proved himself an extremely capable wireless operator displaying the utmost keenness and efficiency in his duties which contributed much to the success attained by his crew. He has participated in attacks on Essen, Duisburg, Dusseldorf and Berlin and in daylight attacks on Le Creusot and Milan.

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GIGUERE, W/C Joseph Hollis (C1997) - **Mention in Despatches** - No.63 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Cobden, Ontario. Enlisted 27 April 1931 as clerk stenographer; employed at Camp Borden, Trenton and AFHQ (as of 30 September 1936), rising to Flight Sergeant (as of 15 December 1939) employed in administrative duties. Commissioned 1 May 1940 (Personnel Administration Branch) and made assistant to Air Member for Organization and Training. Promoted Flight

Lieutenant, 15 August 1941. Promoted Squadron Leader, 1 May 1942. Promoted Wing Commander, 1 May 1943. To "Y" Depot, 7 November 1943 at which time he reverted to Squadron Leader. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943; to RCAF Overseas Headquarters, 3 December 1943. Appointed Chief Administrative Officer to No.144 Wing and formed it. Duties included requisitioning personnel, allocating and training them, and enforcing discipline. Promoted Wing Commander again, 20 September 1944. In November 1944 he was posted to No.6 Group as Senior Administrative Officer, Leeming, and finally to No.6 Group Headquarters. In September 1945 he went to RCAF Overseas Record Office, London and repatriated to Canada, 31 March 1946. To No.9 (Transport) Group, 9 April 1946. To AFHQ, 3 September 1946. Served in postwar RCAF (19955) until retirement, 27 April 1962. Reverted to Squadron Leader, 1 October 1946 but regained Wing Commander rank, 1 September 1947. RCAF photo PL-33575 (ex UK-16076 dated 26 October 1944) during Victory Loan bond drive. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 2 February 1945 to No.6 Group HQ.

Wing Commander Giguere has served with distinction first as Station Administrative Officer and later Base Administrative Officer. His work has at all times been characterized by a forcefulness and energy backed by long administrative experience. He has cheerfully and willingly worked the long hours demanded of him and no task beyond the normal call of duty has ever found him wanting...

GIGUERE, W/C Joseph Hollis (C1997) - **Officer, Order of the British Empire** - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation to OBE found.

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GIGUERE, LAC Pierre Benoit (R55087) - **Mention in Despatches** - No.9425 Servicing Echelon (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 13 November 1918. Home in Dorchester, Quebec. Enlisted in Quebec City, 8 January 1940 for General Duties and posted to Rockcliffe. Promoted AC1, 8 April 1940. Promoted LAC, 8 July 1940. To RCAF overseas, 20 August 1940. To No.112 (Army Cooperation) Squadron, 6 September 1940. To No.110 (Army Cooperation) Squadron, 21 January 1941. Remustered to Armourer, 1 July 1941. Promoted Corporal, 1 July 1942. Repatriated 29 November 1945. To No.8 AOS, 7 January 1945. Retired 26 February 1945. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944 confirming he was Armourer (Guns) and had served in Canada eight months, North Africa 5 months, UK 40 months.

With always the interests of his fellow workers and the Service at heart, this airman works conscientiously and tirelessly for long hours, maintaining his cheerful and modest disposition under most trying circumstances. His superior tradesmanship and bearing stand him out among others.

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GILBERSTAD, F/O Robert Arthur (J16352) - **Commended for Valuable Services** - No.7 EFTS, Desford (AFRO gave unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 1 January 1919 in Port Arthur; home in Winnipeg; enlisted there 12 March 1941. At No.1 Manning Depot, 12 March to 10 April 1941; at No.1 ANS, Rivers, 11 April to 8 June 1941; at No.2 ITS, 9 June to 27 July 1941 (promoted LAC, 9 July 1941), at No.14 EFTS, Port Arthur, 28 July to 13 September 1941; at No.11 SFTS, Yorkton, 14 September 1941 to 6 December 1941 (promoted Sergeant, 5 December 1941). To "Y" Depot, Halifax, 7 December 1941; at No.3 Personnel Reception Centre, Bournemouth, 21 January 1942; to No.5 SFTS, 21 February 1942; to No.51 Group, 25 April 1942; at No.7 EFTS, 26 April 1942 until 3 April 1944 as instructor (commissioned 28 November 1942; promoted Flying Officer, 28 May 1943); to No.7 (Pilots) Advanced Flying Unit, 7 April 1944; to No.61 OTU, 30 May 1944; to No.83 Group, 3 August 1944; to No.411 Squadron, 14 August 1944; promoted Flight Lieutenant, 28 November 1944; from the continent to UK, 31 March 1945; to Canada, 2 May 1945; released 7 September 1945. Died in Vancouver, 2 July 1986 as per British Columbia Vital Statistics. Photo PL-42921 shows him as member of No.411 Squadron. Photo PL-42923 (ex UK-19856) dated 29 March 1945 is captioned as follows: "At readiness at a forward airfield in Holland are these fighter pilots. Left to right they are, F/L Jack Boyle, London, Ontario and Toronto, F/O C.D. Wilson, Hamilton, Ontario, F/O A.D. McNiece, Montreal, F/L R.A. Gilberstad, Winnipeg and Norwood, Manitoba." No citation.

While at No.7 EFTS he damaged Tiger Moth T7809 (12 July 1942); engine stopped during badly executed aerobatics followed by forced landing. As of 16 April 1945 he reported having flown 178 hours 45 minutes on operations, 1,732 hours 50 minutes non-operational, 138 combat sorties up to 28 March 1945. His flying times on types overseas were as follows: Tiger Moth (1,599 hours 25 minutes), Master (55 hours 30 minutes) and Spitfire (256 hours 40 minutes). Aerial claims as follows: **one FW.190 destroyed plus one FW.190 damaged**, 29 December 1944 in Rheine area. In addition he claimed 12 MET destroyed and 19 damaged, five locomotives destroyed and 13 damaged, railway rolling stock of four destroyed and 39 damaged, and other vehicles, one destroyed and seven damaged.

On 10 April 1944, while at No.7 EFTS, he was assessed as follows:

Pleasant and cheerful disposition. In addition to doing well as a flying instructor

he has done excellent work as salvage oicer at this unit. A hard working and capable officer, service outlook well developed. Should do well as an operational pilot.

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GILBERT, F/L Anson Edward (J85413) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 23 February 1924 in Hamilton, Ontario; home in Aurora. Enlisted in Toronto, 7 May 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 July 1942. To No.5 ITS, 18 September 1942; promoted LAC, 5 December 1942; to No.10 EFTS, 28 December 1942; to No.9 SFTS, 20 March 1943; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943. Commissioned 13 March 1944. Promoted Flying Officer and Acting Flight Lieutenant, 10 September 1944. Repatriated 8 December 1944. Released 20 March 1945. Died at Penetanguishene, Ontario, 27 April 2009. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 29 October 1944 when he had flown 33 sorties (179 hours 25 minutes), 31 May to 25 October 1944. Incidents described were either 24 or 25 July (Stuttgart) and 27 September (Bottrop).

This officer has shown a high degree of courage, skill and initiative throughout his tour of operations. Of his 33 sorties, 16 were on major targets, all heavily defended, and he displayed dogged determination to press home the attack despite opposition. On one occasion, on an attack on Stuttgart, his aircraft was attacked four times by enemy fighters and it was badly holed by flak on the Bottrop raid. On both occasions he carried on to the target and bombed successfully. His courage and determination have been an inspiration to the squadron.

The sortie list was as follows:

31 May 1944 - Boulogne (3.45)
5 June 1944 - Marville (5.40)
6 June 1944 - Coutances (5.25)
5 July 1944 - Gardening (5.40)
18 July 1944 - Wesseling (5.25)
20 July 1944 - L'Hey (3.40)
23 July 1944 - Kiel (5.25)
24 July 1944 - Stuttgart (8.40)

25 July 1944 - Stuttgart (8.50)
28 July 1944 - Hamburg (5.35)
1 August 1944 - Acquet (4.25)
3 August 1944 - Bois de Casson (4.35)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St. Leu (4.45)
7 August 1944 - Mer de Magna (4.15)
16 August 1944 - Stettin (8.10)
18 August 1944 - Bremen (6.20)
25 August 1944 - Russelheim (8.35)
27 August 1944 - Mimoyecques (3.35)
29 August 1944 - Stettin (9.25)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.25)
17 September 1944 - Boulogne (4.05)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.00)
27 September 1944 - Bottrop (6.00)
28 September 1944 - Cap Gris Nez (3.45)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (5.05)
19 October 1944 - Stuttgart (6.40)
23 October 1944 - Essen (5.30)
25 October 1944 - Essen (5.30)

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GILBERT, S/L Charles Henry Edward (C6984) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 5 March 1898. Enlisted in Toronto, 16 July 1940 as a Disciplinarian. To "H", 28 September 1940. Promoted Corporal, 1 October 1940. To No.1 WS, 21 January 1941. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 1 July 1941. Commissioned as Flying Officer and reclassified Provost and Security Service, 1 September 1941. To No.16 SFTS, 2 January 1942. Promoted Flight Lieutenant, 1 June 1943. To Western Air Command, 22 September 1943. Promoted Squadron Leader, 1 December 1944. To "A", 18 September 1945. To Release Centre, 1 January 1946; retired 8 January 1946. Died 13 December 1957.

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

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GILBERT, F/L George Frederick (C1291) - **Air Force Cross** - No.4 Repair Depot - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born at Yorkton, Saskatchewan, 1 January 1909. Projectionist (1929-1939); also Service Man and Pilot (1929-1939). In 1931 obtained Air Engineer License "C"; ungraded to Air Engineer "A" in 1933. Enlisted in Camp Borden, 3 October 1939; commissioned as Flying Officer that date. To Trenton, 12 December 1939. To Rivers, date uncertain. Promoted Flight Lieutenant, 1 January 1941. To Pennfield Ridge, 22 August 1941 for course in Air Navigation where he flew Ansons; "Below average; knows more than the results of exams show. Suffers from inability to explain clearly and concisely. Would not make an instructor." To Rivers, 21 October 1941. To No.4 Repair Depot, Scoudouc, 2 February 1942, assuming post of Chief Test Pilot. Thereafter he was in almost constant motion on Temporary Duty to points from Trenton to Old Orchard and place in the Maritimes. Typical would be the period 28 September 1943 (Scoudouc-Dartmouth and return), 29 September 1943 (Scoudouc-Moncton and return), 18 October 1943 (Scoudouc-Trenton), 19 October 1943 (Trenton-Scoudouc) and 27 October 1943 (Scoudouc-Pennfield Ridge-Dartmouth-Scoudouc). Helped salvage Anson L7054 of No.34 OTU which landed in a field, Trescott, Maine, January 1943, in a snowstorm. Promoted Squadron Leader, 1 December 1943. To Scoudouc, 14 July 1945. To No.6 Release Centre, Regina, 5 September 1945. Released 7 September 1945. Died in Victoria, 27 July 1974.

This officer has shown exceptional devotion to duty and competency as Chief Test and Communication pilot at this unit since February 1942. He has tested as many as eight different types of medium and heavy training and operational aircraft in one day. He has also been outstanding in flying in crashed aircraft, temporarily repaired, from small fields, thereby effecting a saving of thousands of hours of mechanics' time. He has always displayed fearless determination to complete his allotted task.

Original recommendation raised 11 February 1943 by S/L E.L. Atkinson (initials not clear) when Gilbert had flown approximately 1,500 commercial hours, 1,550 hours with RCAF including 500

hours with No.4 Repair Depot.

This officer has shown exceptional devotion to duty and competency as Chief Test and Communication pilot at this unit since 3rd February 1942. He has tested as high as eight different types of medium and heavy training and operational aircraft in one day; also has also been outstanding in flying in crashed aircraft, temporarily repaired, from small fields from which other pilots stated they could not be flown, thereby effecting a saving of thousands of hours of mechanics' time.

W/C M.L Colp endorsed this the same day. Further endorsed, 24 February 1943 by the Air Officer Commanding, Eastern Air Command.

NOTE: The nature of his work is clear from the many flying incidents in his career. These included the following: **24 March 1942**, Finch 4113, engine failed, forced landing and aircraft turned over in deep snow; **26 May 1942**, Bolingbroke 9046, Aircraft and Engine Test, brakes defective when landing, ran off runway, nosing up in rough ground; "ineffective brake action, discovered point where going around again hazardous this type of aircraft due inability to regain climbing speed short distance, runway short and obstructions both ends."; **16 June 1942**, Hudson V AM764, retraction test, starboard undercarriage leg collapsed and propeller touched ground, but he kept the wing tip up and maintained straightforward movement until the wing finally touched and aircraft swung; **3 February 1943**, Anson I AX239, delivery flight from salvage to No.31 GRS, Charlottetown, following forced landing at emergency field he turned off runway into soft snow, tail rose and wood propeller broke; **26 May 1943**, Hurricane BW835, Aircraft and Engine Test, taxiing for takeoff, aircraft swung in gusty wind, brake ineffective and slight damage caused; **1 July 1943**, Hurricane 6725, Aircraft and Engine Test, engine faltered on takeoff, picked up again, then almost totally failed, so he closed controls, touched down, ran of runway and overturned causing Category "B" damage; **16 July 1943**, Canso 9821, Aircraft and Engine Test with full crew, while landing all crew assured him it was fine but flight engineer had failed to check landing gear and the aircraft touched down with wheels up, flight engineer grounded and Gilbert's log book endorsed; **22 March 1944**, solo in Ventura V 2159, salvage flight with gear down, but eight minutes into flight the starboard engine almost totally failed and he had to retract undercarriage to maintain height, after which he found no fuel pressure in main tank, and switched to main rear tank which had only five gallons; landed Scoudouc with the port engine nacelle smoking; blame placed on numerous technical failures.

RCAF Press Release 2355 dated 25 October 1943 reads as follows:

Back in the boom days of 1929, when a number of "intrepid fliers" were

establishing "first" flights from this point to that on the earth's surface, George Frederick Gilbert of Yorkton, Saskatchewan was bitten by the aviation bug.

He and his uncle secured plans for a Russell parasol type monoplane from an aeronautical magazine and slowly constructed the tricky aircraft, which was little more than a motorcycle engine with wings.

With the barest fundamentals of the theory of flight to go on, Fred Gilbert "checked" himself out solo on his first hop. The craft crashed while taking off, due to the inexperience of its pilot and, no doubt, faulty construction.

Shortly after they had laid the remains of the "crate" away in a dark corner of the garage, Fred moved to nearby Melville and decided to take up aviation seriously. "Seriously" meant driving 200 miles to the Regina Flying Club on four successive Sundays, on the third of which he went solo under the practiced teaching of Roland J. Groom - who held No.1 Commercial Flying Certificate for Canada. On the fourth he put in three hours of solo flying and obtained his license. That was in the days before a pilot had to pile up 100 flying hours to secure a commercial ticket.

Flight Lieutenant Fred Gilbert flies practically every type of aircraft used in Canada - in all stages of repair - and just as he "checked" himself out on the little Russell monoplane 14 years ago, he now more often than not familiarizes himself with strange types by flying them solo without any preliminary instruction on their peculiar habits.

Since he was posted to No.4 RCAF Repair Depot over a year ago, Fred has flown 20 different makes of aircraft and 56 different types - a type being a modified version of an existing make. His log book records a total of 3,300 hours in the air. One entry shows that in one day he flew ten different types, ranging from a light single-engined Fleet trainer to a big twin-engined Canso patrol amphibian weighing many tons.

When an Air Force plane in Eastern Air Command needs repairs which cannot be made at its own air station, it goes to No.4 Repair Depot either under its own power or on rails or a trailer truck. At times several hundred assorted types of airplanes jam the concrete aprons and overflow on to the airfield there. Gilbert - or his assistant, Warrant Officer T. Lanham, Moncton, New Brunswick - has to test-fly every one of these before it can be certified "serviceable" once more.

Gilbert is frequently called out by the salvage crews to fly damaged planes out of swamps, off country roads or many other difficult locations. In such cases he uses just enough gas to fly to the nearest airfield so the craft will be light for take-off. Its damaged parts are patched, taped, wired together to make it airworthy for just a short hop. Once he took off on two three-foot wide duckwalks, with a deep draining ditch on either side.

“Service flying over Europe has demonstrated that aircraft can be flown hundreds of miles after being shot full of holes,” says Gilbert. A few years ago the hottest test pilot probably wouldn’t have flown some of the machines that are brought in here under their own power - but times have changed.”

One of the hardest things about his job, he says, is to keep from forming habits. When a pilot climbs into a machine he flies regularly he automatically reaches here for the hydraulic undercarriage release, there for the “boost” pressure plunger and some place else again for the throttle. But the position of gadgets vary in different aircraft. On the larger planes, that cockpit drill is a nightmare to the green pilot, but Gilbert can hop out of a Hurricane, into a Tiger Moth trainer, then into a Hudson bomber, and reach for the controls in the right spots every time.

After he had learned to fly, Gilbert bought a second-hand Avro Avian light plane which he used for charter flying, while continuing with his radio and garage business on week days. In 1937 he sold it and went to Vancouver where he instructed at Gilbert’s Flying Service, an aviation school and charter firm owned by another air-minded uncle of his. In October 1939 he joined the RCAF.

He was staff pilot at an Air Navigation School for a time, teaching fledgling navigators to find their way around without getting lost; then, after several courses at Camp Borden and Trenton, came to No.4 Repair Depot.

The Gilbert’s are a flying family. His wife flies, and his three children had all been up for a flight before they were six weeks old.

Assessments: His posting to No.4 Repair Depot had interesting antecedents. Initially a staff pilot at No.1 ANS, Rivers, he was described on 15 December 1940 as follows: “As staff pilot and flight commander this officer performs his duty very satisfactorily at No.1 ANS. Recommended for promotion to Flight Lieutenant. Professional; relatively above average.”

On 11 June 1941, W/C F.R. Miller wrote, “A staff pilot and flight commander. Not particularly

gifted but a steady pilot who will carry out instructions. Appearance and bearing only average. Is interested in station activities.

On 7 December 1941 G/C A. Lewis wrote a scathing assessment: "This officer has neither the qualifications nor ability to acquit himself of the responsibility of his rank. Quite a Senior Flight Lieutenant and should, by reason of his seniority, be second in command of the Flying Squadron and should most certainly be second in command of a Flight, but in the interests in the efficiency of this Station he is not being employed even in the latter capacity. Has been intemperate in use of liquor, untidy in his dress and appearance, and most definitely has not been a good example to his subordinates. Has not displayed the tact required of a commander with result he has become unpopular with those over whom he has exerted authority. Behaviour in regard to liquor has improved during past few weeks, as result of warning given by CO. CO cannot see fit to give this officer any command; therefore considered in the interest of the officer concerned he be posted to No.2 ANS, where he will come under command of his former CO who must have been satisfied with his work, and under whom he obtained his promotion."

As of 22 January 1942, No.2 ANS was not interested in him as a Flight Lieutenant (suggested he might be acceptable if he reverted to Flying Officer "because he is, apparently, a capable pilot"). Admitted that he "lacks ability to handle men or to associate amicably with brother officers." It was suggested he be posted to a Ferry or Communication Flight.

At No.4 Repair Depot he was an immediate success, as the report of 12 May 1942 showed: "This officer has given satisfaction since being posted to this unit as Test Pilot, which has included general transportation and ferrying. He has qualified on six additional types of aircraft recently to enable him to test all types passing through this Depot. He has proven to be reliable, ambitious and keenly interested in all matters pertaining to flying, and willing to take on additional duties. Perhaps lacking in knowledge of General Service Procedure, apart from Flying Regulations. To date his department has been considered satisfactory apart from a certain degree of carelessness in the matter of dress, of which he has been advised. The remarks of his previous CO on his confidential file are appreciated, and it is felt that he has shown improvement." (W/C M.L. Colp).

Thereafter his assessments were good, even when relations with other officers were strained. On 27 November 1943, W/C L.D. Wickwire (Chief Engineer Officer) wrote, "Very thorough in his work, careful of detail with a good knowledge of airframe and engine technical characteristics." On 29 November 1943, G/C M.L. Colp added, "This officer's Engineering Qualifications have proven a real asset in his present position as Chief Test Pilot. His department since arriving at this unit has been very good. Recommended for promotion to the rank of Squadron Leader, whether classified as accelerated or ordinary promotion."

As of 6 February 1945, G/C M.G. Doyle was supporting his continued retention by the RCAF, age notwithstanding, in his capacity as Officer Commanding, Test Servicing Flight and Chief Test Pilot at No.4 Repair Depot: "It is considered that the safety and efficient operation of aircraft in this Operational Command is greatly dependent on the retention of S/L Gilbert's services, and until this Command is given an equally qualified replacement to whom could be entrusted, with equal assurance, the responsibility of supervising the testing of the aircraft used in this Command, it is considered necessary that S/L Gilbert's services be retained."

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GILBERT, F/O Grant Lester (J28892) - **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 21 April 1922 at Plommer, Ontario; home in Sault Ste. Marie; educated there and New York Institute of Photography. Employed in Sault Ste. Marie as laboratory assistant for Abitibi Paper, 1941-1942 and Tomlinson's Construction Company, Yarmouth, Nova Scotia (oiler, 1942). Enlisted in North Bay, 18 September 1942 and posted to No.1 Manning Depot, Toronto. To No.6 ITS, 10 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.1 BGS, Jarvis until 4 April 1943; graduated 26 June 1943 and posted next day to No.4 AOS, London; graduated and commissioned 6 August 1943. Posted that date to "Y" Depot, Halifax. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.9 (Observer) AFU, 26 October 1943. To No.24 OTU, 14 December 1943. Promoted Flying Officer, 6 February 1944. To No.61 Base, 24 March 1944. Attached to Dalton Battle School, 24 March to 2 April 1944. Attached to No.1664 Conversion Unit, 2 April to 6 May 1944. To No.429 Squadron, 6 May 1944. To No.405 Squadron, 6 August 1944. Attached to Night Training Unit, 27 September to 11 October 1944. Promoted Flight Lieutenant, 16 February 1945. Repatriated via Lachine, 8 April 1945. To No.1 Air Command, Trenton, 17 April 1945. To No.6 Repair Depot, Trenton, 19 May 1945 (station adjutant). To No.4 Release Centre, 9 August 1945. Released 10 August 1945. Rejoined RCAF, 9 April 1946 (service number 20354) in rank of Flying Officer. Attended course of instruction, No.1 Composite Training School, Toronto, 15 April to 10 June 1946 when assessed that he was not suitable for administrative duty. To Station Trenton, 28 July 1946 where he attended School of Flying Control. To Headquarters, No.1 Air Command, Trenton, 23 February 1947. To No.1 Flying Training School, Centralia, 25 February 1947 (Station Armament Officer and Flying Control Officer). Transferred to Station Centralia, 1 April 1947 (Flying Control duties). To Station Chatham, 7 August 1949 (Flying Control and officer in charge of Search and Rescue). Promoted Flight Lieutenant, 1 July 1953. Finally reclassified in Flying Control Branch, 28 August 1953. To Training Command Headquarters, Trenton, 3 October 1953 (Senior Controller). To Station Trenton, 7 August 1956 (Senior Controller). To No.2 (Fighter) Wing, Grostenquin, 4 June 1959 (Flying Control officer and Radar Approach Controller). To Station Bagotville, 6 July 1963 (deplaned in Trenton 7 July 1963)

where he was Senior Air Traffic Control Officer. To Air Transport Command Headquarters, 2 August 1964 (Officer Commanding, Rescue Coordination Centre, Deputy Staff Officer Air Services, Member of CFHQ Air Traffic Control Technical Study Team). Retired 7 November 1969 to Carrying Place, Ontario. Died in Toronto, 30 November 1993. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 50 sorties (241 hours three minutes), 22 May 1944 to 14 February 1945.

22 May 1944 - Le Mans (5.30)
31 May 1944 - Au Fevre (5.15)
7 June 1944 - Paris (4.50)
10 June 1944 - Versailles (5.15)
16 June 1944 - Pas de Calais (4.35)
21 June 1944 - Pas de Calais (4.40)
24 June 1944 - Bonnetot (4.25)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Wizernes (3.45)
28 June 1944 - Metz (6.30)
4 July 1944 - Villeneuve St.George (6.00)
18 July 1944 - Caen (4.45)
19 July 1944 - Wesselring (5.30)
20 July 1944 - Fermes du Grand Bois (3.35)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Stuttgart (8.15)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Normandy (4.05)
1 August 1944 - L'Hey (3.05)
3 August 1944 - Hazenbrouck (3.30)
27 August 1944 - Homberg/Leurbeck (3.05)
29 August 1944 - Stettin (8.30)
6 September 1944 - Emden (3.55)
12 September 1944 - Wanne Eickel (3.25)
27 September 1944 - Bottrop (3.20)
6 October 1944 - Sterkrade (3.10)
11 October 1944 - Fort Frederick Hendrick (2.15)
14 October 1944 - Duisburg (4.00)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.15)
23 October 1944 - Essen (4.10)
26 October 1944 - Homberg/Leurbeck (3.25)

28 October 1944 - Walcheren (2.00)
16 November 1944 - Julich (3.45)
18 November 1944 - Wanne Eickel (4.25)
21 November 1944 - Castrop (4.25)
2 December 1944 - Hagen (5.30)
4 December 1944 - Urft Dam (4.05)
6 December 1944 - Merseburg (6.15)
17 December 1944 - Ulm (5.55)
4 January 1945 - Saarbrucken (4.45)
5 January 1945 - Hannover (5.05)
16 January 1945 - Zeitz (6.50)
28 January 1945 - Stuttgart (5.35)
1 February 1945 - Mannheim (5.25)
2 February 1945 - Wanne Eickel (4.05)
7 February 1945 - Cleve (3.40)
8 February 1945 - Wanne Eickel (3.55)
13 February 1945 - Bohlen (6.50)
14 February 1945 - Chemnitz (7.10)

Flying Officer Gilbert is one of the most able Bomb Aimers on the squadron. In spite of the many hazardous and difficult tasks he has been asked to undertake, his zeal and energy in the performance of his duties have been unflinching. Flying Officer Gilbert has contributed in a very large measure to the successes achieved on many operational sorties.

Notes: Attended No.1664 Conversion Unit, 3 April to 2 May 1944. Crewed were J25956 F/O D.A. McNaughton (captain, later DFC), J27491 F/O V.J. Small (navigator), J28892 F/O G.L. Gilbert (bomb aimer, later DFC), R119130 Warrant Officer T.W. McEachern (WOP, later DFC), 621781 Sergeant R.A. Forsdyke (RAF flight engineer, later commissioned and DFC), R254704 Sergeant K.A.T. Harper (mid-upper gunner) and R201917 Sergeant P.F. Hunt (rear gunner, later commissioned and awarded DFC). Gilbert dropped nine practice bombs by day, took 31 astro shots on ground and nine in air. Spent two hours 45 minutes in Link,. Rated above average, "Very capable and efficient."

Repatriation form dated 21 March 1945 stated he had flown 53 sorties (244 hours 30 minutes), the last being on 2 March 1945. Non-operational flying was 250 hours 40 minutes. Types experienced were Anson (51.20), Whitley (76.15), Halifax II, III and V (154.30) and Lancaster III (213.05).

Commendation:

Following searches for Mustang and Vampire aircraft from No.1 (Fighter) Operational Training Unit, Chatham, the following Letter of Commendation was drafted, 22 January 1952, by W/C R.C. Wilson, Commanding Officer of that unit:

1. During the recent search for two RCAF aircraft missing from this base 4 January - 17 January 1952, the above-noted officer who is the Senior Flying Control Officer and Officer Commanding Search and Rescue Unit carried out his duties in an extremely commendable manner.
2. Flying Officer Gilbert was on leave at the time of the first accident and he returned to duty immediately and organized a 24 hour watch in the Control Tower and alerted SAR personnel and vehicles. During the course of the next 13 days, he led the SAR teams on all the ground searches day and night under difficult and often hazardous conditions. Twice, he led the stand-by team after being out the previous day and night with the regular team. He effectively organized civilian search parties under the local RCMP and at all times displayed a willingness to work long arduous hours, initiative in the handling of his personnel and equipment and a creditable aggressive spirit.
3. It is considered that Flying Officer Gilbert has organized an effective SAR unit and has displayed those qualities which reflect with considerable credit on the RCAF.

Further to the above, an except from a letter (W/C P.S. Turner, Station Chatham to Air Officer Commanding, Air Defence Command, 21 March 1952) is worth noting:

In March 1952, a party of three senior officers from the Protective and Emergency Kit Committee, AFHQ, visited this Station and went through the SAR Unit which Flying Officer Gilbert has organized and set up during the past two years. Their comments were very praiseworthy and they went on record as saying that this SAR Unit was the finest that they has seen in Canada. This statement is all the more commendable when it is realized that there is no establishment for the SAR equipment and personnel and the entire organization is the result of the energy and hard work on the part of Flying Officer Gilbert.

Selected Assessments

Assessment dated 23 March 1945 noted he had flown 140.15 in past six months. "An above average officer and although inclined to become excitable carried out good work in the air and on the ground." (S/L R.S. Boast).

“This officer is above the average on knowledge of tower equipment and in improvising equipment for a job when the ideal equipment is not available. He is unfortunately handicapped by a lack of tact when dealing with allied services and in his controlling of air traffic. His manner may be due to the fact that he has long desired the pilots course and seems to have formed a complex when dealing with pilots.” (F/L K. Ogilvie, Centralia, 15 June 1948)

“Flying Officer Gilbert tries very hard to successfully carry out his duties. Unfortunately, his manner is at times tactless. Nevertheless, while his approach to a problem may be unorthodox, he does exhibit keenness, and is vitally interested in the welfare of his particular section. He takes an active part in mess functions and is popular with his associates. Flying Officer Gilbert’s staff duties are slightly below average, especially when writing to superior authority; his letters appear to be abrupt and lacking in tone. Possibly Flying Officer Gilbert could be better employed as a ‘survival instructor’, a trade in which he has displayed considerable ability. Not recommended for a permanent commission.” (S/L R.T.P. Davidson, Station Chatham, 18 December 1950).

“Flying Officer Gilbert is outstanding as Senior Flying Control Officer and has few equals in knowledge and ability in ground search and rescue operations. He has shown above average ability in the organization, supervision and leadership required for the position of Senior Flying Control Officer and ground search master. This officer’s deportment, service attitude and sense of responsibility are above reproach. Strongly recommended for promotion.” (S/L W.W. Fox, Station Chatham, 17 February 1953)

“This officer has worked hard to overcome his previous deficiency (lack of tact) with the result he is now working much better with others. It is felt he will improve further in this regard providing he continues to work at it. Flight Lieutenant Gilbert continues to add improvements to the Rescue Coordination Centre, all of which have increased the efficiency of the centre. He still has some difficulty in expressing himself on paper, but is improving all the time through constant practice on the subject.” (S/L R.H. Strouts, Training Command Headquarters, Trenton, 2 March 1955).

“Flight Lieutenant Gilbert is a competent and reliable officer. His extensive trade experience has been invaluable to the Senior Flying Control Officer with the result that operating conditions within the section have been greatly improved. He is a perfectionist, outspoken and rather set in his ways. This combination has resulted in minor friction between this officer and the pilots. However, he remains a conscientious and capable controller. He is an excellent administrator and has performed the duties of Deputy Senior Flying Control Officer in a creditable manner. He recently completed a 12-month tour as President of the Messes and Institutes Audit Board and his efforts have been rated as excellent by the Senior Administrative Officer. Suitable for promotion.” (S/L R.V. Virr, 2 Fighter Wing, 29 December 1960).

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GILBERT, F/O Joseph Evangeliste Josaphat (J26356) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 17 June 1915 at Jackman, Maine; home in Quebec City. Enlisted in Quebec City, 6 July 1942. To No.5 Manning Depot, 21 July 1942. To No.9 BGS, 11 September 1942. To No.3 ITS, 24 October 1942. Promoted LAC, 31 December 1942. To No.7 BGS, 23 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Later at No.22 OTU. Repatriated 5 August 1945. Released 13 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.1730 (PAC RG.24 Vol20607) has recommendation dated 27 October 1944, when he had flown 33 operations (154 hours 40 minutes).

A keen and outstanding navigator of a bomber aircraft, Flying Officer Gilbert has contributed largely to the good bombing results and safe return of his crew throughout his first tour of operations over very heavily defended targets.

On the night of August 10th, 1944, when detailed to attack Kiel, the aircraft was struck by lightning and all navigation equipment was rendered unserviceable. Undaunted by these adverse flying conditions, this officer, after two hours of flight, had navigated directly to the target, made possible accurate bombing and a safe landing home. On many other occasions when over enemy territory, Flying Officer Gilbert has displayed exceptional gallantry and outstanding devotion to duty which have been an inspiration to the members of his crew.

The sortie list was as follows:

10 May 1944 - Ghent (4.10)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.25)
2 June 1944 - Neufchatel (5.45)
5 June 1944 - Houlgate (5.25)
6 June 1944 - Coutrances (5.50)
7 June 1944 - Acheres (4.55)
21 June 1944 - St. Martin (4.45)
23 June 1944 - Bientques (4.00)

24 June 1944 - Bamieres (3.55)
27 June 1944 - Foret d'Eary (4.10)
1 July 1944 - Biennais (3.55)
3 July 1944 - Biennais (4.15)
7 July 1944 - Caen (4.20)
17 July 1944 - Caen A.1 (4.10)
18 July 1944 - Wesseling (6.10)
20 July 1944 - Ferme-du-Forestel (4.05)
24 July 1944 - Ferfay (4.00)
28 July 1944 - Hamburg (6.15)
30 July 1944 - Amaye-sur-Seulles (4.30)
3 August 1944 - Foret de Nieppe (5.40)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels (4.00)
16 August 1944 - Kiel (6.00)
28 August 1944 - Ferfay (3.25)
3 September 1944 - Volkel (4.05)
11 September 1944 - Castrop Rauxel (5.25)
13 September 1944 - Osnabruck (4.35)
27 September 1944 - Bottrop (6.00)
30 September 1944 - Sterkrade (5.15)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (5.50)

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GILBERTSON, S/L Forbes Sangster (J21299) - **Distinguished Flying Cross** - No.414 Squadron - Awarded as of 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born in Montreal, 8 March 1921; home in Toronto (service station attendant). Enlisted in Toronto, 18 April 1941 as Radio Mechanic. To No.1 Manning Depot, 18 May 1941. To University of Western Ontario, 13 June 1941. Remustered for aircrew, 6 October 1941 and posted to No.1 Manning Depot. To No.1 ITS, 23 November 1941; promoted LAC, 22 January 1942; to No.3 EFTS, 22 January 1942; to No.14 SFTS, 11 April 1942; graduated and commissioned 31 July 1942. To No.1 GRS, 28 August 1942. "Y" Depot, 14 November 1942. To RAF overseas, 21 November 1942. Promoted Flying Officer, 31 January 1943. Promoted Flight Lieutenant, 31 July 1944. Promoted Squadron Leader, 9 April 1945. Repatriated 19 May 1945. Retired 22 June 1945.

During the last nine months Squadron Leader Gilbertson has completed numerous tactical reconnaissance photographic and artillery reconnaissances.

He has throughout achieved outstanding success despite adverse weather and strong opposition from the enemy defences. This officer's operational ability together with his fine fighting spirit has set a magnificent example which has been reflected in the efficiency of the flight which he commands.

RCAF press release 5785 drafted 7 April 1945 describes the work of RCAF tactical reconnaissance pilots and includes the following:

Returning from a photographic reconnaissance mission, F/L F.S. Gilbertson (790 Eglinton Avenue, Toronto), watched Allied heavy bombers plastering Viersen, southeast of Venlo and decided to take some photographs for bomb damage assessment purposes. Whilst circling the still smoking target he was hit by light flak. He asked his number to see what had happened, and was told that his rudder had been blown off. The elevators were jammed too, but he brought the aircraft and the valuable photographs back to base.

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GILBERTSON, W/C Paul Adair (J3709) - **Mention in Despatches** - Station Dartmouth - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 13 July 1917. Home in Simcoe, Ontario; enlisted in Hamilton, 24 June 1940. To No.2 ITS, 30 June 1940; promoted LAC, 15 August 1940; to No.7 EFTS, 17 August 1940; to No.1 SFTS, 4 November 1940; commissioned 24 January 1941. To RAF, 23 February 1941 To Homr Establishment, 18 April 1942. To Eastern Air Command, 4 May 1942. To No.125 (Fighter) Squadron, 18 May 1942. To No.126 (Fighter) Squadron, 3 June 1942. Promoted Flight Lieutenant, 1 July 1942. To No.127 (Fighter) Squadron, 27 November 1942. Promoted Squadron Leader, 1 May 1943. To No.129 (Fighter) Squadron, 11 January 1944 until 21 September 1944 when posted to Headquarters in Newfoundland. Promoted Wing Commander, 1 December 1944. To Release Centre, 3 August 1945; retired 21 August 1945. Died in Simcoe, Ontario, 24 March 1992 as per **Airforce Magazine**, issue of July-August-September 1992.

This officer has filled his position of Wing Commander flying in a most efficient manner. His cheerfulness and willingness to co-operate have been largely responsible for the high standard of flying on his station. His qualities of leadership are worthy of the highest praise.

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GILCHRIST, W/C Norman McLeod (C2345) - **Member, Order of the British Empire** - AFHQ -

Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Enlisted in Toronto, 10 July 1940 (Administrative Branch) and placed on strength of Air Force Headquarters. Promoted Flight Lieutenant, 15 May 1941. Promoted Squadron Leader, 15 June 1942. Promoted Wing Commander, 1 March 1945. To Release Centre, 16 July 1945. Retired 27 July 1946.

Wing Commander Gilchrist has, throughout six years in the Royal Canadian Air Force, rendered exceptionally meritorious service. This officer was entirely responsible for the development of Royal Canadian Air Force bands and entertainment units and, under his direction, they reached an exceptionally high standard of proficiency. The Royal Canadian Air Force bands, through their musical excellence, deportment and discipline, won the highest praise in Canada, the United States and Overseas, and have brought great credit to the Royal Canadian Air Force and to Canada. The personal efforts of Wing Commander Gilchrist, who has shown outstanding ability and application to duty, have been a major factor in maintaining the morale of the Royal Canadian Air Force at a high level. For the past year, this officer has been in charge of the Special Services Branch in the Directorate of Personnel during which time he has made a further invaluable contribution to the Royal Canadian Air Force. Wing Commander Gilchrist has sacrificed his own personal considerations for the good of the service and, through his devotion to duty, untiring efforts and willingness to put in long hours of overtime, this officer sets an excellent example.

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GILDNER, F/O Earl Norman (J28872) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 27 August 1921. Home in Kitchener, Ontario; enlisted in London, Ontario, 1 July 1942. To No.5 Manning Depot, 30 July 1942. To No.16 SFTS (guad), 22 September 1942. To No.6 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.4 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. Repatriated 1 June 1945. To No.1 WS, 14 July 1945. Retired 4 September 1945. Died in Stratford, Ontario, April 2001; see **Kitchener-Waterloo Record** of 14 April 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." 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 27 sorties (183 hours 25 minutes). These began with two sorties in No.429 Squadron (12 and 14 July 1944); resumed operations with No.419 Squadron (14 trips, 6 October 1944 to 2 January 1945) and then switched to No.428 Squadron

(7 January to 13 April 1945).

This officer has displayed a high degree of courage and determination throughout his tour. Although handicapped by illness, he has disregarded personal feelings and carried out his duties with a fine record of achievement. He has shown exceptional ability as a navigator and his efforts have been invaluable to his pilot.

His devotion to duty, both in the air and on the ground, has been exceptional and outstanding and it has contributed in a large measure to the efficiency of the squadron as a whole.

The sortie list (which closely resembles that of P/O Leo William Bouvier) was as follows:

12 July 1944 - Acquet (4.45)

14 July 1944 - Anderbelk (3.55)

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4 October 1944 - Bergen (6.25)

6 October 1944 - Dortmund (6.15)

9 October 1944 - Bochum (6.15)

15 October 1944 - Wilhelmshaven (5.25)

19 October 1944 - Stuttgart (7.10)

30 October 1944 - Cologne (6.55)

1 November 1944 - Oberhausen (6.25)

2 November 1944 - Dusseldorf (6.25)

4 November 1944 - Bochum (5.20)

6 November 1944 - Gelsenkirchen (5.10)

30 November 1944 - Duisburg (6.30)

2 December 1944 - Hagen (7.25)

5 December 1944 - Soest (6.50)

21 December 1944 - Cologne (6.55)

28 December 1944 - Opladen (6.00)

30 December 1944 - Cologne (6.35)

2 January 1945 - Nuremberg (8.40)

* * * * *

7 January 1945 - Munich (8.25)

2 February 1945 - Wiesbaden (7.15)

13 February 1945 - Dresden (9.30)

27 February 1945 - Mainz (7.30)

28 February 1945 - Neuss (2.55, recalled)

1 March 1945 - Mannheim (7.25)

7 March 1945 - Dessau (9.15)
12 March 1945 - Dortmund (6.50)
20 March 1945 - Hemmingstadt (5.10)
4 April 1945 - Merseburg (9.05)
10 April 1945 - Leipzig (8.45)
13 April 1945 - Kiel (5.45)

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GILES, F/O Harold Trevor (J46845) - **Distinguished Flying Cross** - No.11 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Gadsby, Alberta, 17 July 1922 (birth date from obituary). Home in Calgary; enlisted there 12 September 1940. Trained at No.1 ITS (graduated 20 February 1941), No.12 EFTS (graduated 4 May 1941) and No.5 SFTS (graduated 1 September 1941). Remained in RCAF (24341) until 14 February 1970. Died in Victoria, 26 February 1997. As of recommendation he had flown 2,099 hours (995 operational, 192 sorties). No citation in AFRO other than "in recognition of valuable services in the air." Following from DHist files:

Flying Officer Giles has completed two tours of operational flying over the North Atlantic. In spite of adverse weather and trying conditions, he has invariably shown great keenness, efficiency and devotion to duty in the execution of many arduous sorties. Recently while engaged in transporting personnel across the North Atlantic, his high sense of duty was shown when he established a record number of trips completed under most trying conditions. He has been a splendid example to his crew and this squadron.

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GILES, Sergeant Raymond George (R71729) - **Distinguished Flying Medal** - No.161 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 13 June 1917. Enrolled in Toronto, 21 August 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 18 September 1940. Promoted AC1, 1 February 1941. To No.11 (BR) Squadron, 5 February 1941. Promoted LAC, 1 July 1941. To "K" (whatever that is), 4 July 1941. Promoted Corporal, 1 September 1942. To No.1 BGS, 9 November 1942. To No.5 SFTS, 8 December 1943. Remustered to aircrew (Flight Engineer), 15 January 1944 and posted to No.9 BGS that date; reported to have graduated 23 February 1944 but this date is suspect; to Eastern Air Command, 11 March 1944; to No.161 (BR) Squadron, 20 March 1944; promoted Sergeant, 15 April 1944 on qualifying as Flight Engineer. Promoted Flight Sergeant, 15 January 1945. To Eastern Air Command Headquarters, 11 April 1945. To Moncton, 12 April 1945. Retired 22 June 1945. Governor General's Records (RG.7 Group 26

Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 982 hours, 827 on operations (92 sorties).

This Sergeant has flown hundreds of operational hours over the North Atlantic and Gulf of St. Lawrence areas on anti-submarine duties. Throughout these sorties as flight engineer he has at all times displayed a high standard of skill and his devotion to duty has been of the highest order. Keen and enthusiastic in all he undertakes, he has contributed greatly to the high morale of his crew. Throughout, he has set a splendid example of efficiency and zeal.

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GILL, P/O Frederick Allan (J89089) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Brandon, Manitoba, 7 January 1923; home in Vancouver (mechanic). Enlisted in Vancouver, 27 October 1942. Granted Leave Without Pay until 3 November 1942 when posted to No.3 Manning Depot. To No.2 WS, 8 January 1943; promoted LAC, 12 February 1943; to No.8 BGS, 21 August 1943; graduated and promoted Sergeant, 4 October 1943. To "Y" Depot, 18 October 1943; taken on strength of No.3 PRC, 21 October 1943. Commissioned 16 August 1944. Repatriated 27 November 1944. To Western Air Command, 16 January 1945. To No.6 OTU, 18 January 1945. To No.1 School of Flying Control, 5 February 1945. Promoted Flying Officer, 16 February 1945. To Northwest Air Command, 21 April 1945. To Fort Nelson, 1 May 1945. To Moncton, 16 May 1945. To No.4 Repair Depot, 26 May 1945. To Scoudouc, 14 July 1945. To No.1 ANS, 29 October 1945. To Gander, 8 January 1946. To Eastern Air Command Headquarters, 1 April 1946. Retired 21 June 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 10 October 1944 when he had flown 34 sorties (186 hours), 31 May to 27 September 1944. Recommendation gives number as J89158 (see P/O J. Waddell, below).

This officer has proved himself to be an outstanding member of a gallant crew, possessing great determination, initiative and skill. His co-operation, coolness and devotion to duty have contributed in a large measure to the success of his crew on their operational tour of 34 sorties, many on major targets such as Bremen, Hamburg, Stettin, Stuttgart, Emden, Bottrop, Brunswick and Russelheim.

For his outstanding ability and strong sense of duty I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

31 May 1944 - Mount Couple (3.50)
1 June 1944 - Gardening (4.10)
3 June 1944 - Gardening (3.50)
5 June 1944 - Merville (5.50)
6 June 1944 - Coutances (5.25)
18 June 1944 - Gardening (3.55)
23 June 1944 - Gardening (6.50)
26 June 1944 - Gardening (5.45)
27 June 1944 - Gardening (5.55)
12 July 1944 - Acquet (4.30)
25 July 1944 - Stuttgart (9.45)
28 July 1944 - Hamburg (5.15)
1 August 1944 - Acquet (4.20, day)
3 August 1944 - Ile d'Adam, Paris (4.55, day)
4 August 1944 - Bois de Casson (4.40, day)
5 August 1944 - St. Leu d'Esserent (5.10, day)
7 August 1944 - Mer de Magna, Caen (5.25)
8 August 1944 - Foret de Chantilly (5.15, day)
9 August 1944 - Coulouvilliers (4.05, day)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (4.50, day)
15 August 1944 - Soesterburg (4.35, day)
16 August 1944 - Stettin (8.50)
18 August 1944 - Bremen (5.50)
25 August 1944 - Russelheim (6.40)
28 August 1944 - Mimoyecques (3.30, day)
29 August 1944 - Stettin (8.50)
6 September 1944 - Emden (4.30, day)
10 September 1944 - Le Havre (4.25, day)
17 September 1944 - Boulogne (4.25, day)
18 September 1944 - Bomberg (5.40, day)
25 September 1944 - Calais (5.10, day)
27 September 1944 - Bottrop (5.30, day)

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GILL, FS Harry Lewis, (R64935) - **Distinguished Flying Medal** - No.607 Squadron - Award effective 17 March 1942 as per **London Gazette** dated 17 March 1943 and AFRO 611/42 dated 24 April 1942. Born in South Devon, New Brunswick, 9 May 1922; home there (labourer, Devon Lumber Company, 1939 and service station attendant, 1939-1940 when laid off, after which he became a bottle washer). Next of kin given as Mrs. Herbert Gill (born Mabel Leverington, born Seeleys Bay, Ontario) and Herbert Spencer Gill (born South Devon, New Brunswick). Applied to join RCA in February 1940 and advised to wait for aircrew intakes. Enlisted in Moncton, 22 August 1940. To No.1 Manning Depot, Toronto, 24 August 1940. To No.2 SFTS for guard duty, 3 September 1940. To No.1 ITS, Toronto, 9 November 1940. Promoted LAC, 10 December 1940; posted that date to No.11 EFTS. Posted on 28 January 1941 to No.2 SFTS. Graduated from No.2 SFTS, 10 April 1941 and promoted Sergeant. Posted to Embarkation Depot, Debert, Nova Scotia, 21 April 1941. Embarked from Halifax, 24 April 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 19 May 1941. Posted to No.55 OTU, 26 May 1941. To No.124 Squadron, 14 July 1941. To No.607 Squadron, 15 July 1941. Promoted Flight Sergeant, 1 November 1941. Proceeded with No.607 Squadron to India about 21 June 1942. Promoted Warrant Officer, 1 May 1942. Killed in action, 17 January 1943 (Hurricane BN327) while attacking four Ki.43 Oscar fighters. Chris Shores, **Those Other Eagle**, lists the following victories: **23 December 1942**, one Japanese Army 01 fighter destroyed plus three Army 97 bombers damaged, Gurusataung.

Since joining the squadron in July 1941, this airman has carried out several offensive fighter patrols over enemy territory both by day and by night. Targets attacked included power stations, large concentration distilleries and factories. On one occasion Flight Sergeant Gill sighted two of our aircraft which had been forced down onto the sea and remained over them until driven off by a formation of enemy fighters. On 12th February 1942 this airman participated in operations against a German battleship and their escorts and pressed home his attack with great determination in the face of fierce enemy opposition. He damaged at least one enemy motor vessel and one enemy aircraft. This airman has always displayed initiative and keenness and has proved himself to be an inspiration to his fellow pilots.

At No.1 ITS he took Mathematics (59 out of 100), Armament (Practical and Operations - 97 out of 100), Visual Link Trainer (92 out of 100), Drill (85 out of 100) and Law and Discipline (90 out of 100). Placed 94th in a class of 198. Described as "Well recommended for pilot. Tried hard throughout his Initial Course and fought hard for his pass marks."

At No.11 EFTS he flew Fleet Finch (25 hours 20 minutes dual, 25 hours 45 minutes solo). As a pilot graded as "Slightly below average". Also, "Methodical type. Once he gets something he keeps it. With more experience should make a good reliable pilot. Can fly for long periods without signs of fatigue. In a tight spot, he has a very slow reaction, and maybe would do

nothing to remedy the situation.” (P.M. Boisvert, Chief Flying Instructor). In Ground Training he took Airmanship (143 out of 200), Airframes (148 out of 200), Aero Engines (157 out of 200), Signals (37 ½ out of 50), Theory of Flight (65 out of 100), Air Navigation (167 out of 200), Armament (160 out of 200) and was graded in personality as 140 out of 200 (good to be NCO but not officer). Placed 22nd in a class of 32.

At No.2 SFTS he flew 3 hours 20 minutes dual and eight hours solo in Yale aircraft plus 34 hours 35 minutes day dual in Harvard, 40 hours 40 minutes day solo in Harvard, 90 minutes dual at night in Harvard and eight hours 30 minutes solo at night in Harvard. Ground school included Airmanship (122 out of 200), Armament W (40 out of 100), Armament P (60 out of 100), Air Navigation (121 out of 200), Signals (138 out of 150). Placed 55th in a class of 63; described as “Good at the things he is interested in.”

At No.55 OTU he flew five hours 40 minutes (dual) and 51 hours 50 minutes on operational aircraft. The Commanding Officer of the OTU wrote:

Above average as a pilot. He is apt to be rather slack in discipline and somewhat unpunctual. Shows keenness. Formation and fighter attacks good.

He has broken two aircraft whilst on this unit, but on each occasion had a certain amount of excuse.

Trained in Canada and had difficulty at first in coping with small aerodromes such as this.

Marks obtained in Recognition Test - 90 percent.

Air Firing - Below Average

Involved in flying accident, 9 November 1941 with No.607 Squadron. Aircraft was Miles Magister P2504, and incident occurred near St. Peters, Margate. He was reported as having flown 228 hours 25 minutes (all types) and two hours 30 minutes on Magister. His report as follows:

I left Abingdon at 1625 hours and flew for an hour and then followed the Redhill to Ashford railway. After 20 minutes I flew northeast to the coast and then turned right following the coast lines. I thought by then that the fuel was getting short and as there was an air raid in progress and seeing enemy action I decided to make a forced landing as the light was failing. I chose a field and flew low over it and my port wing struck an obstruction pole. I made another circuit but

had difficulty in controlling the aircraft. I crashed as I touched down. The time was 1840 hours.

The Commanding Officer wrote (11 November 1941):

The pilot is experienced and fully operational; enemy action in the vicinity whilst flying non-combatant aircraft probably caused over excitement and the subsequent accident.

Hospitalized with gonorrhoea, August 1942.

Off duty, fell 15 feet from a balcony, 7 November 1942 and injured ankle.

Loss report stated "Aircraft shot down by four Zeros and crashed in flames. Body in several pieces and could not be identified."

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GILL, F/L Robert Frederick (J4900) - **Air Medal (United States)** - No.430 Squadron (AFRO gives unit only as 2nd Tactical Air Force) - Award with effect from 3 July 1945 as per **London Gazette** of that date and AFRO 602/46 dated 14 June 1946. Born in Verdun, Quebec, 19 November 1921; home there. Enlisted in Montreal, 23 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; commissioned 20 April 1941. To No.8 SFTS, 22 February 1942; promoted Flying Officer, 1 May 1942; to No.13 SFTS. 7 July 1942. To No.1 OTU, 20 November 1942. Promoted Flight Lieutenant, 20 March 1943. To "Y" Depot, 27 March 1943. To UK, 2 April 1943. Attended No.41 OTU. With No.430 Squadron, 27 August 1943 or 27 August 1944 to 1 June 1945. Repatriated July 1945. Retired 4 September 1945. Public Records Office Air 2/9090 has recommendation by S/L C. Bricker dated 23 March 1945 when he had flown 90 sorties (127 hours 40 minutes).

Operations by this pilot have been many and varied including not only the normal duties of a pilot but also two periods of duty on a Contact Car, working in close liaison with Army fighting formations. His service in the latter field of activity proved of great value.

Missions flown by this officer included Tactical Reconnaissance, Photo Reconnaissance and Artillery Reconnaissance and results have been consistently good. The keenness he displayed in carrying out these sorties successfully was in

some measure due to his appreciation of Army problems, gained partly through experience with the Contact Car.

On June 23rd, 1944, operating from the United Kingdom, [he] carried out a Tactical Reconnaissance (two aircraft) of the city of Cherbourg. This operation was of marked importance to the Allied Air Forces since the exact location of some American units was not known. The reconnaissance was carried out at zero feet, despite the intensity and accuracy of enemy flak. Two runs were made from south to north and two runs from west to east from which an excellent appreciation of the battle situation was obtained. Pictures were taken to confirm Tactical Reconnaissance information.

NOTE: When finally published in USAAF Orders this had been reduced to the following.

Flight Lieutenant Gill has completed numerous operational flights over enemy territory and has shown little regard for enemy opposition. His missions have been varied and the results consistently good. In June 1944 he carried out an important reconnaissance of Cherbourg at extremely low level, despite the intensity and accuracy of anti-aircraft fire. He has also participated in several missions in direct support of the Allied armies. He is a most courageous and resourceful leader.

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GILL, F/O William Thomas Hicks (J7766) - **Distinguished Flying Cross** - No.73 Squadron - Award effective 22 February 1943 as per **London Gazette** dated 23 February 1943 and AFRO **London Gazette** dated 23 February 1943 and 513/43 dated 26 March 1943. Born in Toronto, 12 June 1920; home there. Enlisted there 18 November 1940. To No.1A Manning Depot, 9 December 1940. To No.119 (BR) Squadron, 31 December 1940. To No.3 ITS, 21 April 1941. Promoted LAC, 28 May 1941 and posted that day to No.4 EFTS. To No.9 SFTS, 15 July 1941. Graduated and commissioned, 25 September 1941. To Embarkation Depot, 26 September 1941; to RAF overseas, 15 October 1941. Promoted Flying Officer, 25 September 1942. Promoted Flight Lieutenant, 18 February 1943. Repatriated to Canada, 10 December 1944. To "Y" Depot, 12 January 1945. Back of card not copied. Remained in postwar RCAF, attaining rank of Squadron Leader, 1 June 1952. Retired 31 March 1957. RCAF photo PL-44491 (ex UK-21382 dated 22 May 1945) taken at investiture at Buckingham Palace.

Flying Officer Gill has taken an outstanding part in the squadron's night flying operations and during the operation leading up to the fall of Tripoli achieved

many excellent results from low level attacks. Throughout, his cheerfulness, determination and fine fighting spirit have set a splendid example to all.

RCAF Press Release by F/L Don MacMillan dated June 30, 1944 read as follows:

Right from the beginning, enigmatic old Maw Nature intended Bill Gill (57 Lynd Avenue, Toronto, Ontario), for a pilot.

First, she gave him that long, lean, liable-to-bend-in-the-middle frame that is so often associated with top line birdmen. And, second, she gave him the desire to fly.

As usual, Maw Nature batted a thousand. He's Lieutenant Bill Gill, D.F.C. now. And he's seen half (or two-thirds, we hope!) a war before he's much more than old enough to drive the old man's car and stay out after twelve.

When the other boys were playing ball or hockey back at Parkdale Collegiate in Toronto, Ontario, Bill was at home tinkering with model airplanes.

He didn't know much about the new infield fly rule in baseball, but he knew all about the leading and trailing edges of wings.

What's more, he didn't confine his work entirely to models. He scraped enough nickels and dimes together to hang around the Toronto Flying Club without being thrown off as a trespasser.

Before he finished High School, he had a private licence and often thought, privately, that had Euclid been able to fly he wouldn't have worried so much about pointless things like theorems.

And, as for learning the shortest distance between two points, the smart thing to do was to fly it in a Tiger Moth and find out for yourself.

Came October, 1940, and Bill did a hop, skip and jump into the R.C.A.F. He was just crowding twenty then.

By October, 1941, he was in England and was attached to the famous "Hammer and Sickle" squadron which had served, for a time, in Russia.

By this time, Jerry was getting a bit cagey with his Luftwaffe and wasn't doing as much sky-sailing against England as had been his habit. But, out in the Middle East, Rommel and his sunburned supermen were putting up a pretty fair effort and Bill decided to have a look-see.

He volunteered for Middle East service and wound up with "Cobber" Cain's old outfit. Those boys were fliers and Bill got his tour in the hard way; but hard.

He flew on a Hurricane squadron and did both day and night Ops. When things got dull, they relieved the monotony with some target practice on live Jerry-men of the Afrika Korps.

Needless to say, this annoyed the Korps no little and they always speeded their departing guests with bursts of machine gun fire, rifles, and anything that was handy.

Bill, who had come a long way since the old Moth and model days, saw all this action and went through to Sicily with the Eighth Army.

He was then posted back to Egypt for a "rest". But, as is so often the case, the word "rest" was merely relative in meaning. His new job was as a test pilot. At a certain desert squadron, his job is to take up kites which have been badly shot up or otherwise damaged but which the ground crew now *think* are serviceable. If you're the worrying-type, don't apply for this job; you wouldn't like it.

Bill fears just one thing: a question about his D.F.C. Asked how he came by it, he blushed and stammered and acquired the pained expression of a kid who has just dropped his brand new, double decker, chocolate ice cream cone.

After a strained silence in which he shifted his weight from one foot to the other he managed to blurt out: "You just don't talk about those things". Obviously, he didn't want to be rude but that was how he felt about it.

If that's how he felt about it, it was all right with us.

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Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Vancouver, 15 March 1924; home in Fraser Hills, British Columbia (tug boat crewman). Enlisted in Vancouver, 14 September 1942 for wireless repair training. To No.3 Manning Depot, 21 September 1942. To No.3 Repair Depot, 15 January 1943. Remustered for aircrew, 19 February 1943. To No.4 SFTS, 21 March 1943. To No.2 Pre-Aircrew Education Unit, 2 May 1943. To No.2 Air Gunner Ground Training School, 28 May 1943. Promoted LAC, 10 July 1943 and posted that date to No.3 BGS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Embarked from New York, 8 October 1943; disembarked in Britain, 16 October 1943. To No.3 PRC, Bournemouth, 17 October 1943. To No.82 OTU, 9 November 1943 (Wellingtons, 92.25). To No.61 Base, 19 March 1944. Attached Dalton Battle School, 19 March to 2 April 1944; attached to No.1659 Conversion Unit, 2 April to 12 May 1944 (Halifax, 43.35). To No.424 Squadron, 12 May 1944 (Halifaxes, 298.45). Promoted Flight Sergeant, 17 June 1944. Repatriated 22 November 1944. Released 14 February 1945. RCAF photo PL-32721 (ex UK-14590 dated 7 September 1944) is captioned as follows: "Flying Officer J.A. 'Pheas' Partridge (Regina), veteran of 29 trips over enemy territory with RCAF Bomber Group, hands a cup of hot coffee to his fellow Tiger Squadron member. Flight Officer Jim G. Keys, Allerton, Pennsylvania, also has 29 sorties to his credit, on the latter's return from attacking German shipping in Brest harbour. With them in the Tigers' interrogation room is Flight Sergeant Gordon C. Gillanders, Vancouver, rear gunner. F/O Partridge, star athlete, played for the Regina Roughriders, four times Western football champions. He also was on the RCAF Hurricanes team when it won the Dominion championship. Flight Officer Keys recently transferred from the RCAF to the USAAF but will finish his tour of operations flying with the RCAF." Died in Surrey, British Columbia, 26 March 1997 as per **Legion Magazine** of September 1997.

Flight Sergeant Gillanders was the rear gunner of an aircraft which, in August 1944, was detailed to attack Brunswick. On the return journey the bomber was attacked by an enemy fighter. Flight Sergeant Gillanders opened fire with a long burst which caused the enemy aircraft to burst into flames. The second burst of fire caused the fighter to explode in the air. Flight Sergeant Gillanders has always shown courage, coolness and determination to fulfil his duty.

NOTE: DHist file 181.009 (D.2611), in National Archives of Canada RG.24 Volume 20627 has a detailed recommendation drafted by S/L J.A. Westland on 15 August 1944 when he had flown 22 sorties (112 hours). Text as follows:

Flight Sergeant Gillanders is the rear gunner of a four-engined bombing aircraft.

On the night of August 12th, 1944, after an attack against Brunswick, the aircraft "G" MZ.802 was attacked by a single engine enemy (ME.109). The rear gunner

gave it a fully long burst upon which it burst into flames and on the second burst it exploded in the air and the pieces floated to the ground. Just a few minutes previous to this both the mid-upper gunner and the rear gunner shared in the destruction of a twin-engine fighter (ME.210). They both opened fire at 450 yards and on the first strike it burst into flames and gradually dived to the ground where it was seen to explode by the pilot, the flight engineer and the air bomber.

It is felt that the courage, coolness and fine cooperation shown by the whole crew is worthy of great praise and in my considered opinion Flight Sergeant Gillanders is deserving of high commendation and I recommend him for the award of the Distinguished Flying Medal.

Notes: On repatriation form dated 4 November 1944 he stated he had flown 170 hours five minutes on operations (33 sorties) plus 174.40 non-operational and training. Last sortie was 4 October 1944.

Application for Operational Wing dated 9 October 1944 also gave 33 sorties (165 hours), flown 26 May to 4 October 1944.

Training: Course at No.3 BGS was 9 August to 17 September 1943. Battle aircraft - flew 27 hours five minutes, completed seven cine exercises. Fired 400 rounds air to ground and 3,575 rounds air-to-air (eight percent hits in air). Used Vickers gas-operated gun in air, Vickers and Browning guns on ground. Turrets used were Bristol, Frazer-Nash and Boulton-Paul; Fired 1,100 rounds from turrets on ground and spent 15 hours on turret manipulation.

Rated in Aircraft Recognition (146/200), Guns practical (174/200), Guns, Pyrotechnics and Ammunition (174/200), Sighting (175/250), Signals (60/100) and Turrets (138/200). "Average student, works hard, keen on Air Gunnery; quite neat in appearance; cooperates well; good NCO."

Course at No.82 OTU was 5 November 1943 to 25 February 1944. Wellington aircraft. 53.30 flown by day and 38.55 by night. Fired 200 rounds on 25-yard range, 1,200 rounds in Fighter Affiliation, shot at 90 Clay targets (hit 29). Air work included ten day cine gun exercises, three day and two night air-to-sea firing exercises, one air-to-air firing exercise by day (1.5 percent hits).

Assessed in Aircraft Recognition and Range Estimation (194/200), Guns (134/200), Reporting and Fighting Control (146/200), Sighting including practice on GTS (148/200) and Turrets, drill and components (130/200). "A gunner who has successfully completed the course. Discipline

good." (F/L J. Cleary).

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GILLESPIE, F/L George MacDougall (C2004) - **Commended for Valuable Services** - No.112 Wing (Training), although the AFRO gave his unit as "Overseas"). - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Albert, New Brunswick, 13 April 1907. Educated at Chatham High School, Pictou Academy and University of New Brunswick. Began flying in 1928 (instructor and barn stormer, 1931-1934; but see his own account below). Applied to the RCAF for a commission in both the regular and reserve but to accept a navigation course at Camp Borden, Instead he was taken on strength of Camp Borden, 7 September 1931 as a Sergeant Pilot for a navigation course. He was then struck off strength of Camp Borden, 23 December 1931 but continued to be carried on the books as a Sergeant Pilot (unpaid) until 4 September 1934. Enlisted again on 22 February 1940 (Sergeant Pilot); commissioned at Trenton, 1 April 1940. To No.4 SFTS, Saskatoon, 4 July 1940. To Central Flying School, Trenton, 22 March 1941. Promoted Flight Lieutenant, 1 September 1941. Struck off strength of Station Trenton, 28 February 1943 for posting overseas, but this was cancelled when his hearing problems were discovered. Taken on strength of No.3 Training Command, Montreal, 6 June 1943. To AFHQ, Ottawa, 11 January 1944. To No.301 Camp Unit, Dorval (Ferry Command), 1 May 1944. Promoted Squadron Leader, 1 May 1945. To Station Lachine, 17 July 1945. Retired 9 November 1945. Rejoined RCAF in Halifax, 19 February 1952 in Special List (203562) and assigned to Ground Observer Corps. Served in that Corps to 18 February 1957 (all in Halifax and Truro areas). Died in Truro, Nova Scotia, 15 April 1982 as per **Legion Magazine** of July 1982 (which gives number correctly but lists him as "George G. Gillespie). No citation in AFRO. Public Record Office Air 2/9019 has the following, drafted when he had flown 2,872 hours (377 in previous six months).

This officer is a very capable and zealous instructor on the various types of aircraft employed for training in No.45 Group. In this capacity he instills confidence in his pupils.

GILLESPIE, S/L George MacDougall (C2004) - **Air Force Cross** - No.313 Ferry Training Unit - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Public Records Office Air 2/9117 recommendation (identical to below) states that he had flown 3,194 hours, 914 on ferry or transport duties, 300 in past six months.

This officer is flight commander of the RAF Conversion Flight at his station. He has done excellent work as a flying instructor and flight commander and kept up this high standard when attached for three months to No.5 Operational Training Unit for the purpose of giving ferry training to Liberator crews. His work during

this time was of great benefit to both units.

Note: On 1 October 1931, S/L G.E. Brookes, Chief Flying Instructor, Camp Borden, wrote of Sergeant G.M. Gillespie:

Pleased be advised that I tested the above mentioned Airman Pilot for progress this date. Approximate flying is 11 hours.

Flying generally is satisfactory and flying errors noted are confined to forced landings.

Sequence 15: Sergeant Gillespie does not use the method taught in this organization. It is felt that if instruction is commenced at once, using the fields provided, that he will adjust his approaches quite quickly.

I would suggest that F/L Spordabrow should be instructed to commence this phase of the Course immediately.

On 18 November 1931, F/O E.T. Morris reported, "Sergeant Gillespie has satisfactorily passed a forced landing test in Puss Moth aircraft. He is considered fully qualified to carry out Cross-Country flights on this type of aircraft."

Examined for Air Pilotage, 22 November 1931, he scored 75 % on "Tactical Problems", 78 % on "Route Cards", 83 % on "Practical Navigation", 68 % on an Intermediate Examination. Others taking the course were Sergeants A.G. Sims, H.C. Yule, T.F.K. Edmison, L.N. Gill, R.H. Batty, F.B. Briscoe, C.E. Keating, G.A. Blunden, C.R. Robinson, D. Imrie, W.R. Munroe, and S.C.L. Bailey, plus Sergeant-Major G.E. Clarke and Flying Officers J. Laxdall, H.H. Langford, M. Ogilvie Forbes and R.G. Pigeon, as well as Pilot Officers L. Gendron, R.L. Coote and R. Lacroix.

On 1 December 1931, Gillespie wrote to the Officer Commanding, Station Camp Borden:

Immediately prior to coming to Camp Borden for the Navigation Course in September I was employed in Toronto as Pilot on a privately owned plane. It has been ascertained that the position will not be available for me on completion of the course, having been filled by another pilot.

In view of prevailing conditions of the labour market and that I have no immediate prospects in view, the chances of obtaining employment would appear to be much better if I returned to my home in Newcastle, New Brunswick.

In the connection it would be very much appreciated if at the completion of the course, I could be granted free transportation to my home.

The above request was turned down - he would be paid for travel to place of enlistment (Toronto) and no further.

In a letter dated 3 April 1935 to AFHQ he applied to enlist in the RCAF, citing his previous course. He stated that during the course he had flown 15 hours 55 minutes on instruments, 37 hours ten minutes on General Flying, six hours 30 minutes night flying, 18 hours 55 minutes on solo navigation, and 36 hours as "Acting Navigator." He also wrote, "At the present time my solo flying time amounts to 237 hours and 15 minutes", which suggests that in subsequent accounts he "padded" his flying times. However, subsequent letters confirm that he was rejected (6 April 1935), again described as "too old" (14 November 1939) and then offered an opportunity to enrol as a Temporary Sergeant (2 February 1940), given that the RCAF proposed to hold a special instructor course at Trenton for civilian pilots in anticipation of BCATP requirements.

Assessed as instructor, 12 June 1940 - "A sound knowledge of sequence, but although his voice is clear he is not convincing enough in his delivery. Flying also lacks pep. Should be good enough after some experience. Aerobatics average. 'C' Category recommended."

Involved in accident at Trenton, 18 June 1941, Harvard 1550 (Sergeant H.M. Byers) and Fleet 4675 (F/O Gillespie and J5221 P/O A. Arnason). No injuries. Harvard landed and swung, striking interplane strut of Fleet with starboard wing ("Carelessness on part of Harvard pilot.")

Retested as instructor, 13 November 1941 by S/L William M. Foster (No.2 Visiting Flight). By then he had flown 1,000 instructing. Tested on Moth and Lockheed. Assessed under following headings - Sequence ("Above average"), Voice ("Clear"), Manner ("Steady"), Ability to Impart Knowledge ("Above average"), and Ability as pilot ("High average"). Described as "A capable pilot with above average ability to impart knowledge. Demonstrates flying manoeuvres in an instructive manner and with detailed explanation. Ability and experience warrant a higher category." Awarded A.2 category.

On 28 October 1942 while testing F/O G.J.H. Billing, No.32 EFTS, minor accident with Stearman FJ907 seven miles west of Netook Relief Landing Field; Gillespie uninjured, Billing slightly injured. "Accidental removal of harness pin. Accidentally removed by flying suit fastener catching loose pin when aircraft inverted."

Retested by W/C J.G. Stephenson, 8 June 1943 when he had flown about 2,000 instructional

hours. Tested on Cornell and Crane. Assessed under following headings - Sequence ("Above average"), Voice ("Clear"), Manner ("Instructive"), Ability to Impart Knowledge ("Above average"), and Ability as pilot ("Above average"). Described as follows: "This officer's ability and experience warrant the highest category". Reclassified A.1.

Excerpt of letter, 20 January 1945, W/C L. de S. Duke, RCAF Liaison Officer with No.45 Group to Air Officer Commanding, No.1 Air Command:

Your instructions dated 20th January 1945 to transfer the above named officer to the RCAF Reserve is very much deplored and greatly regretted by this Headquarters, and in consequence I have been directed to lay before you the following in regard to this officer. Flight Lieutenant Gillespie was posted for duty with No.45 (AT) Group in 1944 for trans-Atlantic ferrying duties.

Having completed many successful Atlantic crossings in which he early demonstrated a more than average ability as a captain, he was posted to this Group's Ferry Training Unit at North Bay in the capacity of Flight Commander, and whilst filling this responsible position was continuously recommended for promotion to the rank of Squadron Leader.

When very recently it was decided to establish at No.5 OTU, Boundary Bay, a detachment of instructors from No.45 Group in order to ensure that crews from that Unit, who are designated for India, are trained to the necessary standard required by this Group to enable them to make successful trans.-Atlantic delivery, Flight Lieutenant Gillespie was especially chosen as officer in charge of this detachment in view of his varied experience both as a Flight Instructor and as a transport pilot qualified on large four engine aircraft.

In view of the important and particular nature of duties which this officer is now engaged, and difficulty of replacing him at the present time, it is requested that every consideration will be given to postponing Gillespie's transfer to the above for a period of at least six months.

His file contained the following (undated) narrative, apparently drafted as part of his application to rejoin the RCAF.,

It seems that all my life I have been interested in aircraft and flying. I first became an enthusiast during World War I while attending school in Chatham, New Brunswick, where I received my Junior Matriculation. This was followed by a year at Pictou Academy, after which I enrolled at University of New Brunswick

in 1925 to study Forestry. At the same time I became interested in the COTC and was asked by our Commanding Officer if I could get my parents' permission to go into the RCAF. The prospect filled me with enthusiasm which was not reflected by my father and in the summer of 1927, while timber cruising in northern New Brunswick, an epidemic of boils, brought on by the diet which we were forced to live on in the bush killed my enthusiasm for a forest existence.

In 1928 I attended Success Business College in Truro, Nova Scotia and received a certificate in Bookkeeping and Accountancy. Following this I went to work for the T. Eaton Company in Moncton, expecting to be in the office. Instead, I found myself selling merchandise during the Christmas rush and, when Canadian Airways opened a school at the new Moncton Airport, I enrolled as a student pilot with practically no assets but unbounded optimism. From different sources I raised enough money to pay for my lessons and eventually soloed a Gipsy Moth in 6 ½ hours. My instructor thought I was rather slow to take so long.

In the spring of 1930 I went to Buffalo, New York and, after getting my private and commercial license in the U.S.A. I went to work for Curtiss-Wright Flying Services. During 1930 and 1931 I did considerable flying all over the States, instructing, ferrying and testing. In the spring of 1931 I went to Toronto and received my commercial license in Canada. Times were not good financially and for some time I shuttled back and forth across the border, flying in both countries when opportunity offered. Although I cannot produce logbook evidence to back me up, during the early thirties I flew at least 30 different aircraft types, ranging from the Heath "Parasol" to the Ford Trimotor.

In the fall of 1931 I enlisted in the RCAF Reserve and spent four months at camp Borden taking a Navigation course. In September 1934 I received my discharge by registered mail.

At the time, I was living in Toronto and had taken a course in Authorship and Journalism from Shaw Schools, Completing the course, I began knocking out short stories that sold reasonably well to the pulp papers and, when I returned to the Maritimes in 1936, I decided to get married. Settling in Amherst, Nova Scotia, where my daughter was born in 1939.

When war broke out in September of that year I felt I had something that Canada could use and applied to the Saint John, New Brunswick Auxiliary Squadron for a commission. In sending the necessary forms, the Adjutant of the squadron warned me that I was overage (32) but that my experience might

counteract this. I due time I was advised to report to the Recruiting Office in Moncton for a medical examination and later a notification from Ottawa informed me that a review of my application has disclosed that I was too old to be useful to the RCAF.

In February 1940 I received a telegram asking if I could enlist as an Aircraftsman to take an Instructors Course at Trenton. My reply in the affirmative brought a further signal to report to Moncton and complete my enlistment.

I reported to Flying Instructors School and took my first flight in a Fleet on February 28, 1940, soloing in two hours 20 minutes. In March I soloed the Harvard Mark I in 2:05 and checked out at night in the same aircraft in 1:10. After receiving my instructor's category on May 26th I soloed the Oxford on May 27th in 1:35.

In June I received my commission, backdated to April 1st, and spent the summer of 1940 ferrying aircraft around Ontario and Quebec, eventually being posted to No.4 SFTS, Saskatoon in September [but see postings above.] In March 1941 I returned to Flying Instructor School as a staff instructor. The following September I went out as second-in-command of a Central Flying School Visiting Flight and remained on this job until the spring of 1943. At that time I managed an overseas posting to RAF Bomber Command but for the first time I failed to pass a Medical, due to my hearing. This was judged to be middle-ear deafness and my hearing in the air remained as acute as ever.

In April 1943 I was sent to Fingal, Ontario to convert single-engine pilots to Bolingbroke aircraft and remained for a week. Following this I returned to Central Flying School until June when I was posted to 45 Group, RAF Transport Command. Here I checked out in all available types as a Trans-Atlantic captain and instructed on all of them. During the summer of 1943 I spent most of my time at North Bay, Ontario on Hudson aircraft before returning to Dorval from where I made trips to the Gold Coast, England and Egypt. Eventually I returned to North Bay as a Flight Commander, which position I held until August 1945, except for three months when I was Officer Commanding of a 45 Group detachment sent to No.5 OTU, Boundary Bay, B.C. to assist in Liberator training. On returning from this detached duty in May I was put in charge of Lancaster training and Radio Range instruction at North Bay.

At the time I was posted to the RAF Transport Command I held an A-1 instructor's category and when I left the RAF on posting to the Release Centre at

Lachine, Quebec, I was assessed as an exceptional pilot and instructor and held their Command Pilot instrument rating. On September 1, 1944 I was awarded a King's Commendation and on September 7th, 1945, the Air Force Cross.

I was discharged from the RCAF in November 1945 and was employed by War Assets Corporation in Montreal. In 1947 I returned to Nova Scotia and since then have been selling insurance and acting as local representative for Maritime Automobile Association and two brokerage firms. I have been very active in the community life of this area, was founder and organizer of No.102 (Colchester) Wing, RCAF Association, and have been its President for more than two years. I am First Vice President of the Nova Scotia Rifle Association and Vice-President of the North Nova Scotia Highlanders Rifle Association, an active member of the Truro Curling Club and the Truro Golf Club.

Assessments (sample): "This officer needs more drive and initiative and a great deal more service experience." (4 December 1940).

"Conscientious and industrious, pleasing personality, but his pupils, although well-trained, are often behind schedule due to lack of organization on the part of this instructor. Deficient in ability to organize and manage flight activities and lacks initiative, administrative qualities and the push to get work done by others. Content to allow others to do the thinking for him." (10 July 1941).

"Has sufficient flying experience and ability to make a very useful operational pilot for Home work or Overseas. This officer is making an honest endeavour to improve the many deficiencies outlined in his last R.211. There is no doubt a change of environment would react in his favour as he has been in training too long. Superficially he gives the impression of wanting to overcome his weak points and become a better and more valuable officer. However, he is so set in his ways it is doubtful if he possesses the strength of character to overcome them all." (W/C F.C. Carling-Kelly, Central Flying School, 5 April 1943).

"An exceptional flying instructor. Should do well as a chief flying instructor. A very efficient officer who is an asset to the service." (S/L R.J. Ralph, North Bay, 17 August 1943).

"This officer is a flying instructor of above average ability. He is very conscientious and sets an excellent example to his pupils. It is strongly recommended that he be considered for accelerated promotion to the rank of Squadron Leader, in order that he may fill an established post as a Flight Commander at a unit within this Group." (W/C E.H. Coleman, Headquarters, No.45 Group, 7 August 1944).

"Flying Officer Gillespie is presently employed as Officer Commanding the Ground Observer Corps filter centre in Truro, Nova Scotia. He was recommended for that position from the Reserve because of his wide acquaintance in Truro and his extensive activities there in Air Force Association, Canadian legion and in sports activities such as curling and Rifle Shooting. In a unit depending on civilians for manning he is an ideal man. F/O Gillespie is all for the service and is happier in the RCAF than he could be in any other position in civilian life. He is the average type other than administration and had an outstanding career as a pilot during previous service. Although his field was flying, he makes a most sincere effort to do what is expected of him in his present position and with extra effort on his part and sufficient supervision and direction he satisfactorily completes any task assigned him. His two big faults are that he worries and worries unduly about minor problems and that he is influenced much more than he should be by other officers under his command. He is inclined to depend on others too much and is not inclined to make major decisions himself, and is not recommended for permanent commission because of advanced age for his rank and his hearing difficulties necessitating use of hearing aid." (W/C J.A. Wiseman, 6 January 1953).

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GILLESPIE, F/O Gordon Campbell (J27402) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Carleton, Prince Edward Island, 10 November 1923; home there. Formerly with Prince Edward Island Light Horse. Enlisted in Moncton, 21 July 1942 and posted to No.5 Manning Depot. To No.16 SFTS (guard duty), 11 September 1942. To No.6 ITS, 7 November 1942; graduated and promoted LAC, 21 January 1943; to No.1 BGS, 20 February 1943; to No.9 AOS, 15 May 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 8 December 1944. To Moncton, 20 January 1945. To Pennfield Ridge, 16 May 1943. To No.8 OTU, 1 June 1945. To Release Centre, 17 September 1945. Released 22 September 1945. Died in Hampton, New Brunswick, 24 February 2000. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 4 November 1944 when he had flown 34 sorties (181 hours 20 minutes), 20 December 1943 to 17 September 1944.

This officer has completed 34 operations against the enemy and throughout his tour has shown great courage and devotion to duty. His crew have only the highest praise for his good work, which is of the highest quality.

His assistance in navigation was completely reliable and, while on the bombing run, his cool and calm instructions to the pilot were a great reassurance to the

remainder of the crew.

His crew has invariably shown the greatest confidence in his ability and his bombing accuracy has been excellent, even on the most heavily defended targets and he has secured no less than nine photographs plotted within the target area.

I consider the excellent of Flying Officer Gillespie's work fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

20 December 1943 - Nickel (1.30, returned early, Wellington aircraft)
22 December 1943 - Nickel, Fontainbleau (3.55, Wellington aircraft)
22 March 1944 - Gardening, Kiel Bay (7.40, Halifax aircraft)
26 March 1944 - Courtrai (5.35, Halifax aircraft)
29 March 1944 - Paris (6.30, Halifax aircraft)
9 May 1944 - St. Valery (4.00, Lancaster aircraft from here onwards)
10 May 1944 - Boulogne (3.50)
12 May 1944 - Louvain (4.40)
31 May 1944 - Mont Couple (3.50)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (4.50)
6 June 1944 - Coutances (5.45)
12 June 1944 - Cambrai (4.45)
13 June 1944 - St. Pol (3.50)
16 June 1944 - Sterkrade (4.45)
21 June 1944 - St. Martin L'Hortier (4.25, day)
23 June 1944 - Bientiques (4.00)
24 June 1944 - Bamieres(4.10)
26 June 1944 - Foret d'Eawy (4.35)
15 July 1944 - Bois de Jardin (4.10)
18 July 1944 - Wesseling (5.30)
23 July 1944 - Kiel (5.35)
24 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (5.40)
4 August 1944 - Bois de Cassons (5.35, day)
5 August 1944 - St. Leu d'Esserent (5.25, day)
7 August 1944 - Caen (4.15,
8 August 1944 - Chantilly (5.15, day)

18 August 1944 - Bremen (6.40)
25 August 1944 - Russelsheim (10.15)
6 September 1944 - Emden (3.55, day)
10 September 1944 - Le Havre (4.35, day)
12 September 1944 - Dortmund (5.40, day)
14 September 1944 - Wilhelmshaven (4.20, day, duty not carried out)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.50, day)

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GILLESPIE, F/O Malcolm Gregor McGregor (J88981) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 26 May 1912 in Port Arthur, Ontario; home in Toronto (stock clerk, insurance salesman). Applied unsuccessfully to join RCAF, 1939-1940 while taking private flying lessons. Enlisted 3 March 1941 with Princess Louise Dragoon Guards and proceeded overseas with them, 20 June 1941. Transferred to RCAF, London, England, 10 July 1942. Attended No.1 Initial Training Wing, until 5 December 1942 when posted to No.4 EFTS, Cranwell. Flew Tiger Moth (seven hours dual to first solo, 11.10 total dual and 45 minutes solo. Described on 18 January 1943 as follows: "With previous flying experience this pupil made excellent progress, in spite of bad weather conditions. He should go on to become an above average pilot and is a most suitable type for training as an instructor." Repatriated to Canada, 25 March 1943 via No.31 Personnel Depot. To No.10 EFTS, 17 April 1943; to No.1 SFTS, 26 June 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Embarked from Halifax, 1 November 1943. Disembarked in Britain, 9 November 1943; posted next day to No.3 PRC, Bournemouth. To No.51 Group, 2 December 1943. To No.15 (Pilots) AF, 21 March 1944. To No.19 OTU, 13 June 1944. Promoted Flight Sergeant, 15 July 1944. Commissioned 21 August 1944. To No.51 Base, 8 September 1944. Attached No.1660 Conversion Unit, 11 September to 9 October 1944. To No.5 Lancaster Finishing School, 2 November 1944. To No.90 Squadron, 26 November 1944. Promoted Flying Officer, 21 February 1945. Repatriated 22 July 1945. Released 3 October 1945. Died in Orillia, Ontario, 16 August 1989. 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 30 sorties (173 hours five minutes) as follows (* denotes daylight sortie):

8 December 1944 - Duisburg (4.37)*
11 December 1944 - Oberhausen (3.24) DNCO
12 December 1944 - Witten (4.17)*
21 December 1944 - Trier (4.17)*

23 December 1944 - Trier (4.20)*
27 December 1944 - Rheydt (4.22)*
28 December 1944 - Cologne/Gremberg (4.15)*
7 January 1945 - Munich (3.31) DNCO
15 January 1945 - Erkenschwick (4.52)*
16 January 1945 - Wanne Eickel (5.32)
22 January 1945 - Duisburg (4.34)
28 January 1945 - Cologne/Gremberg (8.14)*
29 January 1945 - Krefeld/Verdingen (6.57)*
5 March 1945 - Gelsenkirchen (5.10)*
6 March 1945 - Salzbergen (5.40)*
7 March 1945 - Dessau (8.48)
9 March 1945 - Dutteln (5.05)*
10 March 1945 - Scholven Buer (4.48)*
12 March 1945 - Dortmund (5.53)*
19 March 1945 - Gelsenkirchen (5.15)*
21 March 1945 - Munster (5.33)*
1 February 1945 - Munchen/Gladbach (4.36)*
2 February 1945 - Wiesbaden (4.13)
3 February 1945 - Dortmund (5.26)
9 February 1945 - Hohenbudderger (4.40)
14 February 1945 - Chemnitz (6.12)
20 February 1945 - Dortmund (5.56)
22 February 1945 - Gelsenkirchen (4.35)*
23 February 1945 - Gelsenkirchen (6.03)*
4 April 1945 - Leuna (8.04)
14 April 1945 - Potsdam (8.33)
22 April 1945 - Bremen (5.23)*

This captain has taken great pains to coach his crew in all aspects of their work to reach a very high standard of operational efficiency.

He has attained a fine standard of co-operation with his navigator in the execution of the blind bombing technique and has led formation [sic] with great success. His results have been consistently accurate, his calmness and courage in the face of heavy opposition have proved him to be a Captain of outstanding ability. His fine work as an operational Captain are most praiseworthy and I strongly recommend that he be awarded the Distinguished Flying Cross.

Notes: Volunteer for Pacific. Repatriation Form dated 4 July 1945 stated he had flown 30

sorties (175 operational hours) plus 268.20 non-operational. Types flown were Tiger Moth (14.45), Oxford (93.35), Whitley (80.25), Stirling (46.40) and Lancaster (207.55).

Training: Course at No.10 EFTS shown as 3 May to 25 June 1943. Tiger Moth aircraft (37.40 day dual, 37.30 day solo, 4.00 night dual, 1.00 night solo. Needed seven hours dual to first solo. Was 13.40 on instruments, logged 12.45 in Link. Scored 422.4 points out of a possible 700. Placed 49th in a class of 50. "A low average student. Failed first set of Ground School exams. Secured low mark in clear hood flying. Weak in aerobatics and needed a retest on instruments."

Course at No.1 SFTS was 28 June to 15 October 1943. Harvard aircraft (4.50 dual to first solo, 75.35 total day dual, 56.30 day solo, 2.40 night dual to first night solo, total 7.45 night dual, 12.25 night solo). Of these times, 14.50 in formation, 29.05 on instruments. Logged 24.45 in Link. Graded in flying tests as follow: General Flying (209/300), Instrument Flying (152/200), Navigation (104/150), Armament (98/150), Night Flying (77/100), Formation (36/50) and Link (331/50). Ground courses in Airmanship (114/200), Armament (141/200), Navigation (100/200), Aircraft Recognition (91/100), and Meteorology (54/100). "Very hard working and persevering. Quiet and well liked. Average ability, excellent discipline."

Course at No.15 (Pilots) AFU was 3 April to 6 June 1944. Oxford aircraft (5.25 day dual to first day solo, total 21.05 day dual, 31.40 day solo, 1.05 night dual to first night solo, 6.10 total night dual, 15.15 night solo). Logged 6.30 in formation, 4.55 on instruments and 4.35 in Link. Graded in flying tests as follow: General Flying (220/400), Applied Flying (120/300), Instrument Flying (135/250), Night Flying (60/100) and Link (30/50). "This course made a slow start but persisted in his work. He has been eager to do well at all times and concluded with all round average category."

Attended No.1 Beam Approach Training School, 26 April to 2 May 1944. Oxford aircraft (10 hours, all beam flying on instruments). Logged 4.35 on Link. Graded on Beam Approach Procedure and "Q" Codes, Link (120/200), Receiver Operation (60/100), Instrument Flying (140/250, Cloud and Night Flying (140/250) and General Application of Beam Approach Procedure, flying (120/200). "Sergeant Gillespie proved to be a rather slow starter, but towards the end of the course was making definite progress. He appeared to have no particular faults but was unable to cope with Instrument Flying as well as control the aircraft on the beam. He showed keenness and with more practice would be able to raise the standard of his work."

Course at No.19 OTU was 15 June to 25 August 1944. Wellington aircraft (3.40 day dual to first day solo, 5.15 total day dual, 8.40 at controls with a captain, 29.50 at controls without a captain, 3.15 night dual to first night solo, 6.00 total night dual, 4.25 night at controls with a captain, 26.15 night without a captain; 14.35 on instruments; logged 16.40 in Link. Flew four

day and four night cross-country flights. No Nickels or Bullseyes. Four day and one night fighter affiliations. Did 12 dry and one wet dinghy drills and 13 parachute drills. Graded in flying tests as follow: General Flying (225/400), Applied Flying (125/200), Instrument Flying (150/250), Night Flying (56/100) and Link (22/50). Ground courses in Airmanship (246/300), Armament (180/300), Meteorology (33/100), Navigation (152/200), and Signals (84/100). "An ex-AFU trained pilot who has worked hard and keenly throughout the course. He is a pilot of average ability and should make a good operational captain after he has had more experience. Fighter affiliation exercises were well carried out."

Course at No.1660 HCU was 11 September to 29 October 1944. Flew 7.05 day dual, 14.00 day solo, 3.50 night dual and 21.45 night solo. Did three fighter affiliation exercises. "A slow, conscientious type. Average pilot with a fair crew. Should do well." Crew listed with incomplete service numbers - Sergeant Willis (Flight Engineer, 174), WO Aldridge (Navigator, R486), F/O MacIntosh (Bomb Aimer, J680), Sergeant Amor (WOP, 568), Sergeant Lock (Mid-Upper Gunner, R822) and Sergeant Batchelor (R757).

At No.5 Lancaster Finishing School flew 3.40 day dual, 1.50 day solo, 1.35 night dual and 5.25 night solo. Airmanship marks were 86 percent (oral) and 70 percent (written). "Average pilot. Slow at first but showed much improvement towards end of course. Captaincy and crew cooperation average." The Chief Instructor (W/C A. Heward) added, "Pilot Officer Gillespie is very slow. However he is anxious to get on and is undoubtedly keen. The crew are average. If he is made to assert himself and assumes responsibility, he will do much better."

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GILLESPIE, F/O William Lorne (J5305) - **Mention in Despatches** - No.7 Squadron (AFRO gives unit only as "Overseas" - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Toronto, 2 October 1914; educated there. Enlisted in Toronto, 19 September 1940. Trained at No.2 ITS, Regina, 11 November to 9 December 1940; at No.3 AOS, Regina, 10 December 1940 to 3 March 1941; at No.2 BGS, Mossbank, 4 March 1941 to 14 April 1941 (promoted Sergeant that date) and No.1 ANS, Rivers, 15 April to 15 May 1941 (commissioned 13 May 1941). With Ferry Command; to UK by Hudson, August 1941. Further trained at No.11 OTU, Basingbourn, Herts, August 1941 when posted to No.7 Squadron, Oakington, serving with that unit to September 1942 (flew 27 sorties). Promoted Flying Officer, 13 May 1942. Promoted Flight Lieutenant, 30 September 1942. Posted to Directorate of Operational Requirements, Air Ministry, 30 September 1942 in a staff post dealing with development of navigation and personnel equipment. This gave him experience with Halifax, Lancaster, Mosquito, Sunderland, Beaufighter and Liberator aircraft. He also carried out an RAF staff inspection of the B-29, and visited the Banting Institute in Toronto as an advisor on RCAF oxygen equipment. To Empire Air Navigation School, Shawbury,

16 October 1943 as student, then participates in liaison equipment lecture flight to units in Middle East, India and Ceylon. Carried out North Atlantic LORAN trials and participated in early planning of RAF flights later conducted by **Aries**. Repatriated 7 August 1944 and posted to No.1 CNS, Rivers. To RCAF Staff College, July 1945 before transfer to Ottawa and appointment as Executive Assistant to Air Member for Personnel. Served in postwar RCAF; Flight Lieutenant on 1 October 1946. In January 1947 named Assistant Defence Secretary to Minister of National Defence. Promoted Squadron Leader, 1 June 1947. When post-graduate navigation training was reintroduced into RCAF (September 1948) he was named Commanding Officer, Specialist Wing, Air Navigation School, Summerside, a post he held until appointment as Chief Administrative Officer, Station Winnipeg (August 1951). Promoted Wing Commander, 1 September 1951. Returned to AFHQ, January 1953 as Executive Assistant to Chief of the Air Staff. Awarded Queens Coronation Medal, 21 October 1953 (AFHQ, Wing Commander). Appointed Assistant to the Chief of the Air Staff, late 1956. Promoted Group Captain, 15 February 1957. Selected to attend Imperial Defence College, London, October 1958. CO of Station Uplands from 13 June 1961 to his retirement, 27 May 1965. See **CAHS Journal**, Vol.31, No.3 (Fall 1993). No citation. However, the following assessments from No.7 Squadron demonstrates the nature of his duties:

Flying Officer Gillespie did the duty of Squadron Navigation Officer for four months, During this time he was really keen and hard working. He is a very skilled navigator. Flying Officer Gillespie is a reliable officer, efficient both on the ground and in the air. (W/C B.D. Sellick, No.7 Squadron, 9 September 1942)

This officer has come off flying to deal with a rather uninteresting office job. He has done it with great enthusiasm and shrewdness and has made a considerable success of it. (G/C H. Waghorn, Air Ministry, 9 August 1943).

He has had to undertake what might be considered rather dull work in this department, in the supervision of the production of flying clothing. He has thrown a lot of enthusiasm into it and has got very good results. (G/C H. Waghorn, 15 September 1943).

If the revitalization of post-graduate navigation endeavour in the RCAF can be ascribed to any individual officer, that officer is S/L Gillespie. Supplementing his broad wartime navigation knowledge and experience by extensive study and application, he has fostered a progressive and realistic approach to the present pressing problems of air navigation in its broadest sense. Accepting difficulties as a challenge rather than using them as an alibi, he gets things done. (W/C D.A. Willis, Station Summerside, 11 January 1951).

A summary of his flying as of 1 December 1951 included the following types and flying hours: Lancaster (484 hours 15 minutes), Stirling (245 hours five minutes), Ventura (42 hours 10 minutes), Magister (6 hours 55 minutes), Mosquito (5 hours), Anson (232 hours 10 minutes), Battle (20 hours 50 minutes), Hudson (33 hours 45 minutes), Flamingo (two hours 25 minutes), Liberator (16 hours 15 minutes), Lodestar (27 hours 50 minutes), Sunderland (12 hours 50 minutes) and Meteor (15 minutes).

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GILLETT, Corporal Margaret Grace (W301558) - **Mention in Despatches** - Linton - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Enlisted at Quebec City, 10 September 1942. To No.7 Manning Depot, 28 September 1942. To Technical Training School, 22 October 1942. To "Y" Depot, 17 January 1943. Taken on strength of No.3 PRC, Bournemouth, 23 January 1943. Promoted LAW, 1 April 1943. Promoted Corporal, 1 October 1943. Repatriated 16 November 1945. Released 15 December 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when she has served 14 months in Canada, 14 months overseas. Hospital Assistant.

This airwoman as the senior W,D. Hospital Assistant in the Station Hospital has demonstrated qualities of leadership and organizing ability far above the average. Keenly interested in her work, she entirely of her own initiative works many hours tending her patients and the cheerful and efficient manner in which she performs her duties inspires the confidence of patients and staff alike.

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GILLETTE, F/O Arza Berry (J14754) - **Distinguished Flying Cross** - No.140 Squadron - Award effective 27 September 1944 as per **London Gazette** dated 3 October 1944 and AFRO 2373/44 dated 3 November 1944. Born 20 June 1922 in Croghen, New York. Salesman. American; home either in Potsdam, New York or Canaan, New York. Enlisted in Ottawa, 1 October 1941 and posted to No.5A Manning Depot. To No.4 Repair Depot, 7 November 1941. To No.3 ITS, 17 January 1941 (graduated and promoted LAC on 14 March 1942 but then posted to No.5 Manning Depot on 28 March 1942; to No.17 EFTS, 23 April 1942; graduated 20 June 1942 and posted that date to No.8 SFTS; graduated and commissioned 9 October 1942; to No.1 GRS, 6 November 1942; to "Y" Depot, 20 January 1943; to RAF overseas, 2 February 1943. Promoted Flying Officer, 9 April 1943. Repatriated to Canada, 25 September 1944; promoted Flight Lieutenant, 9 October 1944. To No.7 OTU, 26 October 1944. To Debert, 21 July 1945. To Pennfield Ridge, 14 August 1945. To Release Centre, 14 September 1945. Discharged 20 September 1945. Killed in automobile accident, Canaan, New York, 24 September 1950.

This officer has flown on many sorties, often in the most adverse weather and against heavy enemy opposition. He has taken part in many important photographic reconnaissance missions which have necessitated very accurate airmanship. Flying Officer Gillette has consistently maintained an exceptional standard of perseverance and courage.

NOTE: Public Records Office Air 2/9023 has recommendation dated 22 July 1944 when he had flown 56 sorties (113 hours 25 minutes) on high, medium and low level photography:

This pilot has shown outstanding keenness, skill and energy in the performance of his duty. Of his total sorties, thirteen have been carried out in the obsolescent Spitfire PR.IV and the remainder in the Mosquito; of the latter, ten have been carried out at medium and low level. Many of his sorties have been carried out in the face of extremely difficult weather conditions and strong enemy opposition.

He has played an important part in the squadron's work of photographing the potential airfield sites in Western Europe which necessitated very accurate flying at 12,000 feet. He has set throughout a magnificent example of courage and perseverance and his results have consistently maintained an exceptional standard.

To the above the Group Captain commanding No.34 Wing adds (25 July 1944):

This officer together with his navigator make the most reliable and consistently successful crew in the squadron. He has always shown the greatest tenacity in obtaining the required photographs and returning to his base.

GILLETTE, F/L Arza Berry, DFC (J14754) - **Commended for Valuable Services** - 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 approximately ten months at this unit, during which time he has displayed great initiative and energy towards the task allotted to him. The high standard of efficiency and morale at the squadron in which he is deputy can be directly attributed to his outstanding example. He has been responsible for instilling in trainees his extensive knowledge of operations gained through a successful tour overseas. In addition, Flight Lieutenant Gillette has made several single-engine landings under adverse conditions.

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GILLETTE, FS Victor Ira (Can 9914) - **British Empire Medal** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 19 January 1918. Home in Oshawa; enlisted 10 June 1938 in Toronto as Wireless Electrical Mechanic. Posted to Trenton on enlistment. Promoted AC1, 5 September 1939. Promoted LAC, 29 February 1942. Promoted Corporal, 15 October 1940. To No.1 BGS, 22 October 1940. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 August 1942. To Newfoundland, 7 October 1942. To No.121 Squadron, 3 January 1943. To "K", 21 September 1943. To AFHQ, 11 November 1944. Promoted WO2, 1 December 1945. Reverted to Flight Sergeant on taking up a post with permanent RCAF, 1 October 1946. Promoted WO2, 1 April 1950. Promoted WO1, 1 February 1952. On retirement he worked for 18 years with De Havilland Aircraft. Died in Toronto, 5 April 2010.

This member of the regular force has served with great credit in training and operational commands and at Royal Canadian Air Force Headquarters. His extensive technical knowledge and keen interest have resulted in an appreciable contribution to signals. At Royal Canadian Air Force Headquarters this non-commissioned officer has shouldered responsibilities far exceeding those normal to his rank. By intense personal interest, clear thinking and ceaseless work he has successfully adjusted this large and costly facility to the almost constantly altering requirements of the past year. Throughout his career Flight Sergeant Gillette has placed personal consideration aside in his eagerness to serve to the utmost of his ability. The result has been a consistently outstanding contribution to the Royal Canadian Air Force.

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GILLIATT, F/L Courtney Shippy Spurr (J10269) - **Distinguished Flying Cross** - No.107 Squadron - Award effective 25 September 1945 as per **London Gazette** dated 2 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 1921 in Annapolis Royal, Nova Scotia; home there. Attended Nova Scotia Agricultural College where he won the Governor General's Medal and the Macdonald Medal. Served in West Nova Scotia Regiment. Enlisted in Halifax, 7 May 1941. Trained at No.3 ITS (graduated 31 August 1941), No.21 EFTS (graduated 25 October 1941) and No.9 SFTS (graduated 28 February 1942). Commissioned 1942. Overseas his RAF navigator was one "Johnie Hill." Postwar he attended McGill University (B.Sc., 1947) before rejoining the RCAF. Served at Randolph Air Force Base (Texas) and Portage la Prairie (commanding flight training school). After time at Trenton and Winnipeg he served two tours in Europe (Ramstein, Germany and four years as senior Canadian officer at SHAPE, Mons, Belgium). Also had appointments as aide to Governor Generals Vanier and Mitchener. Rose to Brigadier General;

retired 1976 and acquired an MA in International Affairs from Carleton University. Died in Ottawa, 17 October 2008 (obituary gave his name as Courtney Shippey Spurr Gilliatt). Photo PL-128228 is a portrait taken in Trenton, 1959 as a Wing Commander.

Flight Lieutenant Gilliatt has completed numerous operational sorties. He has proved himself to be a skilful pilot and has secured excellent results on many of his missions. In December 1944, he executed a telling attack on enemy mechanical transport. In February 1945 he took part in a daylight operation during which a train and several mechanical transport vehicles were attacked. Three submarines in the Kiel Canal were also damaged. Flight Lieutenant Gilliatt has also bombed railway sidings with outstanding success. He has always pressed home his attacks with energy and determination though frequently encountering bad weather and severe opposition.

NOTE: Public Records Office Air 2/9132 has recommendation dated 6 June 1945 when he had flown 46 sorties (136 operational hours).

Flight Lieutenant Gilliatt has completed 46 operational flights, including one during daylight. He has proved himself to be a good operational pilot and has obtained some excellent results from his sorties over Germany and German occupied countries.

On the 27th of December 1944 one Mechanical Enemy Transport was attacked on a road at L.0491 and a fire left burning. Later he bombed and strafed a number of Mechanical Enemy Transport, heading east at P.2665. These attacks resulted in one flamer and an explosion.

An already burning Mechanical Enemy Transport was located at P.9482 on the night of the 1st January 1945. A direct hit was scored on this Mechanical Enemy Transport causing an appreciable increase in the intensity of the blaze. Two further bombs fell on the road itself. Some tanks were found on the road near a wood at L.0196 and strikes observed when cannon attacks were made. Another aircraft from the squadron flying over this spot later reported fires burning. The night's work was completed by an attack on a flying bomb in the area L.08 but no results were seen.

Flight Lieutenant Gilliatt took part in the daylight operation CLARION against enemy transportation on the 22nd of February 1945. A train of eight trucks was stopped at N.4105 as a result of bombing and strafing attacks. A near miss was obtained with a bomb and cannon strikes observed on the train. The village of

Wiemersdorf and horse-drawn vehicles at S.3895 were strafed. Finally, three submarines, preceded by a white ship in the Kiel Canal were attacked and cannon strikes observed.

On the night of the 28th February 1945 the marshalling yards at Birkirchen were attacked. One bomb burst was observed on the rear of a train and a second burst among scattered trucks. Strafing attacks resulted in strikes on a locomotive causing an explosion and much smoke and debris to be thrown into the air.

Flight Lieutenant Gilliatt has always pressed home his attacks with determination despite frequent ground opposition from the enemy. He has never allowed adverse weather conditions to prevent him from finding targets to attack. He is conscientious and efficient. For these qualities and the very good results obtained from his operations I recommend him for the award of the Distinguished Flying Cross.

GILLIATT, F/L Courtney Shippy Spurr, DFC (J10269) - **Mention in Despatches** - RCAF Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 497/46 dated 17 May 1946.

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GILLIES, Sergeant John Donald MacPherson (R89693) - **Mention in Despatches** - No.1659 Conversion Unit (AFRO says only "Overseas") - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 23 June 1914 in Teeswater, Ontario. Educated there and Ontario Agricultural College. Employed July 1938 to April 1941 by J.I. Case Company (farm machinery) in clerical work and then advanced sales. Enlisted in Hamilton, 4 April 1941 as Radio Mechanic. Granted Leave Without Pay until 27 April 1941 when posted to No.1 Manning Depot. To McMaster University, 13 June 1941. Promoted LAC, 20 September 1941. To No.31 Radio School, 27 November 1941, To "Y" Depot, date uncertain; to RAF overseas, 9 February 1942. To Middleton St. George, 2 April 1942. Promoted Corporal, 1 July 1942. To No.1659 Conversion Unit, 15 September 1942. Promoted Sergeant, 4 May 1943. To No.239 (Special Duties) Squadron, 28 January 1944. To No.9239 Servicing Echelon, 15 June 1944. Promoted Flight Sergeant, 1 August 1944. To West Rayneham, 31 March 1945. Repatriated 13 August 1945. Released 2 October 1945. Name also shown as Donald John MacPherson Gillies. Died in Toronto, 25 October 1996 as per **Legion Magazine** of March 1997.

Assessed 9 July 1945 - "This NCO's work has been extremely valuable to the Squadron Radar Section and has earned him a well deserved Mention in Despatches." (F/L J.D. Winfield).

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GILLIN, F/L Robert Clark (J11211) - **Distinguished Flying Cross** - No.31 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 133/45 dated 8 February 1946. Born in Brantford, Ontario, 13 October 1917; home there. Enlisted in Hamilton, 28 July 1942 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1942; graduated and promoted LAC, 7 October 1941; to No.10 AOS, 25 October 1941; to No.1 BGS, 30 January 1942; graduated and promoted Sergeant, 14 March 1942; posted that date to No.2 ANS; graduated and commissioned 13 April 1942. To "Y" Depot, 14 April 1942, To RAF overseas, 8 May 1942. . Posted from No.217 Squadron to No.31 Squadron. Promoted Flying Officer, 13 October 1942. Promoted Flight Lieutenant, 13 April 1944. Repatriated to Canada, 5 September 1945. Released 22 October 1945. Died in London, Ontario, 9 July 2006. There are documents relating to his career either at Directorate of History and Heritage or in Library and Archives Canada.

This officer has taken part in a large number of operational missions. These include the first Chindit operation, the seige of Imphal and supply dropping to the Fifth and Seventh Indian Divisions in the Arakan. He is a navigator of outstanding ability whose courage in the face of seemingly unsurmountable odds has been a source of inspiration to the other members of his squadron.

On 21 November 1942 he was a passenger in Wellington HX578 of Temporary Wellington Flight, Waterloo, on a convoy escort flight. On its completion the aircraft was to land at Robertsfield. The crew consisted of J8430 P/O F.P. Bartkiewicz (WOP/AG, killed), R69363 Sergeant J.J. De Marco (WOP/AG, killed), J8218 P/O C.J. Radford (pilot, injured, survived), 119657 P/O A.E. Abraham, RAF (second pilot, survived). J9565 P/O P.V. Lyon (navigator, injured survived) plus J11211 P/O R. Gillin, passenger. Radford had 189 hours 20 minutes flying on type and 396 hours 45 minutes total. Problems began after about 90 minutes flying and 60 miles from the convoy. The aircraft crashed at 6 degrees 50 minutes North, 13 degrees 10 minutes west. Aircraft was cruising when a knocking developed in port engine and smoke was seen to issue from the port engine cowling. There was as yet no apparent loss of power. Oil began streaming over port nacelle. After some time there was an explosion and the top of the port cowling burst open. From this point onwards power dropped. Pilot attempted to jettison depth charges but they hung up. Normal release system also failed. The engine then failed completely and pilot tried to ditch, closing the bomb doors before alighting at about 60 knots. Apparently preoccupied by a DC-3, pilot did not jettison petrol, and aircraft sank within seconds of ditching, taking down one crewman. The dinghy had inflated about 50 feet away and the crew boarded it; they were eventually spotted by a Hudson and picked up by ASR launch and six and one-half hours after ditching.

The specific evidence of Gillin (given just prior to posting to India) was as follows:

I am an observer in a Hudson crew in transit at Waterloo aerodrome. I was a passenger on Wellington HX578, which was detailed to take off from Robertsfield at 0630 hours 21 November 1942 on convoy escort duty, returning Waterloo about 1430 hours. At approximately 0815 I went forward to second pilot's seat while the captain of the aircraft, P/O Radford, went to the astro-hatch to take a sun sight. I was still in the second pilot's seat when, at about 0830 hours, the port engine began to make a pop-pop popping noise easily heard above the usual sound of the motors, accompanied by small bursts of gray-white smoke. The captain immediately came forward and took over the controls. I returned to the cabin, where the Wireless Operator, P/O Bartkiewicz, instructed me to get the fire extinguisher ready as the fuselage was beginning to fill with smoke. I took the extinguisher from the bracket and walked aft into the fuselage but the source of the smoke appeared to be under the navigation desk. On returning to my position before the main spar I put my Mae West on and slipped the water bottle inside it. I noticed the cowling had split on the top and caved in at the sides; oil was streaming back over the nacelle.

About five minutes after my return to the main spar I heard the captain give the wireless operator instructions to transmit S.O.S. and the I.F.F. to the distress position. During that time the captain and the second pilot had been trying to release the depth charges, but the rear gunner, Sergeant De Marco, did not see them go.

On the order "ditching stations" I braced my back, head and shoulders against the main spar, facing forward. I saw the wireless operator leave his seat and stuff the Verrey pistol and cartridge into his pocket while continuing to operate the Morse key with his left hand. I did not see him get onto the floor, although he may have done so at the last minute.

The initial impact was not severe and the plane seemed to wheel to port before all forward motion stopped. I stood up and turned facing the astro hatch which the second pilot was climbing through. The navigator, P/O Lyon, was getting up from the floor behind him. Water, which was coming from forward and below, was already up to my knees and the plane was filling rapidly. My head was not above water for more than eight seconds.

As the water came over my head I felt a shock of some violence, which spun me around and threw me off my feet, although I was not stunned. The fuselage

appeared to disintegrate. The force of the explosion was definitely not upward as I had to swim upward through wreckage about fifteen feet to reach the surface.

Pilot Officer Radford, P/O Lyon, P/O Abraham and P/O Bartkiewicz were already on the surface and P/O Abraham was calling out that Bartkiewicz was injured. There were pieces of wreckage (parachute packs, fabric, a piece of the mainplane) on the water, which did not show any signs of upheaval caused by the explosion. The dinghy was about 40 yards from me. My eyes were stinging with petrol and I had swallowed a good deal of petrol and sea water.

The dinghy was about half-inflated, right side up and puckered by its ropes. On reaching it I almost fainted but toughed better of it. I helped Radford close the larger of the two leaks with a leak stopper and two shoe laces, while Bartkiewicz was placed in the dinghy. I saw no signs of life in his body at any time. Later, Abraham was assisted into the dinghy which shipped a good deal of water. I was in the water about three-quarters of an hour, repairing the leak, and blowing up the dinghy by mouth. Radford stayed in the water some time after me. When he finally got in, the dinghy was still half-inflated and the slightest movement on the part of any of the four of us brought water over the side. After a thorough examination Bartkiewicz was slipped over the side.

Later we found the pump, and baled out water so that the dinghy rode better. The dinghy medical kit was opened and a field dressing was placed on Radford's leg.

I noticed that my watch had stopped at 0846. It had been synchronized in the morning before take off so that 0846 was definitely the time of ditching.

We saw the search Hudson on one leg of its search before it spotted us but the distress signals were wet and useless. It spotted us on the next leg that approached us, and dropped a Mae West with a bag of food, water and medical supplies, which we secured. Later it dropped some Marine Distress Signals which we also secured.

Later Wellington Y appeared and still later the Air Sea Rescue launch picked us up. I was only slightly scratched and bruised and had vomited up the petrol. On examination later the carbon dioxide bottle in my Mae West was found intact, and could not be operated by the lever.

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GILLIS, F/O Donald James (J25875) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Edmonton, 3 May 1918; home there; attended, McDougall Public and Victoria High Schools. Formerly in Alberta Dragoons. Enlisted in Edmonton, 11 July 1941 and Aero Engine Mechanic and posted to No.2A Manning Depot. To No.3 Manning Depot, 20 August 1941. To No.7 BGS, 7 September 1941. Promoted AC1, 12 November 1941. Promoted LAC, 1 April 1942. Remustered to aircrew and posted to No.7 ITS, 29 August 1942; to No.6 EFTS, 7 December 1942; to No.4 SFTS, 1 January 1943; graduated and commissioned 30 April 1943. To No.1 GRS, 14 May 1943. To No.31 OTU, 23 July 1943; to "Y" Depot, 23 October 1943. Promoted Flying Officer, 30 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Later posted from No.429 Squadron to No.22 OTU. Promoted Flight Lieutenant, 30 April 1945. Repatriated 5 August 1945. Released 14 September 1945. Returned to and resumed his prewar occupation in the automotive business. After two years in Vegreville, he joined the sales staff at Hugh McColl's South Park Motors; retiring after 30 years service as salesman, sales manager, and leasing and fleet manager. Died in Edmonton, 3 May 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.2610 (RG.24 Vol.20627) has recommendation dated 21 November 1944 when he had flown 33 sorties (171 hours 10 minutes), 28 June to 21 November 1944.

This officer has participated in thirty-three attacks on enemy territory, including such targets as Hamburg, the Ruhr and mine laying at Oslo. On numerous occasions Flying Officer Gillis has had the misfortune of having engine failures while returning from operations. On each occasion his superior knowledge of engine handling and his outstanding ability as a pilot and captain of aircraft have carried him through and enabled him to complete his missions under the most difficult circumstances. Throughout his tour he has by his cheerful example encouraged his crew to greater efforts. He has never failed to reach his objective and to carry out his duty in a most exemplary manner.

It is considered that this officer's splendid offensive spirit, combined with his fine operational record fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

28 June 1944 - Metz (7.00, second pilot)
4 July 1944 - Villeneuve St. Georges (6.05, second pilot)
12 July 1944 - Acquet (4.20)

14 July 1944 - Alderbelck (3.40)
18 July 1944 - Mondeville (4.35)
28 July 1944 - Hamburg (5.05)
30 July 1944 - Amaye sur Seulle (4.00)
31 July 1944 - Conquereaux (4.25)
1 August 1944 - L'Hey (3.25)
3 August 1944 - Foret de Nieppe (4.25)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - L'Hoque (4.25)
9 August 1944 - Prouville (4.15)
12 August 1944 - Brunswick (5.40)
13 August 1944 - Aisy (4.35)
15 August 1944 - Gardening (6.20)
18 August 1944 - Connantre (6.25)
27 August 1944 - Marquis (3.40)
28 August 1944 -Fresnay (4.10)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Gardening, Kiel (4.25)
12 September 1944 - Gardening, Oslo (7.00)
17 September 1944 - Boulogne (3.55)
24 September 1944 - Calais (4.35)
27 September 1944 - Sterkrade (4.55)
28 September 1944 - Cap Gris Nez (4.40)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (5.45)
30 October 1944 - Cologne (6.20)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (5.05)
21 November 1944 - Gardening, Oslo (6.50)

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GILLIS, LAC John Mervin (R112123) - **British Empire Medal** - Station Prince Rupert - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born 17 August 1921. Home in Southport, Prince Edward Island. Enlisted in Charlottetown, 25 July 1941 for General Duties and posted to No.4A Manning Depot. To No.5 ITS, 8 August 1941. Promoted AC1, 23 August 1941. Reclassified as "Messman", 11 September 1941. Reclassified as Motor Boat Crewman, 23 September 1941. To Trenton, 25

January 1942. To Western Air Command, 9 September 1942. To Prince Rupert, 7 November 1942. Promoted LAC, 1 April 1943. Reclassified as Seaman, 13 June 1943. To Patricia Bay, 20 July 1943. To Prince Rupert, 3 April 1944. To No.28 Radio Unit, 2 November 1944. To Patricia Bay, 15 March 1945. To Western Air Command Marine Squadron, 20 September 1945; to Release Centre, 9 December 1945; discharged 11 December 1945. Incident occurred 28 April 1943 with Shark 549. Gillis was recommended on 14 May 1943 by F/O H.H. Kirkpatrick, who suggested AFM; this was also suggested by W/C L.H. Brooks, CO. However, on 3 June 1943 A/C Allen Hull, WAC Headquarters, suggested BEM.

Immediately after refuelling an explosion occurred on a seaplane in an area crowded with aircraft and other valuable service equipment. A wireless mechanic, in the cockpit, was burned about the face and rendered partially unconscious. Leading Aircraftman Gillis, a motorboat crewman, with great presence of mind and a complete disregard for his personal safety, boarded the aircraft and attacked the flames. By using three fire extinguishers he finally succeeded in putting out the fire and then rescued the mechanic. By his prompt and courageous actions the life of an airman was saved and damage of valuable service property was kept at a minimum.

The original recommendation (DHH file 181.009 D.1938) read as follows:

On 28 April 1943, at Prince Rupert Station, an explosion occurred in Shark seaplane No.549 after being refuelled on the water near the refuelling barge. A Wireless Mechanic in the cockpit was burned about the face and rendered partially unconscious. Leading Aircraftman Gillis boarded the aircraft and in disregard to his personal safety, attacked the fire with three extinguishers, finally extinguishing the flames and rescued the Wireless Mechanic. As a result of LAC Gillis' prompt, cool action, serious damage was checked and the Wireless Mechanic was rescued. The accident occurred in an area crowded with aircraft and other valuable service equipment. LAC Gillis displayed great presence of mind and an act of gallantry, as there was great danger of a further explosion, due to the proximity of large quantities of gasoline.

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GILLIS, P/O William Edgar (J17233) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Sydney Mines, Nova Scotia, 4 December 1920; home there. Enlisted in Halifax, 9 July 1941 and granted Leave Without Pay until 17 August 1941 when posted to No.1 Manning Depot. To No.6 BGS, 1 September 1941. To No.4 WS, 22 November

1941. Promoted LAC, 22 December 1941. To Trenton, 21 February 1942. Returned to No.6 BGS, 25 April 1942. Graduated and promoted Sergeant, 3 May 1942. To "Y" Depot, 26 May 1942. To RAF overseas, 13 June 1942. Commissioned 4 March 1943. Promoted Flying Officer, 4 September 1943. Repatriated to Canada, 1 May 1944. To No.6 BGS, 12 June 1944. To Mountain View, 2 August 1944. To No.1 Advanced Gunnery Training School, 2 September 1944; to No.5 OTU, 30 October 1944; promoted Flight Lieutenant, 4 March 1945; to No.3 Repair Depot, 24 May 1945. Released 2 August 1945.

This officer has served throughout his operational career as rear gunner and consistently displayed a high standard of efficiency and accuracy.

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GILLMORE, FS (now P/O) John Harvey (R93824/J16762) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1187/43 dated 25 June 1943. Born in Picardville, Alberta, 1921; home there. Enlisted in Edmonton, 28 April 1941. Trained at No.2 ITS (graduated 6 August 1941), No.1 EFTS (graduated 25 September 1941), and No.5 SFTS (graduated 18 December 1941). Commissioned 1942 (J16762). Active in postwar RCAF (19883). Died in Hamilton, Ontario, 27 May 2004.

This airman has invariably taken part in operational flying with exceptional keenness and enthusiasm. In the face of all hazards he has frequently completed his mission successfully despite strong enemy opposition. During an attack against Turin in December 1942, he bombed the target successfully, undeterred by exceptionally adverse weather. One night in December 1942, by skilful airmanship, he evaded three attacks by enemy night fighters. Flight Sergeant Gillmore also proved his ability to deal with difficult situations during an attack on Essen in January 1943. His aircraft was severely damaged by anti-aircraft fire and the wireless operator wounded, but by cool and calculated handling of the aircraft he again reached base safely.

NOTE: Public Record Office Air 2/8950 has recommendation drafted 23 March 1943 when he had flown 31 sorties (184 hours 15 minutes). The document deals with his operations in some detail:

4 September 1942 - Bremen (6.05) - Duty carried out.
6 September 1942 - Duisburg (4.15) - Target bombed.
10 September 1942 - Duisburg (3.30) - Fires started near railway yards.
13 September 1942 - Bremen (5.40) - 20 minutes over target; aircraft hit by flak.
14 September 1942 - Wilhelmshaven (5.35) - Successfully carried out.

16 September 1942 - Essen (3.05) - Returned early; complete electrical failure; crashed on landing.
19 September 1942 - Saarbrücken (6.35) - Ground haze; target bombed.
21 September 1942 - GARDENING (6.10) - Duty carried out.
20 November 1942 - Turin (8.00) - Bombed at 10,000 feet; three attacks by fighters.
22 November 1942 - Stuttgart (7.40) - 10/10 cloud; 27 minutes over target.
28 November 1942 - Turin (8.20) - Target bombed; bursts seen.
11 December 1942 - Turin (8.50) - Bombed objective under very bad weather conditions; severe icing.
20 December 1942 - Duisburg (4.20) - Duty carried out; rear turret became unserviceable.
21 December 1942 - Munich (7.55) - Successful trip; reflection of fires seen on cloud.
3 January 1943 - GARDENING (7.30) - Mines laid.
4 January 1943 - Essen (3.40) - Target bombed; aircraft hit by heavy flak; wireless operator wounded.
13 January 1943 - Essen (5.25) - No results observed; intense heavy flak.
16 January 1943 - Berlin (7.50) - Successful trip.
21 January 1943 - Essen (5.00) - Target bombed.
23 January 1943 - Dusseldorf (4.30) - Bombed from 20,000 feet; attacked by Me.110.
2 February 1943 - Cologne (5.20) - Successfully carried out.
4 February 1943 - Turin (8.55) - Fires started.
11 February 1943 - Wilhelmshaven (5.30) - Duty successfully carried out.
13 February 1943 - Lorient (5.30) - Bombed from 12,000 feet.
14 February 1943 - Milan (8.20) - Good trip.
16 February 1943 - Lorient (5.50) - Target bombed; burst seen.
18 February 1943 - Wilhelmshaven (5.00) - Successfully carried out.
21 February 1943 - Bremen (4.45) - Very satisfactory sortie.
25 February 1943 - Nuremberg (7.45) - Duty carried out.
26 February 1943 - Cologne (4.50) - Target bombed.

Flight Sergeant Gillmore (Canadian) has just completed a very successful tour of operational sorties, eight of which were carried out in Wellington Mark II aircraft and 23 in Lancaster Mark I aircraft. During these operations he has always displayed an unconquerable spirit of determination to achieve his objective, frequently in the face of strong enemy opposition.

In the attack against Turin on the night of 11th December 1942, he reached his target under exceptionally bad weather conditions, and by his skilful airmanship on the night of the 20th November 1942, evaded three different attacks by enemy night fighters.

Flight Sergeant Gillmore also proved his ability to deal with difficult situations on

the attack on Essen on the night of the 4th January 1943. His aircraft, when over the target, was severely damaged by heavy flak and the Wireless Operator wounded, but by his coolness and calculated handling of his aircraft it was brought back to this country, and safely landed without further damage to aircraft or crew.

The consistent good work by this Non-Commissioned Officer and the fine example he has set by his courage and devotion to duty fully merits his recommendation for an award of the Distinguished Flying Medal.

On 24 March 1943 the Officer Commanding, RAF Station Holme-on-Spalding Moor, wrote:

Flight Sergeant Gillmore, throughout his first operational tour, has displayed a keenness and determination to complete his allotted tasks which are worthy of high praise. His consistency and reliability have been equalled only by his skilful airmanship and have set a splendid example to all members of his squadron who hold him in high regard. I consider that his fine record of achievement which has included sorties to many major targets in Germany including the Ruhr and Berlin as well as Italian targets is deserving of recognition by the award of the Distinguished Flying Medal.

GILLMORE, F/L John Harvey, DFM (J16762) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

Since the award of the Distinguished Flying Medal this officer has completed many more operational sorties. He has invariably displayed a high degree of skill, courage and resolution. His achievements at all times have been most praiseworthy.

Dave Wallace provides the following information from the Squadron Operational Record Book. Gillmore was Hector B. Rubin (RCAF, later DFC), Douglas J.A. Buchanan (RCAF, later DFC), Gordon Leonard Glover (RCAF, later DFC) and a Sergeant Amrit; they probably all arrived about the same time in late August or early September 1942. He further offers the following details:

20 November 1942: Target was Turin and they were in Lancaster W4322, O/101; additional crew were a Sergeant C. White and Sergeant J. Peacock. Target was Turin. Time up, 1850 hours, time down, 0250 hours. "Bombed at 2218 at 10,000 feet, Heading 120 Magnetic. No cloud but ground haze. Run up from east end of Dora. Aiming Point not seen but area surrounding clearly seen. Bombs not seen, good fires concentrated west of Aiming Point" The Form 540 narrative provides no detail other than that all squadron aircraft returned undamaged.

11 December 1942: Same crew making the long trip over the Alps to Turin. Form 540 states that seven aircraft took off but that the weather was "very difficult" and three aircraft were forced to return early due to icing. Form 541 for this crew identifies aircraft as W4312, H.101, airborne 1710 hours, down at 0200 hours. "Bombs were dropped on the estimated position of target, as visibility made it impossible to pinpoint." They bombed at 2149 from 10,000 feet, heading 235 degrees. "No results were observed but searchlights were seen. The visibility and conditions en route were also as bad as the other crews reported them, and the Captain's opinion also was that the trip was unsatisfactory owing to weather."

4 January 1943: Sergeant Armit was replaced by Sergeant T.J. Thurgood for this operation and the target was Essen. Form 540 said that eight aircraft were despatched and one failed to return. Form 541 gave time up as 1750 hours, time down as 2130 hours. "Bombs were dropped by PFF flares. The Wireless Operator was hit by a piece of flak, injuring him in the head and the aircraft was also damaged, not to a great extent and therefore the captain decided to land as soon as possible after reaching the English Coast, putting down at Hardwick near Norwich. The crew reported that the Wireless Operator made no complaint the whole time though he must have been in considerable pain."

23 January 1943: Target was Dusseldorf and Sergeant Armit was back in crew, suggesting that Thurgood had been the man injured over Essen. Not much in ORB: "Bombs were dropped at 1919 hours from 20,000 feet, heading 065 Magnetic through 10/10 cloud by PFF flares. "Fairly good trip."

The last operation by this crew was 25/26 February 1943, to Nuremburg.

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GILLSON, W/C Albert Henry Stewart (C1537) - **Officer, Order of the British Empire** - No.1 CNS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Soham, England, 4 December 1889; studied mathematics at Cambridge University, graduating in 1911. He then studied astronomy under Sir George Darwin, son of naturalist Charles Darwin. An interest in art led him to study for a time at the Slade School in London. At the outbreak of the First World War he enlisted in the Royal Navy. With his knowledge of mathematics and astronomy, he helped in the organization of a navigation system for Royal Naval Air Service pilots. In 1920 he left the Navy and accepted an appointment as a professor of mathematics at McGill University in Montreal. Enlisted in RCAF at Montreal, 21 December 1939 as Navigation Officer and granted rank of Squadron Leader that day. As of 21 November 1940 he was at No.1 Air Navigation School, Rivers (Chief Instructor). Promoted Wing Commander, 15 January 1942. To Trenton, 1 April 1944. To No.3 Training Command, 11 September 1944. Released 12 September 1944. Became Chair of the Mathematics Department at McGill, taking a secondment for three years to the Sir William Dawson Veterans College at St.

Johns, Quebec. He was recalled to McGill in 1947 to become Dean of the Faculty of Arts and Science. He left a year later to become President of the University of Manitoba, serving from 1948 to just before his death. He oversaw a period of unprecedented growth of the University and its consolidation at the Fort Garry Campus, and he was an enthusiastic supporter of research, establishing the Faculty of Graduate Studies and Research. Retired from the University in September 1954, due to a lengthy illness, and died at Winnipeg on 10 September 1954. He is commemorated by Gillson Street at the University of Manitoba.

Wing Commander Gillson has been responsible for the organization and the present state of high efficiency of the ground instruction of this navigation school. This school, under the direction of Wing Commander Gillson, has specialised exclusively in celestial navigation and has set a very high standard in this particular phase of training. As a direct result of the training received at his school, Observers on active service overseas have done markedly fine work.

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GILMORE, S/L Edward Gerard (C1036) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 March 1943 as per **London Gazette** dated 6 April 1943 and AFRO 809/43 dated 7 May 1943. Born in Toronto, 16 August 1913; home there. Attended College of Optometry, 1931-1933. Employed by Robert Simpson Company, 1933 to 1939 as optometrist and refractionist. Enlisted in Toronto, 1 August 1939 and immediately commissioned. He had some private flying before the war. Promoted Flying Officer, 3 November 1939. Trained as instructor at Trenton (Moth, Fleet, Oxford and Anson). Posted to No.1 SFTS, Camp Borden, 22 July 1940. Promoted Flight Lieutenant, 1 March 1941. Considered an excellent instructor (though not a very forceful one). Posted away from No.1 SFTS, 13 April 1942 and assigned to Ferry Command. Promoted Squadron Leader, 10 August 1942. Disemplaned in Britain, 15 August 1942. Taken on strength of No.3 PRC, 16 April 1942. To No.16 OTU, 19 May 1942. To No.408 Squadron, 10 August 1942. To No.6 (Coastal) OTU, 29 September 1942. Returned to No.408 Squadron, date uncertain. Killed in action with No.408 Squadron, 5 April 1943 (Halifax BB336, EQ-O, airborne at 2113 hours from Leeming; shot down by flak over the sea); name on Runnymede Memorial. Crew consisted of Gilmore (18 trips, 95.24 hours), 121551 F/L J.B. Darroch (navigator, 17 trips, 89.44 hours), 1475434 FS J.W.T.M. Smith (navigator, ten trips, 60.13 hours), 1254722 FS P.G. Oyler (WOP/AG, 22 trips, 126.09 hours), J.16063 P/O M.P. Hall (WOP/AG, 18 trips, 101.07 hours), R.116330 Sergeant R.T. Wiggett (WOP/AG, blown out of aircraft, safe, ten trips) and 1087533 Sergeant K.W. Haynes (flight engineer, nine sorties, 51.05 hours). Cited with Sergeant J.W.T.M. Smith (RAF, awarded DFM). Action described occurred on the night of 26 February 1943.

One night in February 1943, Squadron Leader Gilmore and Sergeant Smith were captain and bomb aimer respectively of an aircraft detailed to attack Cologne. Whilst over the target area the aircraft was subjected to heavy anti-aircraft fire

and sustained much damage. The aircraft went out of control and considerable height was lost before Squadron Leader Gilmore regained control. The bomber was riddled by shell splinters and one of his propellers was shot away, two compasses were rendered useless and all navigational charts were lost. Nevertheless, Squadron Leader Gilmore flew the damaged bomber to an airfield near the coast, having received valuable assistance from Sergeant Smith, who by use of the bomb sight compass, displayed skilful navigation.

NOTE: Public Record Office Air 2/4951 has original recommendation drafted 8 March 1943 when he had flown 16 sorties (80 hours 11 minutes):

Since coming to this squadron in July 1942, Squadron Leader Gilmore has carried out 16 operations in ace of heavy enemy defences. These operations were carried out upon the following enemy targets: Hamburg (1), Dusseldorf (2), Gardening (2), Flensburg (1), Dinghy search (1), Karlsruhe (1), Lorient (4), Wilhelmshaven (2), Cologne (1), Hamburg (1).

While over Cologne, Squadron Leader Gilmore's aircraft was thrown completely over on its back at a height of 18,000 feet. On righting the aircraft, regaining control at 4,000 feet, it was found that his starboard inner propellor had been shot away. Navigational charts had been blown out of the aircraft and the aircraft was considerably riddled by flak damage. The DR Compass was unserviceable; the P.4 compass was broken by a parachute being wedge in front of the control column, and the Bomb Aimer navigated the pilot out of enemy territory by use of the bomb sight compass. While crossing the Channel, the port inner showed signs of lack of oil and overheating, but the pilot by skilful manoeuvring managed to bring his aircraft to friendly territory and landed at Manston.

The successful completion of this operational flight was due to the initiative, resourcefulness and skilful airmanship of this officer.

RCAF Press Release No. 740 dated 7 September 1942 from one F/O MacGillivray reads as follows:

Formerly an optometrist in a large Toronto department store, and in pre-war days a member of the celebrated No. 110 City of Toronto squadron in the Auxiliary Air Force, Flight Lieutenant Edward G. Gilmore of Toronto has been promoted to the rank of Squadron Leader and appointed a Flight Commander in an RCAF bomber squadron under the Command of Wing Commander Donovan ("tiny") Ferris of Edmonton, Alberta.

A son of Mr. Francis Gilmore and the late Mrs. Gilmore of 283 Wolverleigh Boulevard, the newly appointed Squadron Leader was born 29 years ago, and graduated from St. Michael's College in 1930, and from the University of Toronto in optometry two years later.

He took out his private pilot's license with "old No. 110", and entered the RCAF immediately on the outbreak of war. After passing through Central Flying School, Trenton, he became an instructor at Camp Borden, being promoted from Pilot Officer to Flying Officer in July, 1940, and to Flight Lieutenant in May, 1941.

He had piled up the impressive total of 1,500 hours of flying in the Service when he flew a Hudson across the Atlantic in April of this year..

On his first operational trip, he had a brush with a night-fighter, but succeeded in bringing his aircraft and crew safely home.

Squadron Leader Gilmore's wife, the former Miss Bernice Quennell, lives at 125 Robina Avenue, Toronto, Ontario, and his brother, Ormond, is an AC2 taking his initial training at Eglinton ITS in the same city.

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GILMORE, F/L John Duncan (J23896) - **Distinguished Flying Cross** - No.626 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, 10 April 1922; home there (clerk); enlisted there 15 January 1942. To No.1 Manning Depot, 28 January 1942. To Trenton, 28 February 1942. To No.6 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.20 EFTS until 15 August 1942; may have graduated 9 October 1942 but not posted to No.2 SFTS until 24 October 1942; graduated and commissioned 19 February 1943. To No.1 GRS, 5 March 1943. To "Y" Depot, 29 May 1943. To RAF overseas, 15 June 1943. Promoted Flying Officer, 19 August 1943. Repatriated 19 May 1945. To No.16 SFTS, 27 June 1945. Retired 3 August 1945. Postwar Reserve (131223) on books of Training Command Headquarters. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8749 has recommendation dated 6 April 1945 when he had flown 36 sorties (201 hours 25 minutes), 16 September 1944 to 31 March 1945. NOTE: the citation refers to Dresden as one of his targets, but it does not appear in the sortie list.

16 September 1944 - Rheine
20 September 1944 - Calais
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez

5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
14 October 1944 - Duisburg
14 October 1944 - Duisburg
28 October 1944 - Cologne
30 October 1944 - Cologne
2 November 1944 - Düsseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
18 November 1944 - Wanne Eickel
27 November 1944 - Freiburg
3 December 1944 - Urft Dam
14 December 1944 - GARDENING, Kattegat
14 December 1944 - Karlsruhe
17 December 1944 - Ulm
28 December 1944 - Bonn
29 December 1944 - Scholven
4 January 1945 - Royan
6 January 1945 - Neuss
16 January 1945 - Zeitz
3 February 1945 - Bottrop
7 February 1945 - Kleve
15 March 1945 - Hanover
16 March 1945 - Nurnberg
18 March 1945 - Hanau
21 March 1945 - Langendreer
23 March 1945 - Bremen
25 March 1945 - Hanover
27 March 1945 - Paderborn
31 March 1945 - Hamburg

Flight Lieutenant Gilmore, a Canadian, as captain and pilot of heavy aircraft, has completed 36 operations against such targets as Duisburg, Cologne, Dresden, Hanover and Nuremburg. He has at all times shown the greatest keenness both in organizing his crew into an efficient fighting unit, and in successfully bombing the enemy on every occasion, pressing home his attacks in a most fearless manner.

Throughout this, his first tour of operations, Flight Lieutenant Gilmore has shown himself to be a competent and skilful pilot and his keen offensive spirit coupled

with his determination has set a magnificent example to his crew.

Flight Lieutenant Gilmore has never shirked the most arduous of his duties and his fine record of achievement coupled with an unconquerable spirit has done much towards building up the high morale and offensive spirit of the whole squadron. For his work, skill and very fine spirit, I strongly recommend that this Officer be awarded the Distinguished Flying Cross.

Remarks by Station Commander at RAF Station Wickenby 11th April, 1945:

The superb captaincy and airmanship of this Officer coupled with his fearless courage in the face of heavy enemy defences has given his crew inspiration and maintained their morale at a very high standard. Flight Lieutenant Gilmore's splendid offensive spirit and keenness to operate are a magnificent example to all other members of his Squadron. I strongly recommend that this Officer's excellent record and dogged determination be rewarded by the award of the Distinguished Flying Cross.

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GILMORE, FS (now P/O) Marshall Elgin (R169926/J88970) - **Distinguished Flying Medal** - No 420 Squadron - Award effective 22 December 1944 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 24 January 1914, Dunnville, Ontario; home in London, Ontario. Educated at Ontario College of Pharmacy; druggist before war. Enlisted in London, Ontario, 21 July 1942. To No.5 Manning Depot, 25 November 1942. To Trenton, 21 January 1943. To No.1 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 but not posted to No.1 AOS until 12 June 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Commissioned 2 September 1944. Repatriated 1 February 1945. Promoted Flying Officer, 2 March 1945. Retired 23 March 1945.

One night in October 1944, Flight Sergeant Gilmore was navigator of an aircraft detailed to attack Wanne Eickel. Before reaching the target the aircraft was hit by anti-aircraft fire. Extensive damage was sustained and the mid-upper gunner was wounded when the attack had been executed. Flight Sergeant Gilmore turned his attention to the wounded gunner to whom he rendered efficient first aid. Afterwards he skilfully navigated the aircraft to an airfield in the low countries where a landing was made so that the badly injured crew member could be taken off for urgent medical attention. Flight Sergeant Gilmore set a fine example of coolness and resolution throughout and by his proficiency in first aid and his skill in navigating the aircraft accurately to a strange airfield he undoubtedly contributed materially to save his comrade's life.

The original recommendation is in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607). Drafted by W/C G.J. Edwards, 28 October 1944 when he had flown 26 sorties (132 hours 20 minutes):

Flight Sergeant Gilmore was navigator in Flying Officer MacKenzie's aircraft detailed on 12th October 1944 to attack Wanne Eickel in the Ruhr. The aircraft, whilst on the outward journey, was hit by intense flak and damaged, and in addition the mid-upper gunner was severely wounded.

This Non-Commissioned Officer remained at his post and navigated his aircraft to the target well inside Germany where the bombs were dropped. When the attack had been delivered he proceeded to administer first aid to the wounded gunner, who undoubtedly owes his life to Flight Sergeant Gilmore's knowledge and ability in the application of emergency treatment.

After caring for the gunner he returned to his duties and skilfully navigated his aircraft to an Allied landing field in Holland near the battle lines, where a landing was made under difficult conditions and the wounded gunner was left for treatment in the field hospital.

Flight Sergeant Gilmore's skilful navigation and proficiency in first aid undoubtedly saved the life of the gunner and enabled the remainder of his crew and the aircraft to return safely to base. In consequence it is strongly recommended that he be awarded the immediate Distinguished Flying Medal.

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GILMOUR, F/L Benton Thomas (J6189) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born at St.Thomas, Ontario, 5 September 1921; home there. Worked as a grocery clerk for Lowlaws and drove a truck in 1940. Enlisted in Hamilton, 28 October 1940 and posted to No.2 Manning Depot, Brandon. To No.8 Repair Depot, Winnipeg, 28 November 1940. To No.2 ITS, Regina, 28 January 1941; graduated and promoted LAC, 4 March 1941; posted next day to No.6 EFTS, Prince Albert; graduated 22 April 1941 when posted to No.2 Manning Depot. To No.10 SFTS, Dauphin, 3 May 1941; graduated and commissioned 16 July 1941. To Central Flying School, Trenton, 17 July 1941. To No.6 SFTS, Dunnville, 19 October 1941 to instruct. Promoted Flying Officer, 1 May 1942. Posted to No.1 OTU, Bagotville, 19 November 1942; to Western Air Command, 27 March 1943; to No.118 Squadron, Annette Island, 30 March 1943. Posted to "Y" Depot, Halifax, 12 September 1943. Embarked from New York, 12 October 1943; disembarked in Britain, 19 October 1943 and taken on strength of No.3 Personnel Reception Depot, Bournemouth, Promoted Flight Lieutenant, 1 November 1943. To No.61 OTU, 30 November 1943. To No.1 Tactical Evaluation Unit, 7 March 1944. To No.53 OTU, 14

March 1944. To No.421 Squadron, 23 March 1944. Proceeded with that unit to the Continent. Returned to England by air, tour expired, 8 December 1944. To No.1695 Bomber Defence Training Flight, 27 December 1944. To RCAF Overseas Headquarters, 10 July 1945. Repatriated to Canada 2 August 1945; released 20 September 1945. Attended University of Toronto, 1946-1947. Served in RCAF Auxiliary (service number 120393), first with No.400 Squadron (13 April 1947 to 19 February 1948) and then No.420 Squadron (28 January 1950 to 1 July 1952). Died in St. Thomas, Ontario, 7 March 1984 as per **Airforce Magazine**, issued of October-November-December 1985. Directorate of History and Heritage fighter claims cards indicate the following victories: **23 August 1944** one FW.190 destroyed; **29 September 1944**, one Bf.109 damaged; **2 October 1944**, one Bf.109 destroyed plus one FW.190 destroyed plus one FW.190 damaged. RCAF photo PL-28750 (ex UK-10177 dated 1 May 1944) is captioned as follows: "These two Canadian Spitfire pilots are furnishing their home on the airfield commanded by W/C Mannifrank Brown, Winnipeg. That's a clothesline F/O B.T. Gilmour, St. Thomas, Ontario, is winding, while F/L C.D. 'Bitsy' Grant, Consecon, Ontario, is transforming an orange box into a dressing table." RCAF photo PL-44919 (ex UK-22449 dated 6 July 1945) taken following an all-Canadian investiture ceremony, 29 June 1945 at Buckingham Palace; F/L B.T. Gilmour, DFC (St. Thomas, Ontario, second from left) and F/O D.L. Hagar, DFC (Port Arthur) show their medals to friends, Mr. And Mrs. L. Knagg (Glengarry, England). Photo PL-44894 (ex UK-22478 dated 6 July 1945) shows F/L B.T. Gilmour (St. Thomas, Ontario), S/L J.D. Mitchener (Saskatoon) and F/L R.D. Phillip (Toronto) after investiture.

This officer has completed an intensive tour of operations with outstanding success. He has destroyed three enemy aircraft and damaged two others. He has also inflicted much damage on enemy transport. At all times, Flight Lieutenant Gilmour has displayed great courage, skill and devotion to duty which have been most praiseworthy.

NOTE: Public Records Office Air 2/9048 has recommendation dated 4 December 1944 when he had flown 149 sorties (200 hours ten minutes); he was then a Deputy Flight Commander; the document appears to have been raised by his Flight Commander:

During his tour of operations, this officer has shown exceptional keenness to engage the enemy, displaying courage and skill at all times. He has flown 149 sorties in which he has destroyed three aircraft and damaged two others. He has also destroyed or damaged more than 65 pieces of enemy transport. He has led flights on many occasions and has always shown himself to be extremely capable and to possess good qualities of leadership.

This was supported the same day by Squadron Leader J.D. Browne (Commanding Officer, No.421 Squadron). On 11 December 1944 G/C W.R. MacBrian added:

This officer has recently completed a very intensive tour of operations during

which he has achieved very fine success. He has flown 150 sorties of all types from dive-bombing to ground strafing and sweeping, has destroyed three aircraft and more than 65 enemy transport. I consider that this officer deserves the non-immediate award of the Distinguished Flying Cross and I strongly recommend that the award be made.

Training: Interviewed in Hamilton, 22 July 1940 at which time he was described as having spent four years in cadets. "Exceptionally clean cut young man. Keen. Consider above average in intelligence. Believe applicant will be officer calibre upon completion of course."

Course at No.2 ITS was 28 January to 26 February 1941. Examined in Mathematics (88/100), Armament, practical and oral (79/100), Signals (50./50), Hygiene and sanitation (34/40), Drill (79/100) and Law and Discipline (48/60). Placed 25th in a class of 214. "Good material. Direct from school. Frank. Keen. General school sports. Special, track and field, basketball."

No.6 EFTS course was 5 March to 22 April 1941 (Tiger Moths, 36 hours 30 minutes day dual, 32 hours 35 minutes day solo, of which five hours 20 minutes was on instruments. Also logged eight hours in Link. Sergeant L. Waite wrote of him, "Above average - Ambitious type; perhaps slightly over-confident; flying so far above average." Ground courses were Airmanship (144/200), Airframes (64/100), Engines (82/100), Signals, practical (100/100), Theory of Flight (82/100), Air Navigation (154/200), Armament, oral (173/200). Placed 15th in a class of 29. "Test was a good average; appears very willing to learn; however, may show a cocky attitude at times; conduct while at this school was very satisfactory."

No.10 SFTS course was 4 May to 15 July 1941; Harvard II aircraft (42.55 day dual, 39.30 day sol, 3.20 night dual, 6.45 night solo - of this, 20.25 on instruments. Also logged 20 hours in Link. S/L G.R.F. Groves wrote, "Above average. Aerobatics require improvement. Rolls rough and loops are too tight. Airmanship - should look around more prior to going into manoeuvres." Ground courses were Airmanship and Maintenance (142/200), Armament, written (77/100), Armament, practical (80/100), Navigation and meteorology (167/200), Signals, written (61/100), Signals, practical (44/50). Placed 14th in a class of 55.

Assessments: Flying Instructor Course at Trenton, 19 August to 2 October 1941. Described as "A splendid student". His flying was assessed by Sergeant Pilot Andy MacKenzie as follows: "High average pilot. Aerobatics very good. Knowledge of sequence good. Voice and manner clear and pleasant. Good type; with experience should make above average instructor." F/L H.H. Langford tested him in Harvard and listed his performance under several headings: Sequences ("High average"), Voice ("Not strong"), Manner ("Lacks force"), Ability to impart knowledge ("Average"), Ability as Pilot ("High average"). Final assessment was "C" category Instructor and noted, "When he develops more forceful manner will be a capable instructor."

"A recent arrival who appears very good material and interested in flying." (F/L E.S. Dunn, No.6

SFTS, 15 December 1941). To this, W/C V.H. Patriarche adds, "Has not impressed himself strongly but is conscientious and interested in instructing."

On 12 February 1942, W/C Patriarche wrote, "Is doing an excellent job as instructor, conscientious and very energetic. His department id excellent. Retention recommended."

Recategorized as "B" class instructor, 4 July 1942, at which time he had flown 640 hours instructing.

On 19 November 1942, on posting to No.1 OTU, S/L R.H. Hyndman wrote, "This officer is a capable and a reliable instructor who has been carrying out his duties in a very satisfactory manner."

On 29 August 1943, S/L F.G. Grant (No.118 squadron) wrote, "This officer should do well as fighter pilot on operations. Alert, keen and above average pilot."

Course at No.61 OTU, Rednal, 30 November 1943 to 22 February 1944. Flew Master for 20 minutes dual, following by Spitfire (five hours at night, 62 hours 30 minutes by day). Of this, 25 hours 15 minutes was formation and four hours on instruments; also logged eleven hours in Link. Ground courses in Airmanship (276/300), Armament (249/300), Intelligence (89/100), Navigation (180/200) and Signals (81/100). Flying Tests in General Flying (250/400), Applied Flying (140/200), Night Flying (60/100) and Link (41/50). Assessed under "Leadership" as 65/100. Fired 4,500 rounds air-to-air (four percent hits), 4,400 round air-to-ground (12.5 percent hits), dropped 16 bombs low level (40 foot average error) and exposed 177 feet of film. Air firing assessment was "Above average". S/L D.H. Denham wrote, 22 February 1944, "A good average pilot who is keen and conscientious but has shown lack of air discipline on occasion. Formation very good." A record of his gunnery indicates that on eight air-to-air exercises he fired 600 rounds per exercise on seven, 300 rounds on one (his fourth). On the first two exercised he scored no hits whatsoever and his best result was 7.7 percent hits on his sixth exercise.

On 31 March 1944, F/L E.L. Gimbel wrote, "This officer has just finished a long period as an instructor in Canada. Although he has just joined this squadron he has fitted himself in well with the plan of things. Recommended for a promotion."

Assessment of 19 December 1944 by S/L J.D. Browne noted he had flown 1,487 hours 45 minutes of which 165 hours 15 minutes had been in previous six months. Rated in following categories (as per Instruction 2, Appendix II of AMO A.984/42): "Zeal and energy in performance of duties" (7), "Personality, force of character and leadership." (6), "Reliability and judgement" (7), "Initiative" (7), "Ability on present duties" (8), and "General standard of professional ability": (6). S/L Browne wrote, "A reliable, loyal type who could easily handle a flight - I was very well satisfied with his work and recommended him for the Distinguished

Flying Cross.”

At No.1695 Bomber Defence Training Flight, engaged on fighter affiliation training, assessed on 12 July 1945 as “An above average pilot - very keen and capable.”

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GILMOUR, F/O Bert Cummins (J28672) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 27 February 1912 in Millgrove, Ontario; home in Galt; enlisted in Hamilton, 10 March 1941 as Clerk/Accounts and posted to No.1 Manning Depot. To No.4 BGS, 4 April 1941. To Technical Training School, 26 April 1941. To No.5 SFTS, 6 June 1941. Promoted AC1, 10 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 March 1942. Remustered to aircrew and posted to No.6 ITS, 8 December 1942; graduated 19 February 1943 and posted next day to No.2 Air Gunner Ground Training School; posted at uncertain date to No.1 BGS; to No.4 AOS, 12 July 1943; promoted Sergeant and posted to Mountain View, 23 July 1943; subsequently commissioned as of that date; to No.5 Manning Depot, 9 August 1943; to “Y” Depot, 12 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 23 January 1944. Repatriated 8 December 1944. To Mountain View, 15 January 1945. Retired 12 March 1945. Died 9 February 1998; buried in Kirkwall Presbyterian Cemetery, Beverley Township, Wentworth County, Ontario. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 29 October 1944 when he had flown 32 sorties (175 hours 40 minutes), 5 June to 25 October 1944.

This officer has displayed exceptional tenacity of purpose, together with a high degree of courage and initiative. His great ability and cheerful confidence have inspired a high standard of morale in his crew. He has completed thirty-two sorties, sixteen of which have been on heavily defended major targets such as Essen, Stuttgart, Wilhelmshaven, Duisburg, Bottrop, Emden, Stettin, Russelheim, Bremen, Hamburg, Kiel, and Wesseling and on each occasion he has dropped his bombs successfully and has secured some excellent photographs.

For his all round ability and great devotion to duty, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

5 June 1944 - Merville (5.40)
6 June 1944 - Coutances (5.25)
5 July 1944 - Gardening (5.400)

18 July 1944 - Wesseling (5.25)
20 July 1944 - L'Hey (3.40)
23 July 1944 - Kiel (5.25)
24 July 1944 - Stuttgart (8.40)
25 July 1944 - Stuttgart (8.50)
28 July 1944 - Hamburg (5.35)
1 August 1944 - Acquet (4.25, day)
3 August 1944 - Bois de Casson (4.35)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St. Leu d'Esserent (4.45, day)
7 August 1944 - Mer de Magna (4.15)
16 August 1944 - Stettin (8.10)
18 August 1944 - Bremen (6.20)
25 August 1944 - Russelsheim (8.35)
27 August 1944 - Mimoyecques (3.35)
29 August 1944 - Stettin (9.25)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (4.25)
17 September 1944 - Boulogne (4.05)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.00)
27 September 1944 - Bottrop (6.00)
28 September 1944 - Cap Gris Nez (3.45)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (5.05)
19 October 1944 - Stuttgart (6.40)
23 October 1944 - Essen (5.30)
25 October 1944 - Essen (5.30)

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GILMOUR, S/L Walter William (J3751) - **Air Force Cross** - No.1 SFTS (since moved to No.1 Training Command Headquarters) - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Winnipeg, 20 December 1913 (RCAF Press Release 4907 announcing award). Educated in Toronto. Employed by Crown Life Insurance. Moved to Ottawa in his youth. Began taking flying lessons at age 19 in Toronto. Applied to RCAF, November 1939. Enlisted in Toronto, 25 June 1940. To No.1 ITS, 21 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 EFTS; graduated and posted to No.2 SFTS, 11 November 1940; Commissioned 27 January 1941; to No.1 SFTS, 11 April 1941 (appointed Chief Flying Instructor in 1942). Promoted Flying Officer, 29 January 1942; promoted Flight Lieutenant, 12 August 1942; promoted Squadron Leader, 1 November 1943.

To War Staff College, 9 September 1944. No.1 SFTS again, 4 January 1945. To AFHQ, 5 August 1945. Taken on strength of No.3 PRC, Bournemouth, date uncertain. Attended Empire Central Flying School, England and subsequently flew Spitfires and Meteors. Remained in postwar RCAF (19874), retaining rank of Squadron Leader with service at Trenton, Toronto and AFHQ. Having attended Staff College, he was posted to Calgary in July 1950 to support No.403 (Auxiliary) Squadron. Later appointed Station Commander. Promoted Wing Commander in 1951 as posted to No.3 Flying Training School, Claresholm. Returned to Toronto in 1952 as Director, RCAF Staff College. Also on staff of Royal Military College. In 1957 posted to AFHQ as Director of Airmens' Posting and Careers. Retired 1 July 1963. Throughout his career he flew 25 types of aircraft and 3,500 hours. Upon retirement he was instrumental in establishing human resources framework of the Public Service Commission of Canada. Died in Ottawa, 7 October 2007 (Ottawa **Citizen**, 10 October 2007). Reported to have flown 1,824 hours to date of AFC recommendation, 1,619 hours as instructor, 174 hours in previous six months.

This officer, throughout an arduous career on flying instructional duties, has executed his responsibilities more than adequately. By his excellent leadership and ability as a pilot he has been a mainstay in the training organization at this station. For the past six months he has had the responsibilities of chief flying instructor as well as those of a squadron commander and has performed these duties most efficiently. The excellent work of this officer and the outstanding devotion to duty he has displayed at all times are most praiseworthy.

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GILPIN, F/O Elwyn Courtney (J87998) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 9 December 1915 at Viking, Alberta; home there (clerk and farmer). Enlisted in Edmonton, 5 October 1942. To No.3 Manning Depot, 29 October 1942. To No.2 WS, 8 January 1943; promoted LAC, 12 February 1943; graduated 23 July 1943 when posted to No.8 BGS; graduated and promoted Sergeant, 6 September 1943; to "Y" Depot, 20 September 1943. To No.3 PRC, Bournemouth, 8 October 1943. Commissioned 14 July 1944. Promoted Flying Officer, 14 January 1945. Repatriated 1 February 1945. Retired 11 April 1945. Died in Alberta, 1975. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 March 1945 when he had flown 31 sorties (145 hours 25 minutes), 24 May to 21 November 1944.

This officer, the Wireless Operator of the crew captained by Flight Lieutenant T.H. Prescott, has completed thirty-one operational trips over enemy territory including such heavily defended targets as Hamburg, Dortmund and Duisburg.

The courage, skill and determination in action displayed at all times by Pilot

Officer Gilpin have been a great inspiration to his crew, and his coolness and devotion to duty has contributed in a large measure to the success of his many operational flights.

The sortie list was as follows:

24 May 1944 - Aachen (5.25)
27 May 1944 - Le Clipon (3.20)
2 June 1944 - Dunkirk (3.15)
3 June 1944 - Dunkirk (2.40)
5 June 1944 - Houlgate (5.10)
7 June 1944 - Acheres (5.25)
17 June 1944 - Oisemont en Neuville (4.50)
21 June 1944 - Oisemont (4.35)
24 June 1944 - Bonnetot (4.25)
25 June 1944 - Gorenflos (2.55)
4 July 1944 - Villeneuve St. Georges (6.10)
14 July 1944 - Anderbelck (4.00)
28 July 1944 - Hamburg (5.25)
1 August 1944 - Le Hey (3.10)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu d'Esserent (4.25)
8 August 1944 - Foret de Chantilly(4.30)
9 August 1944 - Foret de Croc (3.55)
12 August 1944 - Mont Richard (5.35)
15 August 1944 - Soesterburg (3.35)
18 August 1944 - Connetre (6.05)
25 August 1944 - Brest (5.35)
27 August 1944 - Minoyceques (4.10)
28 August 1944 - Brest harbour (4.00)
25 September 1944 - Calais (4.30)
6 October 1944 - Dortmund (6.00)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (5.45)
18 November 1944 - Munster (5.25)
21 November 1944 - Castrop-Rauxel (5.40)

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GIMBEL, P/O Edward Lester (J15890) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 9 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated

30 April 1943. American in the RCAF; born in Chicago, Illinois, 28 December 1916; home there (birth date on MI.9 report). He gave his peacetime profession as "Independent Means." Enlisted in Windsor, 9 October 1940. To No.1 Equipment Depot, 30 March 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 Trainee Pool, 11 October 1941. Further trained at No.53 OTU, Aston Down. Commissioned 5 September 1942. Promoted Flying Officer, 5 March 1943. Shot down on 4 April 1943, he was wounded but managed to evade capture, leaving Gibraltar for the UK on 5 August 1943 and arriving in Liverpool on 11 August 1943. See G.A. Brown, **Those Who Dared**. Repatriated 5 September 1943. To "Y" Depot again, 8 October 1943. Overseas 21 October 1943. Transferred to USAAF, 13 June 1944. Began flying a Mustang and he resumed escorting Flying Fortresses and Liberators on bombing runs over France and then Germany, as well as attacking ground and train targets. In January 1945, he was ordered to instruct pilots on fighter tactics in England. He returned to his squadron in February 1945. On April 16, 1945, his airplane was struck by anti-aircraft flak over Prague, Czechoslovakia after he had destroyed four aircraft on the ground. He was at a low altitude and had to climb back up to 10,000 feet to bail out. The parachute cord wrapped around his neck and caused him to lose consciousness. A Czech farmer found him and turned him over to the German Gestapo. He was held prisoner for 15 days at the German concentration camp at Buhmerwald Castle as the U.S. 97th Infantry Division freed the captives on May 1, 1945. The Germans surrendered on May 8, 1945. On May 28, 1945, he was awarded the American Distinguished Flying Cross medal. He was honorably discharged from military service on August 11, 1945. Over all he recorded downing 15 enemy aircraft, captured one German plane, and had destroyed 30 German supply trains. He flew 224 training missions and 450 combat missions, logging 812 hours of combat flying time. Among the other medals awarded him were three purple hearts for wounds he had received. Died in United States, 1977. Victories as follows (serial numbers from Chris Shores, **Aces High**, 2nd edition): **17 August 1942**, two FW.190s probably destroyed (Spitfire BS176, one shared with P/O H.A. Westhaver); **6 September 1942**, one FW.190 damaged (BS176); **9 October 1942**, one FW.190 destroyed (BS176, shared with F/L G.B. Murray); **10 November 1942**, one FW.190 destroyed (BS176, shared with S/L Keith Hodson); **17 January 1943**, one FW.190 destroyed (BS104); **27 February 1942**, one FW.190 destroyed (BR623); **4 April 1943**, one FW.190 destroyed (BS110); **20 December 1943**, one FW.190 destroyed. Photo PMR-78-147.

This officer has taken part in a very large number of sorties over enemy territory including a number as escort to heavy bombers. Pilot Officer Gimbel, who is an excellent section leader, has destroyed two enemy aircraft. He has at all times displayed great keenness and devotion to duty.

NOTE: Public Record Office Air 2/4951 has recommendation drafted 22 February 1943 by W/C K.L.B. Hodson.

This officer has been actively engaged on operational flying for the past eleven months. During this time he has done four Rhubarbs and 70 offensive sweeps over enemy territory. He has proved to be an excellent section leader. Besides damaging four locomotives he has destroyed two enemy aircraft and probably destroyed one and shared in the probable destruction of another.

During certain periods the squadron suffered considerable losses, when detailed to escort Fortresses on deep penetrations, and his ever present sense of humour and unflinching keenness were of great value.

GIMBEL, F/O Edward Lester, DFC (J15890) - **Mention in Despatches** - No.403 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

NOTE: The Mention in Despatches is almost certainly related to his successful evasion. Public Record Office WO 208/3314 has the MI.9 report based on interview of 12 August 1943 (the day after his return to Britain):

I took off in a Spitfire aircraft from Kenley at 1340 hours on 4 April 1943 to rendezvous [with] bombers over Rouen at about 1415 hours.

On the way I was attacked by an enemy fighter which I engaged. Immediately several other enemy planes closed in on me. My plane was hit and the controls shot away.

I came down in an open field somewhere just north of Pavilly (Northwest Europe 1:250,000, Sheet 4). On the way down I noticed my own plane, and a German fighter which I had shot down, burning on the ground. I then fainted and do not remember any more until I came to on the ground and saw people running towards me.

I speak only a few words of French, but I gathered that these people wanted to take me into the nearest village. Not knowing if they were trustworthy I refused to go, and set off by myself across country, hiding my parachute in a bush. As I walked I took off my Mae West, which I hid, and turned my battle dress inside out. After transferring the contents of my aids box into my pockets, I buried the box. I found I had been wounded in the leg and left ear.

After walking for about three-quarters of a mile I met two small boys. I asked them for help and they led me to their home, a farm house. Their mother washed and bandaged my wounds, gave me a clean shirt, and helped me to cut down my flying boots. I told them I intended making south, whereupon they

informed me that there were no Germans in the immediate vicinity and told me the best road to take.

My idea was to skirt Rouen and make east so that I could cross the Seine, where I thought it would not be so wide. By mistake I got onto the main Dieppe-Rouen road and I could find no turning in an easterly direction. It was Sunday, and as there were many people on the road I felt very conspicuous, but no one took any notice of me.

In the evening I went into some woods west of Malaunay (Northwest Europe 1:250,000, Sheet 5) and slept.

I woke at dawn and set off again, still endeavouring to get east of Rouen. After I had gone about five miles I saw a small boy chopping wood. I went up to him and asked him if he could get me some food and a drink. He told me to hide in the woods while he went to find help. He returned after about ten minutes bringing with him some chocolate, coffee, bread and butter. A little later his elder brother arrived. He brought with him a French/English dictionary, which he gave me, told me to keep to the woods and fields, avoiding all roads, and also suggested where I should cross the Seine.

I walked across country all day, and when I came to a small village near La Fontaine, on the banks of the Seine, I decided to look for a boat or some other means of crossing the river. I saw a farmhouse nearby and went up to it to ask for food and help. The occupants gave me a meal, a civilian jacket and a pair of old overalls which I put on over my battle dress. They told me that they themselves could not help me, but that they knew of someone who could. A little later an old man and his son came to see me. They told me that they would row me across the river at dusk the next day. I went back to their cottage and spent that night (5 April) and all the next day with them. At about 1600 hours on 6 April they took me across the Seine and then left me. Before I went I had been given a packet of food.

I continued walking for some hours in a southerly direction and spent the night in a deserted barn somewhere in the Forêt de Londe (Northwest Europe 1:150,000, Sheet 7). I got up at dawn, walked all day across fields and country roads, and slept that night (7 April) in a haystack in a barn somewhere southwest of Neubourg (Sheet 7). In the morning I was woken by a boy. He refused to help me, but gave me six raw eggs and told me to move on.

I walked all day keeping west of Conches (Sheet 7) and in the evening I stopped at Beaubrai (Sheet 7) and called at a farm. I asked the farmer and his wife if they

would put me up for the night and give me a meal. I offered them money for this. They took me in and gave me some food, another set of civilian clothes, and offered me a bed. The next day one of the farmer's friends visited him. This man could speak only a very little English, but could both read and write it. He gave me a map of the district and told where to cross the Line of Demarcation. In the evening he took me to another farm house where I spent the night. On the morning of 10 April my new helpers put me on the road to Breteuil and then left me. They told me that there were no German troops in this town but that I should avoid Verneuil.

By the time I had passed through La Ferte Vidane (Sheet 7) it was getting dark, and I stopped at several farm houses, trying unsuccessfully to obtain shelter for the night. Finally a farmer agreed to let me sleep in a haystack in one of his barns. It had become apparent to me by this time that most farmers were friendly and willing to provide food and water, but that they did not care to offer shelter.

I got up at dawn and walked through the Foret de Senoches. While in this forest I met a French forester who advised me to get out of the woods as quickly as I could, as much of it was patrolled by Germans. When I was out of the forest I continued walking south again. A little later I approached a man in the road and asked for help. He took me with him to his house and from this point my journey was arranged for me.

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GINGRAS, P/O Paul Henri (J87974) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born at Quebec City, 5 June 1918; enlisted in Regina, 21 April 1942 and posted to No.5 Manning Depot. He described his profession as "production manager of limber mill" and gave his home on enlistment as Victoria Street, Quebec City. To No.1 Manning Depot, 3 June 1942. To No.3 ITS, 7 November 1942; to No.9 BGS, 6 February 1943; to No.1 Air Gunner Ground Training School, 3 April 1943; graduated and promoted LAC, 15 May 1943 when posted to No.9 BGS again. Graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Trained in UK at No.25 OTU or No.23 OTU (Pershore) and No.1664 Conversion Unit (Dishforth). Promoted Flight Sergeant, 25 March 1944. Commissioned 9 June 1944 (not gazetted until October); repatriated 28 October 1944. Promoted Flying Officer, 9 December 1944. To No.3 Training Command, 23 November 1944. To No.1 Air Command, 15 January 1945. To No.13 EFTS, 8 June 1945. Retired 4 September 1945.

His MI.9 report (DHH 79/507) lists the crew as F/L Stronach (pilot, evaded), F/O A.T. Armstrong (navigator, killed), Pilot Officer J.J. G. Dagenais (air gunner, killed), Flying Officer J.L. Emery

(navigator/bomb aimer, killed), Pilot Officer R.J. Phillips (air bomber, killed), Flight Sergeant M.A. Thornhill (radio operator, killed), and Sergeant J.W. Sharples (killed). Aircraft ND352 (LQ-T) departed Gransdon Lodge, 2300 hours on 10 June 1944 and came down a few kilometres northwest of Etampes. He reported that his parachute, harness and Mae West had been left in a field, being finally given to French villagers. He did not know if secret papers and equipment had been destroyed, but saw aircraft burning in the air and saw it as a large fire on the ground. He was the mid-upper gunner. His report read:

My aircraft was one of a squadron of Lancaster Pathfinders making an attack on a railway yard near Versailles (NWE Sheet 7- R.83). We were due to go in at Zero + 15 (0015 hours) and were on time. After dropping our load and reporting the fact to the Master Bomber we turned for home. I believe we bombed at 6,000 feet.

Somewhere between Stampes (France Sheet 15 - W.89) about 0030 -0040 hours I heard explosions beneath me, saw the starboard engines on fire and received the "bale out" order over the intercom. I called back I was baling out. Although I saw no enemy aircraft, I believe we were shot down by one, because I had seen no flak at that time. It is probable that we were cannoned from below. My conviction is strengthened by the fact that an enemy fighter base is reported at or near Auneau (R.6003) not far from the scene of the attack.

I had difficulty in getting out of the turret, my mae west and clothes got caught up in the projections; eventually I landed in the aircraft head first.

The aircraft was burning fiercely from nose to rear, and flames were reaching out to the mid upper turret. I heard two piercing screams coming from the direction of the W/T operator, but could do nothing to help, due to the flames.

I baled out through the rear hatch and fell like a stone; I realized I was holding the parachute handles and NOT the ripcord. When I pulled the cord, I was knocked out for a short time, probably the parachute straps. However, I was conscious before reaching the ground which I did unhurt.

I saw none of the crew and do not know if they had baled out - though am sure the W/T operator must have perished in the aircraft. The aircraft was in a glide and there was time to bale out.

Just before landing I saw another aircraft on fire - probably another Lancaster from our raiding party. It was flying in the same direction as ours and crashed in much the same place. I could see both aircraft burning.

I had landed in a field and left my parachute, etc in a heap where I stood. Not far away was a village silhouetted and I made off in the opposite direction, mistaking trees for houses several times.

Eventually I reached a road and later a large house, knocked for about half an hour, and flashed my torch in the windows, but gained no response. Seeing the outline of a barn nearby I went in to it and climbed a ladder to the loft. Some six or seven men were sleeping here; someone woke up and I declared myself as an evader - not difficult to see, as I was in full flying kit. They said the house I had tried to get into was owned by a collaborator.

It was clear I was among friends and in due course one of them offered to guide me to a house about eight kilometres distant where I would receive help.

I was about 0330 hours when my guide and I set off. Before doing so we went over my escape maps, checked contents of my aid box - all of which I replaced - and substituted my flying boots for a pair of ill-fitting shoes which I was given. My flying kit I also left behind; I went off dressed in my battle dress and cap and carrying my pistol.

My guide had a bike, and because I was unable to walk very quickly - I was a bit dizzy from the blow I received in the air - we took it in turns to ride and walk. It was thought advisable to hide when anyone approached us, but we reached our destination without incident.

I was made welcome by my host, but when his wife came down, she showed signs of agitation on seeing me. When I offered to depart, however, she apologized for apparent lack of hospitality and would not let me go.

My host related what had occurred a few days previously. The household in company with every man, woman and child in the village, had been forced to witness the public execution of a family by the Germans with all their "terror" trimmings. The execution had been done by machine gun which had been turned threateningly on the crowd. The family concerned had given shelter to two Allied airmen, who had been captured **after** they had left the family. It was thought that the Germans traced the people because the airmen had revealed their name and address, or had written it down on papers obtained by the Germans when searched. It had been a terrible experience as all houses were carefully searched and people questioned.

I was given food and a bed; in the morning I received a farm labourer's suit and was loaned a bike. My guide of the previous night came along, and together

with the help of some other men, organized a search for my crew and any from the other Lancaster I had seen to crash. Although searching from 0900 - 1700 hours we had no luck - except to recover my parachute, harness and mae west, which I distributed to my helpers.

We returned to my host and I gave him back his bike. I was given food to eat and a supply to last me with care for a couple of days; in addition I obtained a map from an almanac. My guide gave me an old identity card and I substituted the photo on it for one of mine (full face). He was to accompany me to Auneau (NWE Sheet 7 - R.6003).

I said goodbye to my friend at Auneau and continued walking until midnight - found a barn and went to sleep.

[12 June 1944] I decided to head northwest with the idea of hitting the beachhead somewhere between Caen - Dozule (Sheet 7F/2 - 2673). I thought it wise to avoid big towns and main roads, but rather to keep to secondary roads and cross country, using signposts and compasses of which I am thankful I had two - as I subsequently lost one.

It was not until I reached the outskirts of Haintenon (R.4617) that any incident occurred. I could hear shots and a man came running towards me saying, "they are taking the young men to the concentration camps." This caused me to make for a parkland, where I rested, washed and ate. In trying to get out, I wandered over dykes and found myself trapped within a circle of water. Some 50 or more civilians were working at erecting huts over ammunition dumps already in place. I decided to lie up until they knocked off for the day, and to follow them up and pass off as one of them. Things worked out well, and I was able to skirt the town and proceed on my way.

Puisseux (R.3225) was reached about curfew time (2300 hours) and I was making for what I took to be a convent when a German came out of the gate nearly colliding with me. He asked no questions however. When I looked into the gardens I saw many other Germans and realized I must risk the curfew and get on my way.

After walking for close on a couple of hours I found that I was back again in Puisseux. I set off again, and making for Treon (R.2929) I found a barn en riute and slept for a bit. It was so cold however that I was soon on my way again and reached Treon about 0545 hours. I was weary and felt the need of help.

I received the name of a possible helper who lived in a nearby village - but saw

some Gestapo at a road fork to that village and decided not to bother.

After a while I reached Aunay sur Crecy (R.2828) and chose a fairly poor but cleanly kept house to try my luck for help. After inquiring for a mythical person, I found the lady of the house friendly disposed and asked some questions about the invasion situation and also asked for help and food. It was clear she did not trust me altogether, but got some food together for me, without inviting me to eat it in her house.

Whilst I was eating what she had given me at the steps of a monument a little way down the village a man cycled along and spoke to me. He asked had I been to a certain house, and when I admitted it, sat down and had a long talk, indicating he had an idea what I was. He was very friendly, warned me against Gestapo activity in Crecy Couve (R.2628) and went off to get me some more food for my journey.

It must have been about 1000 hours, when I was still sitting in this village. I heard Fortresses coming over, and bombing the airfield just outside Treon. I saw no aircraft shot down nor heard any results of the raid.

I kept my general direction, slept outside Verneuil (R.0038) on the 14 June 1944, had a good clean up at a barbers in that town, and got the latest news. Avoiding any more towns I reached Notre Dame de Courson (Q.5472) on the night of the 15 June 1944 where I spent the night.

The following day, 16 June 1944, I set off again about 1300 hours, having slept late. I was weary and my feet were sore and shoes made them bleed. At a point west of Fervaques (Sheet 8F -5476) I met a French man who asked me whether I had seen any stray cattle. I hadn't, but asked him about the situation, where the British and Germans were, etc. He told me the British were in Dozule. He gave me details of where the Germans were in the vicinity and told me of three gun positions, one of which he specially reced for me there and then.

I took a path into the woods on the west side of the road and struck north again - this brought me out onto another road and as I emerged from the wood, three soldiers came towards me from my right, shouting and another man from a house on my left. I noticed there was a log barrier across the road. I continued walking towards the approaching sentries until one called out "Arretez, arretez". I stopped; meanwhile the man on my left had closed up to me; he was an officer. He could not speak French but one of his men could and acted as interpreter.

The officer asked me what I was doing out curfew and I explained I was on my

way to my Mother, had been delayed, and just had to go on. I produced my identity card. The officer ran his hands over me and even dipped into my pockets - he missed my RAF torch in my trousers and aid box and purse in inside my shirt. He did however find a piece of "perspex" which I had picked up from a shot down FW. He cried out "Tommy Tommy" and imitated the noise and flight of an airplane. I laughed and said, "Non, Allemand".

The officer seemed in good humour and without any suspicions as to who he was joking with. After a time he pointed up the road where the surface had changed from gravel to concrete, said, "Pas la" and, pointing down the road said "Allez", "Rous". I needed no second bidding.

After walking for about another hour, I turned into a barn and slept. Early that day I was about and making across country - from where I could here gunfire - reached the outskirts of Dozule. Here on a hill overlooking the town a lad ran away when he saw me. I caught up with him and asked him for information about the lie of the land, and whether one could get through the line. He said, "Yes - if you knew how." Still talking he led me to the other side of the hill to get a better view of the town and sea, but was chased away with curses by a farmer working there.

When I spoke to the farmer and apologised for having brought the lad on his ground I declared myself. He invited me into his house - I was once again among friends. In due course the British took the South bank of the river at Caen and I was able to contact British Headquarters again on 18 July 1944.

GINGRAS, P/O Paul Henri (J87974) - **Croix de Guerre with Silver Star and FFI Emblem (France)** - No.405 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. Served in No.419 Squadron (9 October 1943 to 25 January 1944) and No.405 Squadron (25 January 1944 to 10/II June 1944 (shot down during raid on Versailles marshalling yards). A Joined French Resistance, participating in several attacks on German communications systems. Reported safe in Allied hands, 25 July 1944, having been forwarded from Paris to Caen area where he met our forces. The following was reported by French authorities when recommending him for honours:

Paul Gingras, Canadian Air Gunner, voluntarily participated in the French Resistance Movement and displayed great bravery. By his courage, several important missions were successfully carried out behind enemy lines, notably the destruction during the night of the 2nd and 3rd of July 1944 of a bridge of the utmost strategical importance.

NOTE: This award generated some interesting correspondence about protocol (which seems to have been ignored) and common sense (which was applied). On 6 March 1945 Air Commodore E.E. Middleton (Acting AOC Commanding-in-Chief) wrote to the Under Secretary of State, Air

Ministry, as follows:

The Canadian Ambassador in Paris, General Vanier, while in Caen recently, was presented with the enclosed citation, also the Croix de Guerre avec Etoile d'Argent and an F.F.I. emblem, by Commandant Gille, President of the Committee of Liberation of Calvados, for Pilot Officer Paul Henri Gingras. This award has evidently been made in the field to Pilot Officer Paul Henri Gingras J.87974 of the Royal Canadian Air Force.

I do not think that this matter has been taken through the usual channels, probably due to the conditions prevailing at the time the Commandant made the award. However, I should appreciate your presenting this case to the appropriate authorities and advising them of my approval of its acceptance.

It is requested, also, that our appreciation of this award be extended to the French authorities.

On 12 June 1945 Mr. F.S. Yuill passed this on to Sir Robert Knox with his own comments:

You will see that the awards have been made in an unusual manner and were not offered through the appropriate channel in the normal way. In the circumstances I presume that we can only agree to the Canadian authorities' request for the awards to be accepted on their behalf.

If the Committee concur, therefore, we will take steps to have the Croix de Guerre gazetted.

The F.F.I emblem is, of course, not a decoration and should the officer raise the question of wearing it in uniform I imagine it will be for the Canadians to make their own decision according to their regulations governing such cases.

DHH file 181.003 D.519 has Operational Research Report K.204, "Report of Loss of Aircraft on Operations", involving Lancaster III serial ND352, T/405 Squadron, 10/11 June 1944. Report dated 3 August 1944. Loss caused by "fighter attack followed by fire." Location was "Etampes area, homeward bound". Crew were F/L M.P. Stronach (captain and pilot, 27th operation), F/O A.T. Armstrong (navigator, about 25th operation), WO R.J. Phillips (air bomber, about 25th operation), FS M.A. Thornhill (WOP, about 25th operation), Sergeant J.W. Sharples (flight engineer, about 25th operation), F/O J.L Emery (air bomber, 9th operation), FS D'Agenais (rear gunner, about 25th operation), and FS P.H. Gingras (mid-upper gunner, about 25th operation). Briefed course had been Base-Chelmsford-5055 N 0045 E - 5000 N 0118 E - Target - 4842 N 0210 E - 4815 N 0130 E - 4847 N 0100 W - 4940 N 0230 W - Base. Gingras' narrative as follows.

1. The Lancaster, which was detailed to act as a Visual Backer-up. Took off from Gransden Lodge at about 2245 hours. The outward flight was entirely without incident and the target was reached and bombed at zero + 15 from 3,000 feet. The target was covered with smoke and about 4/10 cloud but the Target Indicators were dropped in accordance with instructions received from the Master Bomber and the attack appeared to be successful. Light flak was fairly active in the target area but no trouble from it was experienced.

2. After leaving the target the Lancaster got clear of cloud and climbed steadily on a straight course to about 5-6,000 feet at a speed of 170-180 knots. There was no moon but clear starlight and the visibility was excellent. About 15 minutes from the target, while still climbing, the Lancaster was attacked without any warning by a night fighter. The Mid-Upper Gunner [Gingras] was keeping a look out astern at the time, and he could see that the Rear Gunner was also doing so. Both Gunners were traversing their turrets continually so as to keep a watch on both sides. The informant is therefore confident that the attack must have come from underneath although he has no direct evidence that this was so. The Lancaster carried Visual Monica, but the Wireless Operator did not report any indication before the attack. The instrument had certainly been functioning satisfactorily on the outward flight.

3. The first warning the informant received of the attack was the sound of bullets hitting the aircraft. Immediately afterwards a large fire broke out in the starboard wing. This was fiercest immediately behind the inboard engine but spread along the wing to the outboard engine. At the time he got the impression that both engines were on fire, but in retrospect he inclines to the opinion that the fire originated in the wing, probably a tank, because the Lancaster continued to fly perfectly straight in a shallow glide as long as he remained in her. The port wing did not appear to have been hit at all.

4. The pilot now gave the order to abandon the aircraft, which Sergeant Gingras at once acknowledged. He was the first member of the crew to do so. He emphasizes that the attack, the fire and the Captain's order followed one another in extremely rapid succession occupying only a few seconds.

5. Sergeant Gingras immediately removed his helmet and disconnected his intercom and oxygen supply. He experienced some difficulty in leaving his turret and it seemed some time before he eventually did so, head first. When he reached the fuselage he could see a huge blinding flame forward which appeared to fill the whole fuselage and stretch back almost as far as his turret. He was about to don his parachute when he heard the Wireless Operator scream twice. He put down his parachute and attempted to make his way forward to his

assistance, but the flames were far too fierce and he was forced to turn back after a few steps. He picked up his parachute and moved aft to the rear exit, clipping on the parachute as he went along. The left hand side fastened easily, but the right hand clip would not go on at first. He opened the door and immediately saw large tongues of flame and smoke streaming past the aperture from the trailing edge of the wing. He then managed to get the right clip of the parachute fastened and left at once, head first. He saw no sight of the Rear Gunner before he left, but he was so blinded by the flames that it was difficult to distinguish anything.

6. Sergeant Gingras pulled at the carrying handle of the parachute for a few seconds before he realised his mistake and pulled the ripcord. When the 'chute opened he lost consciousness for a short space but came to while still in the air. He must have jumped from about 5-6,000 feet. He did not see the ground at all before he hit but landed comfortably on very soft ground in a barley field in the neighbourhood of Etampes.

7. After landing he saw a big fire on the ground a few miles off which he believes to have been his aircraft and less than ten minutes after he landed he saw another aircraft shot down in flames. He saw or heard nothing of any other member of his crew but he is of the opinion that there was ample time for the majority of them to bale out before he left, especially in view of the fact that the Lancaster never performed any unusual manoeuvres after being hit.

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GINSBERG, WO Albert Abraham (R250093) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 29 May 1917 in Toronto; home there; enlisted there 29 September 1941 and immediately granted rank of Leading Aircraftman in Radio Mechanic trade. To Station Clinton (Radar School), 12 December 1941. Embarked for overseas, 11 February 1942. Posted from No.3 Personnel Reception Centre to No.405 Squadron, 11 May 1942; reclassified in Radar Mechanic trade, 27 May 1942; promoted Corporal, 1 July 1942; to No.408 Squadron, 12 October 1942. To No.6 Group Headquarters, 9 January 1943. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 7 July 1943. Promoted Warrant Officer, 28 August 1944. Repatriated to Canada, 19 June 1945. Released 13 September 1945. Died in Toronto, 6 June 2014. No citation. RCAF photo PL-41470 (ex UK-17957 dated 10 January 1945) is captioned as follows - "After their Christmas dinner in the Sergeant's Mess at RCAF Bomber Group Headquarters, the senior NCOs perform the duties at the kitchen sink. LAW Lucy Z. Hicks, a cook from Newfoundland, rules with an iron hand. The obedient ones, left to right, are Flight Sergeant Harold C. Freestone (Toronto, M.T. Section), and Sergeant P.C. Shephard (Whitewood, Saskatchewan), Warrant Officer Albert Ginsberg (Toronto) and Sergeant W.F. 'Bud' Hall

(Westmount, radar mechanics).

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GIORGIANNI, Corporal Charles Everard (R85802) - **British Empire Medal** - RCAF Station Botwood - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Angus, Ontario, 2 December 1918 (RCAF press release 2659 announcing award). Home in Barrie, Ontario; enlisted in Toronto, 19 December 1940 as Tractor Operator and posted to No.1 Manning Depot. Posted to No.8 (BR) Squadron, 16 January 1941; promoted AC1, 19 March 1941; promoted LAC, 1 October 1941; to Newfoundland, 21 November 1941; promoted Corporal, 1 March 1942. To Station Botwood, 6 January 1943 until 30 October 1943 (promoted Sergeant, 16 August 1943 but reverted to Corporal, 1 September 1944). Continued in Newfoundland until 3 November 1944 when posted to Edmonton. To No.10 CMU, 12 November 1944, serving there until March 1945. Released 29 March 1945. Died in Barrie, Ontario, 8 August 2016. DHist File 181.009 D.3061 (RG.24 Vol.20635) has recommendation and correspondence; events happened on 12 August 1943. In the previous winter he had also given good service clearing roads of snow.

When a dangerous fire broke out in a town in the vicinity of his unit and threatened to become a major conflagration owing to a very high wind, this NCO, in spite of the intense heat, smoke and flying embers, and with no regard for personal safety, repeatedly drove an RCAF bulldozer into the flames, levelling the burning buildings and sheds which made an effective fire break, thereby greatly assisting the fire fighters in bringing the fire under control. The courageous actions of this airman undoubtedly contributed in averting a very serious conflagration resulting in minimizing the damage to property and loss of life.

* * * * *

GIRLING, P/O Delton Ernest (J92004) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 11 May 1924; home in Ponoka, Alberta. Enlisted in Edmonton, 12 June 1942. To No.3 Manning Depot, 1 July 1942. To No.11 SFTS (guard), 21 August 1942. To No.2 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.15 EFTS until 27 December 1942; ceased training and posted to No.1 Composite Training School, 13 January 1943; to No.5 BGS, 17 April 1943; to No.1 ANS, 10 July 1943; graduated and promoted Sergeant, 20 August 1943. To No.1 BGS, 4 September 1943. To "Y" Depot, 15 October 1943. To No.3 PRC, Bournemouth, 21 October 1943. Commissioned 2 November 1944. Repatriated 19 December 1944. To No.2 Air Command, 29 December 1944. Retired 19 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to

duty." Public Records Office Air 2/8831 has recommendation for a DFM dated 13 November 1944 when he had flown 30 sorties (139 hours 30 minutes), 18 July 1944 to 28 October 1944; Flight Sergeant (R171602) at the time.

18 July 1944 - Wesseling
20 July 1944 - Homberg
23 July 1944 - Kiel
24 July 1944 - Stuttgart
28 July 1944 - Foret de Nieppe
3 August 1944 - Trossy St. Maximim
4 August 1944 - Pauillao
5 August 1944 - Blaye
7 August 1944 - Caen
9 August 1944 - Chatellerault
15 August 1944 - Le Culot
16 August 1944 - Kiel
3 September 1944 - Gilze-Rijen
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
16 September 1944 - Steenwijk
17 September 1944 - Westkapelle
20 September 1944 - Calais
23 September 1944 - Neuss
26 September 1944 - Cap Griz Nez
27 September 1944 - Kaiserslautern
3 October 1944 - Westkapelle
5 October 1944 - Saarbrücken
7 October 1944 - Emmerich
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne

Flight Sergeant Girling, a Canadian, has completed a fine Operational tour with this squadron having carried out 30 highly successful sorties against a variety of targets in Germany and occupied Europe. Many of these targets have been desperately defended, but despite intense opposition this N.C.O. has never allowed it to deflect the accuracy of his bombing which has always shown excellent results.

By his complete devotion to duty and high order of personal courage, Flight Sergeant Girling, has always directed his Captain with unerring skill and judgement and it is recommended that his fine record of Operational achievement be recognized by an award of the Distinguished Flying Medal.

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GIRVAN, F/O Ronald McLelland (J23208) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 1 August 1922 in Rexton, New Brunswick; home there. Enlisted in Moncton, 7 April 1942 and posted to No.5 Manning Depot. To No.9 SFTS (guatd), 25 May 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 28 September 1942 but not posted to No.4 BGS until 10 October 1942; to No.8 AOS, 5 December 1942; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated 19 May 1945. Retired 29 June 1945. Living in Rexton, New Brunswick as of September 1949. Died in Moncton, 6 January 2015. Photo PL-33622 shows him. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 14 June 1944 when he had flown 29 1/3 sorties (159 hours).

(* denotes 1/3 sortie)

23 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
19 February 1944 - Leipzig
24 February 1944 - Schweinfurt
1 March 1944 - Stuttgart
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
9 May 1944 - Merville
9 April 1944 - GARDENING
10 April 1944 - Aulnoye*
18 April 1944 - GARDENING
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshafen

10 May 1944 - Dieppe
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Le Clipon
27 May 1944 - Merville
28 May 1944 - Enfield Battery
5 June 1944 - Caisbecq
6 June 1944 - Vire
7 June 1944 - Cerisy
10 June 1944 - Acheres
11 June 1944 - Evreux

Flying Officer Girvan has now completed 29 1/3 operational sorties, on many of which fierce opposition has been encountered. Undeterred by anti-aircraft fire and fighter attacks, he has maintained his coolness and judgement and dropped his bombs with consistent accuracy and determination to hit the target. His complete disregard for the enemy's efforts to deflect him from his purpose and his devotion to duty have ensured the success of his crew's efforts.

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GIVINS, S/L Henry Cecil (C4379) - **Mention in Despatches** - No.61 Base (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 26 October 1910. Graduated in Mechanical Engineering, University of British Columbia, 1933 and thereafter employed as a Mechanical Engineer. Served in COTC, Artillery, 1940. Enlisted in Aeronautical Engineer Branch, Vancouver, 14 March 1941; home there. Granted immediate commission. Attended Aero Engineering School, Montreal, 29 March to 7 September 1941 (promoted Flying Officer, 30 August 1941). On strength of No.10 (BR) Squadron, 8 September 1941 to 28 February 1942. Posted overseas on 2 March 1942, arriving in Britain 18 March 1942. To Station Syerston, 24 March 1942. To No.408 Squadron, 14 July 1942 as Squadron Engineer Officer. Promoted Flight Lieutenant, 20 September 1942. Promoted Squadron Leader, 10 April 1943 and posted to Headquarters, Station Leeming as Station Engineer Officer. To No.61 Base, 21 January 1944. To No.1659 Conversion Unit, 1 May 1944, as Chief Technical Officer. Repatriated to Canada, 23 April 1945. Released 27 November 1945. Died in British Columbia (location unknown), 11 November 1983 as per British Columbia Vital Statistics. No citation in AFRO. The following assessments nevertheless give some inkling as to his work:

A most reliable, conscientious and hard-working Squadron Engineer Officer. The high serviceability of aircraft and the operational success of this squadron is due in no small amount of the great enthusiasm and ability of this officer. He gets on very well his men and can get the best out of them. Never afraid to et down to a

job of manual work himself (G/C J.A. Verner, 10 September 1942)

This officer is outstanding in his organization and work and takes a very great interest in his work. Recommend accelerated promotion.. (W/C M. Ferris, 14 January 1943).

A very capable and reliable officer (W/C D.D. Miller, 27 July 1943).

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GIVOTNIKOFF, FS (now WO2) Anatole (R54736) - **British Empire Medal** - No.11 Aeronautical Inspection District. Award effective 8 June 1944 as per RCAF Routine Order 1380/44 dated 30 June 1944. Born 31 October 1898 in Uzov, Russia; educated at Sarsfield School, Russian Military College and International Correspondence Schools, Montreal. Enlisted in Montreal, 16 January 1940 (home there) as Equipment Assistant. To Technical Training School, 25 February 1940. Promoted AC1, 16 April 1940. To No.11 Technical Detachment, 18 April 1940. Promoted LAC, 16 July 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 1 April 1941. Promoted Flight Sergeant, 20 March 1943. Promoted WO2, 1 February 1944. Retired 1 April 1947.

This NCO, in charge of the equipment section at his unit, has given outstanding meritorious service in the discharge of his duties. He gave unstintingly of his time in the organization period of his detachment. The advice and guidance he has given to civilian contractors has been of the utmost value.

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GLADDEN, W/C Richard Fleming (C1404) - **Air Force Cross** - No.1 Air Command Headquarters (now Station Watson Lake) - Award effective 21 April 1944 as per **London Gazette** dated 24 April 1944 and AFRO 802/45 dated 11 May 1945. Home in Claresholm, Alberta. Enlisted at Edmonton, 1 November 1939. Promoted Squadron Leader, 15 September 1941. With No.4 Training Command as of 20 January 1942. To No.23 EFTS, 23 November 1942. Promoted Wing Commander, 15 April 1943. To No.1 Training Command, 11 April 1944. To No.15 SFTS, 4 February 1945; to Northwest Air Command, 19 March 1945. To Watson Lake, 20 March 1945. To No.8 Release Centre, 14 November 1945; retired 18 November 1945. As of recommendation he had flown 1,434 hours, 800 as instructor (105 hours in past six months). No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

Since the outbreak of war this officer has served with distinction in the British Commonwealth Air Training Plan. A flying instructor of outstanding ability, he has been closely associated with Elementary Flying Training Schools and he has

organized and commanded successfully the first service operated Elementary Flying Training School in the British Commonwealth Air Training Plan. His proven ability, tact and skill have contributed greatly to raising and maintaining Air Force training standards.

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GLADDING, F/O Frederick (J38706) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Stratford, Ontario, 6 June 1923; home there (salesman and clerk); enlisted in London, Ontario, 8 October 1942 and posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 28 December 1942; to No.3 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943 but not posted to No.4 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, Lachine, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 26 May 1944. Repatriated with No.405 Squadron, 17 June 1945; to No.408 Squadron, 20 June 1945 To No.4 Release Centre, 11 September 1945; retired 20 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 36 sorties (211 hours 20 minutes), 25 October 1944 to 20 March 1945.

25 October 1944 - Homberg (5.30)
28 October 1944 - Cologne (5.30)
30 October 1944 - Cologne (6.40)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (5.45)
6 November 1944 - Gelsenkirchen (5.00)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.35)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (5.55)
17 December 1944 - Duisburg (6.30)
24 December 1944 - Dusseldorf (4.20)
28 December 1944 - Opladen (6.00)
29 December 1944 - Troisdorf (6.45)
30 December 1944 - Koln Kalt (6.30)
2 January 1945 - Ludwigshaven (7.35)
3 January 1945 - Hanover (5.35)

6 January 1945 - Hanau (7.25)
14 February 1945 - Chemnitz (7.05)
20 February 1945 - Dortmund (4.45)
21 February 1945 - Duisburg (4.25)
23 February 1945 - Essen (4.05)
24 February 1945 - Kanen (4.25)
1 March 1945 - Mannheim (5.05)
3 March 1945 - Chemnitz (7.35)
7 March 1945 - Dessau (8.40)
8 March 1945 - Hamburg (5.35)
11 March 1945 - Essen (4.25)
12 March 1945 - Dortmund (4.35)
14 March 1945 - Zweibrucken (5.05)
15 March 1945 - Misburg (6.30)
16 March 1945 - Nuremburg (6.50)
18 March 1945 - Witten (5.00)
20 March 1945 - Heide (5.05)

This officer is a navigator of exceptional ability. He has invariably carried out his highly skilled tasks excellently throughout many arduous sorties, including attacks on Hanover, Chemnitz and Hamburg and many other enemy strongholds. His fine spirit, courage and his outstanding keenness for operations have made him stand out as a very fine example to his entire squadron. Undoubtedly a most valuable member of aircrew, Flying Officer Gladding, by his work in the air and in his section, has placed himself in a position of recognized superiority.

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GLASGOW, P/O Albert David (J92197) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 31 December 1944 as per **London Gazette** dated 9 January 1945 and AFRO 471/45 dated 16 March 1945. Born 31 March 1918. Home in Irma, Alberta; enlisted in Edmonton, 5 June 1941. Posted to No.2A Manning Depot, 6 June 1941; to No.38 SFTS (guard duty), 3 July 1941; to No.4 ITS, 27 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.5 EFTS. Ceased training 9 October 1941 and posted to Trenton; to No.6 AOS, 20 November 1941; graduated 28 February 1942 when posted to No.5 BGS; graduated at uncertain date and posted to No.1 ANS; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942. To RAF overseas, date uncertain. Commissioned 2 August 1944. Repatriated 21 September 1945. Retired 10 October 1945. Died in Irma, Alberta, 24 September 2005 as per **Legion Magazine** of March 2006.

Throughout many operational sorties this officer has displayed coolness in the face of the enemy and great devotion to duty. In August 1944 he participated in

an attack on enemy shipping at the mouth of the Gironde. During the engagement his aircraft was badly damaged and Pilot Officer Glasgow was wounded. Although in great pain he continued to give his pilot exact directions and navigated his aircraft safely back to base.

* * * * *

GLASS, Sergeant Harry (R156584) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 27 April 1944 as per **London Gazette** dated 2 May 1944 and AFRO 1186/44 dated 2 June 1944. Born 21 April 1921 in Dufferin, Ontario; home in Toronto, having been educated at Duke of York Public School and Jarvis Collegiate; worked as a news agent and automobile mechanic before the war. Attended Galt Aircraft School; enlisted in Galt, 31 January 1942 as aero engine mechanic and posted to No.1 Manning Depot. To School of Technical Training, St. Thomas, 27 February 1942. To Dartmouth, 4 June 1942; to No.2 OTU, Pennfield Ridge, 7 July 1942. To Station Yarmouth, 8 August 1942. Promoted AC1, 30 August 1942. Promoted LAC, 1 January 1943. To "Y" Depot, 12 January 1943. To RAF overseas, 25 January 1943. Disembarked in Britain, 4 February 1943. To No.1659 Conversion Unit, 15 February 1943. To No.1664 Conversion Unit, 10 May 1943. Remustered to aircrew and posted to No.4 School of Technical Training, 16 June 1943. Trained as a flight engineer; attached to Rootes Securities, 17-23 July 1943. Qualified as Flight Engineer and promoted Sergeant, 16 August 1943. To No.1664 Conversion Unit, 21 August 1943. To No.429 Squadron, 6 January 1944. Promoted Flight Sergeant, 16 May 1944. Commissioned 15 June 1944 (C87159). Adventure described by Martin Middlebrook, **The Nuremberg Raid**, pp.237-238. Later commissioned (C87159). Killed in action with No.429 Squadron, 8 August 1944 (Halifax LW132); buried in Britain. RCAF photos PL-28642 (ex UK-9622) and PL-28643 (ex UK-9623), both dated 12 April 1944, are captioned as follows: "Adrift for more than ten hours in the North Sea, the three Canadian airmen pictured above were eventually rescued by a naval craft while an umbrella of fighters overhead circled for several hours to protect them. With them on a half-inflated dinghy were three RAF lads, while the seventh member of the crew, a 21-year old pilot from Moose Jaw, Saskatchewan is missing, believed killed. Sergeant Howard Robinson (left) of Montreal, the mid-upper gunner, had had a somewhat similar experience in 1940 when, as a member of the Merchant Navy, he was torpedoed near Antwerp. Centre is Flying Officer Jack Hall of Morden, Manitoba, the bomb aimer; at right Sergeant Harry Glass, of Toronto, flight engineer. Their aircraft was heavily attacked by two Junkers 88s shortly after they had bombed a German target, the navigator was wounded and several items of equipment set afire. The pilot succeeded in ditching in the North Sea off the French coast, but apparently was unable to extricate himself when the aircraft broke in two and sank. The men are members of the Bison Squadron of the RCAF Bomber Group."

This airman was the flight engineer of an aircraft detailed to attack Nuremberg one night in March 1944. During the operation the aircraft was repeatedly attacked by fighters and sustained extensive damage. A fire commenced but Sergeant Glass, by his gallant and determined efforts, succeeded in extinguishing

the flames. Later, whilst over the North Sea on the homeward flight, the pilot was forced to bring the aircraft down on to the water. Two wounded members of the crew were in danger of losing their lives but were saved by Sergeant Glass who also assisted other members of the crew into the dinghy. He proved a tower of strength in most distressing circumstances.

The file of F/O James Henry Wilson (J16998), pilot, killed in action 30/31 March 1944 has details relevant to the career and services of the above. He had flown 71 hours on Halifax III aircraft and 608 hours on all types. F/O J.C. Hall (air bomber, later awarded DFC) reported that on this night the crew of LK804 had consisted of F/O Wilson (killed), 1314764 Flight Sergeant C.W. Way (RAF, navigator), F/O J.C. Hall (air bomber), R15658 Sergeant H. Glass (flight engineer), 1317939 Sergeant S.C. Sharp, (WOP), R138018 Sergeant H.J. Robinson (mid-upper gunner) and 145465 F/O D. Finlay (RAF, rear gunner). On returning from Nurmenburg, southeast of Stuttgart, the aircraft was attacked by two Junkers 88s. Severe damage was sustained, including compasses rendered unserviceable. The mechanical lock on the starboard undercarriage was also shot away as well as hydraulic lines, allowing the wheel to come down. This not only increased fuel consumption but caused a violent swing when the aircraft eventually ditched. Violent evasive action to avoid other enemy fighters took the Halifax off track, which further strained fuel consumption. Petrol was finally consumed three minutes after leaving the French coast and the aircraft ditched at 0640. The pilot (Wilson) was lost with the aircraft but all other crew were thrown into water; Way (the navigator) was slightly injured and others were uninjured.

A few nights earlier (22 March 1944) he had been in Halifax LX619 "Q" which struck Halifax LK801 "D" at 1910 hours while taxiing out for operations. Port wing of "D" cut through nose of "Q". The crew on this occasion consisted of F/O James Henry Wilson (J16998, pilot, killed in action 30/31 March 1944); 151241 F/O C.W. Graham (RAF, air bomber), 1314764 Flight Sergeant C.W. Way (RAF, navigator), R15658 Sergeant H. Glass (flight engineer), 1317939 Sergeant S.C. Sharp, (WOP), R138018 Sergeant H.J. Robinson (mid-upper gunner) and 145465 F/O D. Finlay (RAF, rear gunner). Accident deemed due to inattention of crews.

The website "Lost Bombers" has the following on his last mission. Halifax LW132, No.429 Squadron (AL-H), target Chantilly, 7/8 August 1944. Airborne at 1858 hours, 7 August 1944 from Leeming to bomb an oil storage dump in the Foret de Chantilly. Outbound, other crews in this formation saw LW132 burst into flames at 15,000 feet, falling away and breaking up around 5,000 feet. The bodies of those killed were recovered and taken to Brookwood Military Cemetery. Crew were F/L D.B.J. Hall, RCAF (killed), P/O H.Glass, DFM, RCAF (killed), Flight Sergeant R.V.Harrodd (thrown clear and landed in the sea some 10 miles off Littlehampton, Sussex, from where he was rescued with only slight injuries), F/O T.A.Jackman, RCAF (killed), P/O D.Murray, RCAF (killed), P/O L.B.Syme, RCAF, (killed) and P/O W.S.M.Phillips, RCAF (killed).

Statement by Flight Sergeant R.V. Harrodd, navigator and sole survivor, 5 September 1944:
"Shortly after leaving the English coast on an operational flight in aircraft LW132 the mid-upper

gunner reported the starboard engine on fire. The aircraft then went into a spin and the captain, F/L Hall, ordered the crew to put on parachutes. While spinning the aircraft blew up and disintegrated. I was blown free and regained consciousness in time to pull my rip-cord and descend into the sea. Part of the aircraft continued burning in the water."

The investigation report noted, "ASR launch reports engine on fire for two or three minutes before the wing dropped and the aircraft spun. From the navigator's report, it appears that the engine had been in fire for some time and the wing burning and breaking caused the spin. It appears the petrol tank exploded, dispersing the aircraft."

It was further suggested that as this had been in daylight, the fire had not been noticed in time. Mid-upper gunners and pilots were to check visually more frequently in daylight.

At the time of his death he was credited with 29 sorties (160 hours 20 minutes).

RCAF Press Release No. 6137 dated August 12, 1944 from: S/L T.C. McCall (with photos UK-9622, UK-9623, UK-10006, UK-10007) read as follows:

WITH RCAF BOMBER GROUP OVERSEAS: - A 22-year-old Jewish lad from Toronto has been granted immediate award of the Distinguished Flying Medal as result of an epic of quiet heroism.

He is Sergeant Harry Glass of 287 Queen Street, member of the Group's "Bison" squadron. His parents did not know that he had been on flying operations against the enemy until announcement of the award.

The young flight engineer came to Britain as an aero-engine mechanic and remustered to aircrew. The trip to Nuremburg, for which he was given the gallantry award, was only one of several operational missions he had completed, but he had never let his people know that he had joined aircrew ranks "because I didn't want them to worry."

"I guess they'll have to find out now," he commented when advised of his award.

The deed for which the award was made took place on the morning of March 31, when a huge armada of bombers penetrated deep into Germany to blast the so-called shrine of Nazidom. Coming out of the target, Sergeant Glass' Halifax, piloted by a 21-year-old lad from Moose Jaw, Saskatchewan, was attacked by two fighters and literally blasted to shreds by cannon and machine-gun fire. While the pilot took evasive action, the flight engineer used an extinguisher on the flames which had broken out, and when this was exhausted, stamped them out with his feet. Later, the disabled aircraft was dogged for nearly an hour by

four Junkers 88's and forced to play a fantastic game of hide-and-seek in the clouds over Northern France before the fighters were eventually eluded.

Its petrol supply exhausted, the Halifax was eventually "ditched" close to the enemy-held coast. As six crew members clambered onto the wing, the big aircraft broke up and sank – the pilot with it. Sergeant Glass managed to reach a partially inflated dinghy and pulled the remaining five aboard. They tossed for ten hours in the sea until rescued and taken ashore.

Sergeant Glass' parents operate a store in Toronto, Ontario. He has a sister who is married to a member of the Canadian Army overseas, and a younger brother. As a youngster, he played rugby for Jarvis Collegiate and basketball with the Y.M.H.A., and before joining the RCAF, he attended the Galt Aircraft School.

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GLASS, F/L William Thomas (J28485) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Saskatoon, 11 January 1921; home in Victoria (electrician). Enlisted in Vancouver, 18 June 1942. Granted Leave Without Pay until 2 August 1942 when posted to No.3 Manning Depot. To No.7 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943; to No.6 EFTS, 6 February 1943; ceased training 2 March 1943 when posted to No.2 Manning Depot; to No.7 BGS, 19 March 1943; graduated 11 June 1943 and posted next day to No.1 AOS; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Promoted Flight Lieutenant, 5 November 1944. Repatriated 13 June 1945 when posted to "K". To No.8 Release Centre, 22 February 1946. Retired 4 March 1946. RCAF photo PL-41317 (ex UK-17802 dated 1 January 1945) is captioned as follows - "With plenty of experience behind them, F/L K.E. Johnston, DFC, Peterborough and F/L W.T. Glass, Victoria, are engineer and bomb leaders of the Bison Squadron of RCAF Bomber Group in Britain. Johnston served first as an aero engine mechanic and remustered to aircrew. Since then he has flown two tours of operations, so he knows the problems first hand which must be foreseen or met by the flight engineers. F/L Glass has more than 25 trips over enemy territory to his credit." Photo PL-41319 (ex UK-17804 dated 1 January 1945) shows him alone. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 December 1944 when he had flown 26 sorties (133 hours 20 minutes), 27 May to 2 November 1944.

As an air bomber this officer has taken part in twenty-six attacks on enemy targets, many of which have been against the heavily defended districts of the Ruhr. He has at all times shown great devotion to duty and a fine determination

to bomb his objective. As Bombing Leader of this squadron he has shown keenness for his work and has cheerfully instructed his air bombers in their duties and infused into them a fine offensive spirit. His unfailing tact and devotion to duty have been an inspiration to all.

It is considered that this officer's devotion to duty and fine offensive spirit fully merit the award of the Distinguished Flying Cross.

The sortie list was 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 - Grande Bois (3.35)
23 July 1944 - Donges (5.55)
25 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (4.45)
31 July 1944 - Conquereaux (4.20)
9 August 1944 - La Neuville (3.50)
12 August 1944 - Brunswick (5.35)
13 August 1944 - Aisy (4.10)
15 August 1944 - Gardening (6.55)
18 August 1944 - Connantre (6.40)
28 August 1944 - Fresnay (3.40)
21 October 1944 - Hanover (3.30)
23 October 1944 - Essen (5.45)
28 October 1944 - Cologne (5.25)
2 November 1944 - Dusseldorf (5.45)

RCAF Press Release No. 7805 dated 11 December 1944 from S/L H.W. Eggleston read as follows:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: -- Standing over six feet and tipping the beam at 220 pounds, F/O W.T. Glass, Victoria, B.C., (203 Quebec

Street), has been promoted to the rank of flight lieutenant and appointed bombing leader with the Bison squadron of the RCAF Bomber Group in England.

F/L Glass, well-known in senior British Columbia lacrosse circles before he joined the RCAF, has logged 26 sorties on enemy targets, some of them being to Stuttgart, Wesseling, Brunswick, and other major German cities.

"It was on a mining do that we had our shakiest time", said the husky bomb-aimer. "We had to do an orbit in order to put our "eggs" in the right place. On the second run, a battery of guns on a small island managed to predict us. Flak from the guns shot our rudder controls away, but the skipper, who later was awarded the D.F.C. for his airmanship, managed to get us all back to base safely."

"At the time, we were coned by searchlights from the island and had to do some fancy evasive action to shake them."

An electrician before he joined the RCAF in May, 1942, F/L Glass won his single wing and commission at Malton, Ontario, in July, 1943. He arrived overseas in September, 1943, and after the usual training in England, was posted to the Bison squadron.

Application for Operational Wing dated 28 April 1945 states he had flown 34 sorties (187 hours 30 minutes), 27 May 1944 to 11 March 1945.

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GLAZEBROOK, F/L Edwin Herbert (J5329) - **Distinguished Flying Cross** - No.229 Squadron - Award effective 22 October 1942 as per **London Gazette** dated 3 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in Outremont, Quebec, 18 August 1918. Educated at Alfred Joyce School, Montreal, 1924-1931 and Strathcona Academy, 1931-1935. Took Accounting and Business courses at Sir George Williams College, 1935-1936. Also took correspondence banking courses from Shaw Schools, Toronto. Employed as an office worker for T. Eaton Company for two months (1934); teller for Royal Bank of Canada in Montreal, 1935-1940. Enlisted in Montreal, 7 October 1940 and posted that date to No.2 Manning Depot, Brandon. To Vancouver, 24 October 1940. To No.2 ITS, 28 November 1940; graduated and promoted LAC, 2 January 1941; posted that date to No.12 EFTS; Goderich, graduated 24 February 1941 when posted to No.1A Manning Depot, Picton; to No.1 SFTS, Camp Borden, 5 March 1941; graduated and promoted Sergeant, 16 May 1941. Commissioned with effect from 17 May 1941 as per Appointments, Promotions and Retirements dated 28 May 1941 and **Canada Gazette** of 21 June 1941. To Embarkation Depot, 17 May 1941; to RAF overseas, 19 June 1941. To No.58 OTU, 14 July 1941. To No.130 Squadron, 25 August 1941, serving there

until at least 13 April 1942 (see assessment below). Promoted Flying Officer, 17 May 1942; Served in Malta, arriving there via carrier HMS **Eagle** on 18 May 1942. To No.603 Squadron, 18 May 1942. To No.229 Squadron, 5 August 1942. Victories as mentioned in Chris Shores, **Malta: The Spitfire Year** were: **6 June 1942**, one Ju.88 damaged; **1 July 1942**, one MC.202 damaged; **2 July 1942**, one Bf.109 destroyed (BR, 365, shared with another pilot); **8 July 1942**, two Ju.88s damaged; **25 July 1942**, one MC.202 destroyed; **11 October 1942**, one MC.202 destroyed plus one Ju.88 probably destroyed plus one Ju.88 damaged (three separate sorties); **12 October 1942**, one Ju.88 destroyed; **14 October 1942**, one Ju.88 damaged (shared with another pilot); **15 October 1942**, one Ju.88 damaged. Promoted Flight Lieutenant, 30 August 1942. Killed in flying accident, (Liberator crash at Gibraltar), 31 October 1942.

This officer has participated in many sorties over Sicily. In the heavy fighting over Malta he has taken part in many interceptions and his flight has destroyed twelve enemy aircraft. By his skilful and courageous leadership Flight Lieutenant Glazebrook played a large part in the successes obtained. He has destroyed three enemy aircraft.

Training: Interviewed for RCAF on 1 August 1940 by F/O Maurice Janin (later Mentioned in Despatches) who described him as "Very good type, neat and clean and very smart for height, intelligent and quick, organized, polite, courteous, good lad, should be well liked." The reference to height is unusual - Glazebrook was five feet six inches tall and weighed 130 pounds.

Course at No.2 ITS was from 29 November to 23 December 1940. Courses and marks as follows: Mathematics (75/100), Armament, P and O (81/100), Visual Link Trainer (B), Drill (63/100), Law and Discipline (84/100). Placed 30th in a class of 201. Described as follows: "Very good type and material. Mature - self confident. Above classroom average."

Course at No.12 EFTS was from 4 January to 21 February 1941. Att flying on Finch I and Finch II aircraft - 25 hours dual, 25 hours 15 minutes solo, and five hours in Link Trainer. Described by instructor as "A pilot suitable for either single or twin-engined aircraft. His aerobatics are fair. Instrument flying and general flying above average." Ground school courses and marks as follows: Airmanship (176/200), Airframes (147/200), Aero Engines (166/200), Signals, Practical (47½//50), Theory of Flight (80/100), Air Navigation (176/200), Armament, Oral (160/200). Qualities as an Officer (175/200). Placed first in a class of 31. Deemed suitable for commissioned rank. Described as follows: "An above average student both in flying and Ground Work. Studious and conscientious. Recommended for commission."

Course at No.1 SFTS was 5 March to 16 May 1941. Flew Yale and Harvard aircraft; 45 hours 50 minutes day dual, 37 hours 15 minutes day solo, five hours 55 minutes night dual, four hours 20 minutes night solo. These included 20 hours on instruments. Also logged 15 hours in Link and 140 minutes as a passenger. General flying assessed as "Above average", Formation flying as "Average", Navigational Ability as "Average". And Instrument Flying as "Above Average".

Described by Squadron Commander (S/L G.V. Priestly ?) as "Progress very satisfactory to a high average; pupil alert and very quick to learn." He was actually recommended for "General Reconnaissance" work. Ground courses and marks as follows: Airmanship and Maintenance (150/200), Armament-W (77/100), Armament (91/100), Navigation and Meteorology (166/200), Signals-W (91/100), Signals-P (50/50). Chief Ground Instructor wrote, "Very satisfactory - obtained first place in class of 52 pupils. Good effort made all through."

The list of graduates recommended for commissions following No.1 SFTS is headed by Glazebrook, followed by Sergeant C.S. White (killed in flying accident, United Kingdom, 26 September 1941), H.L. Myers, J.L.H. Elliott, C.A. King, R.A. Laing (killed in action, 12 January 1942), A.C. White (killed in action, 29 April 1942), G.G. Retallack (killed in action, 2 July 1942), L.H. Warriner (awarded AFC for Ferry Command services), S. Jamieson (killed in flying accident in Ceylon, 1 July 1942), A.T.A. Young, R.F. Minnick (killed in flying accident, No.58 OTU, 1 August 1941), H.A. Nicholson, J.R. Freeland (killed in action, 29 September 1941), F.J. Sherlock (awarded DFC), C.G.R. Saunders (killed in flying accident, 26 October 1941), A.R. Moulden, G.S. Robb (not commissioned, killed in action 14 July 1942), P.T.W. Walker (not commissioned, killed in action 22 October 1941), A.H.J. Fawcett (killed in flying accident, 16 September 1942), A.A. MacLeod (apparently not commissioned, killed in flying accident in Canada, 26 July 1943), J.A. Parker (not commissioned, killed in flying accident at No.55 OTU, 28 August 1941), F.R. Richardson (killed in action, 6 January 1942), S.H. Frankel and J.L. Roach (not commissioned, killed in action 11 August 1942).

Course at No.58 OTU lasted 14 July to 25 August 1941. Flew on Masters (two hours 50 minutes dual, six hours 25 minutes solo) and Spitfires (36 hours ten minutes). This included three hours on instruments and 12 hours formation flying; also logged six hours 50 minutes in Link. Flying Aptitude was listed under several headings - Natural Aptitude (Average), Skill in Landing (Average), Airmanship (Average), Aerobatics and Dog Fight (Above Average), Cockpit Drill (Average), Instrument Flying (Average), Formation Flying (Above Average) and Air Firing (not assessed), Map Reading (Average). Under "Distinctive Qualities" the following Categories were Listed:

1. Persistence (Does he keep on trying or is he easily discouraged ?) - Above Average
2. Sense of Responsibility (Has he common sense or is he over-confident ?) - Average
3. Endurance (Does he put up a consistently satisfactory performance under conditions of strain ?) - Above Average.
4. Leadership (Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight leader ?) - Above Average
5. Method (Does he work systematically to a plan ?) - Above Average.

6. Deliberation (Does he act decisively **for reasons** or on impulse ?) - Average
7. Initiative (Does he want to try things on his own ?) Above Average.
8. Dash (Is he quick and decisive in action ?) - Average
9. Distribution of Attention (Does he find it difficult to do more than one thing at a time ?) - Average
10. Self Control (Does he get flustered ?) - Average
11. General Assessment of suitability as Operational Pilot - Above Average

His overall assessment at No.58 OTU was as follows: "Pilot Officer Glazebrook is keen and conscientious and his ability as a fighter pilot is above the average run of pupils."

Assessment: An assessment of him for No.130 Squadron for the period 25 August 1941 to 13 April 1942 described him as "A very bright and keen young pilot who should do well in a fighter squadron."

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GLAZEBROOK, F/O Joseph Redmond (J22584) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Halifax, 10 October 1914; home there. Employed in Halifax Shipyards (1931-1932), Oland's Brewery (1932-1933), RCN Dockyard in Halifax (1933-1936); unemployed (1936-1937), Nova Scotia Liquor Commission (1937-1939) and Post Office (1939-1942). Enlisted in Halifax, 1 April 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 13 May 1942. To No.5 Manning Depot again, 26 June 1942. To No.3 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942; posted that date to No.8 AOS; graduated and commissioned, 30 December 1942). To "Y" Depot, Halifax, 13 January 1943. To RAF overseas, 2 February 1943; disembarked in Britain, 13 February 1943. To No.29 OTU, 20 April 1943. Promoted Flying Officer, 30 June 1943. To No.1660 Heavy Conversion Unit, 30 July 1943. To No.1654 Conversion Unit, 1 August 1943. To No.106 Squadron, 25 September 1943. To No.26 OTU, 1 May 1944. To No.82 OTU, 24 May 1944. Attached to Finningly for course, 2-16 June 1944. To No.86 OTU, 15 October 1944. Promoted Flight Lieutenant, 30 December 1944. To No.22 OTU, 31 January 1945. To Torquay, 3 July 1945. Repatriated 5 August 1945. Released 14 September 1945. Died in Halifax, 29 September 1981 as per **Legion Magazine** of January 1982.

During his tour of operational duty this officer has consistently shown accurate

navigational abilities. He has taken part in attacks against many heavily fortified enemy targets and his technical skill and great enthusiasm for operational flying have made him an invaluable officer to his squadron.

NOTE: Public Record Office Air 2/9632 has recommendation dated 15 May 1944 when he had flown 26 sorties (176 hours ten minutes); the document adds much to the record:

* Signa Aero Engine Works

4 October 1943 - Frankfurt (6.35)
7 October 1943 - Stuttgart (6.50)
18 October 1943 - Hanover (5.55)
3 November 1943 - Dusseldorf (4.50)
18 November 1943 - Berlin (9.30)
2 December 1943 - Berlin (7.30)
3 December 1943 - Leipzig (7.10)
29 December 1943 - Berlin (7.00)
2 January 1944 - Berlin (7.30)
14 January 1944 - Brunswick (5.15)
20 January 1944 - Berlin (6.50)
27 January 1944 - Berlin (8.15)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.20)
19 February 1944 - Leipzig (6.40)
20 February 1944 - Stuttgart (6.45)
24 February 1944 - Schweinfurt (7.20)
25 February 1944 - Augsburg (7.55)
10 March 1944 - Chateaux Roux (5.15)
18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.25)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (4.50)
29 March 1944 - Lyons (7.15)*
30 March 1944 - Nuremberg (6.50)
11 April 1944 - Aachen (3.50)

Flying Officer Glazebrook, as navigator, has completed 26 successful operational sorties against some of the most heavily defended targets in enemy territory, including Frankfurt, Hanover, Nuremberg, and Berlin (nine times).

This officer is possessed of high technical ability and much of his crew's success is due to his consistently accurate navigation. Throughout his tour Flying Officer

Glazebrook has shown keenness and enthusiasm for his operational flying, and by his coolness and determination under fire has set a fine example, not only to the other members of his crew, but to the whole squadron.

I consider that this officer's courage, skill and devotion to duty fully merit the award of the Distinguished Flying Cross.

These remarks were approved by the Officer Commanding, No.54 Base (22 May 1944) and by the Air Officer Commanding, No.5 Group (4 June 1944).

Notes: Application for Operational Wing dated 20 April 1944 stated he had flown 27 sorties (186 hours 55 minutes), 27 September 1943 to 11 April 1944.

Assessed 5 May 1944 when he had flown 389 hours (188 in past six months). "Has completed an excellent operational hours. Suitable material for \instructional work. All round average Canadian officer." (W/C E.K. Piercy). "A quiet and unassuming officer. Slow but steady and reliable in his operational duties." (W/C W.N. McKechnie).

Form dated 4 July 1945 on repatriation stated he had flown 28 sorties (218 hours), the last on 11 April 1944; had also flown 251 non-operational hours. Types experienced were Wellington (200 hours) and Lancaster (269 hours).

Assessed 8 July 1945 when he had flown 680 hours (58 in past six months). "This officer has spent instructional time on about five different OTUs. Despite which he devoted all his energies to his job and has done a good workmanlike effort." (W/C J.K.M. Cooke, No.22 OTU). "Carried out his duties satisfactorily. Recommended as Navigation Instructor." (G/C F.E. Nuttall).

Training: Attended No.3 ITS, 20 July to 11 September 1942. Courses in Mathematics (145/150), Armament (47/50), Signals (144/150), Navigation (139/150), Airmanship, Theory of Flight, Maintenance (100/100), Drill (88/100), Law and Discipline (95/100), Meteorology (40/50), Aircraft Recognition (98/100) and Anti-Gas (48/50), Placed eighth in a class of 87. "Serious, capable and reliable. Applies himself well. Good sense of duty. An outstanding airman.:

Attended No.8 AOS, 14 September to 30 December 1942. Anson I aircraft - 32.05 as first navigator by day, 25.40 as second navigator by day, 10.35 as first navigator by night, 17.30 as second navigator by night. Spent 3.15 in the air on photography. Graded in Navigation air work (583/700), Photography, air (74/100), Elements of Navigation (438/500), Magnetism and Compasses (75/100), Instruments (46/50), Signals, practical (100/100), Signals, written (42/50), Maps and Charts (45/50), Meteorology (60/100), Photography (42/50), Reconnaissance (50/50) and Aircraft Recognition (76/100). Was first in a class of 22. "An exceptionally good navigator and knows his work thoroughly."

Attended No.29 OTU, 20 April to 28 July 1943. Flew 15 hours as first navigator by day, 7.50 as

second navigator by day, 21.55 as first navigator by night, 8.30 as second navigate by night. Described as good average navigator - Chart work was good average, Log keeping average, General Navigation Technique and Procedure good average, Astro average, and GEE good average. "Quite keen and has done rather well and shown a steady improvement during the course. His Nickel was below his usual standard but he should improve with operational experience." (S/L P. Lester).

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GLAZER, F/L Albert Ernest (C3422) - **Distinguished Flying Cross** - Station Luqa (unit identified in AFRO only as "Attached RAF") - Award effective 14 September 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Toronto, 1918; home there. The date and place of his enlistment is variously recorded as 15 July 1940 (London, Ontario), 29 November 1940 (Toronto) and 6 January 1941 (Toronto), but he was commissioned 29 November 1940 in the Signals Branch and was overseas as of 5 March 1941. Promoted Flight Lieutenant, 10 September 1942. Promoted Squadron Leader, 1 August 1943. Repatriated to Canada, 18 March 1944; to "Y" Depot, Halifax, 26 April 1944; reported to No.3 Personnel Reception Centre, Bournemouth, 9 May 1944; repatriated again 9 July 1945. Released 28 August 1945.

In the course of a large number of sorties this officer has performed excellent work although a majority of them have been executed at night in all kinds of weather. His courage and devotion to duty are worthy of highest praise.

NOTE: Public Record Office Air 2/9596 has a recommendation sent on 5 August 1942 to Air Ministry by Group Captain W.J.M. Akerman (Headquarters, Royal Air Force, Middle East). This identified his unit as Station Luqa and provided the following details:

This officer has successfully carried out 63 operational sorties totalling over 475 operational hours as a Radio Observer. The majority of this flying has been carried out at night in all kinds of weather.

Flight Lieutenant Glazer has flown as Radio Observer in both night fighters and Special Duties Flight aircraft on many successful operations. In particular on the night of October 8th, 1941, he was instrumental in the destruction of an enemy vessel of 10,000 tons off the coast of Sicily. Again, on the night of December 12th, 1941, he was on an operation which resulted in the destruction of two Italian cruisers off the North African coast.

His courage and devotion to duty have been a marvellous example to others, and are worthy of the highest praise.

GLAZER, F/O Albert Ernest, DFC (C3422) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. No citation.

RCAF Press Release No. 811 dated 1 October 1942 reads:

All he did was some 500 hours of operational flying, most of it at Malta, and the only action he saw was the sinking of a 10,000-ton freighter and a couple of Italian cruisers. Flight Lieutenant Albert E. Glazer of 210 Glenayrn Road, Toronto, can't understand why he should have got the Distinguished Flying Cross.

In fact, when he first heard about it, he said "Yeah, now pull the other leg". But finally, they convinced him that he had been awarded the coveted decoration, so he went down to a tailor who was making a new uniform and asked him to move that Radio Operator's badge up a little. "You work fast", said the tailor and he sewed the blue and white diagonal striped badge into the new tunic.

It still didn't seem right to the Jewish University of Toronto graduate, and even after he had smudged it a couple of times with a damp finger, it didn't seem like his, but now that he is back in Great Britain and his year in Malta is sorting itself out in retrospect, it seems to be taking on a greater semblance of reality.

Al Glazer never was air crew despite all his operational hours. That is to say he never did fly with a regular crew. He came out of SPS at the University of Toronto in 1939 and worked for Premier Theatres, managing a house at Tillsonburg for a while. His dad is sales manager for Columbia Pictures in Ontario. On November 29, 1940, he joined up as a technical signals officer and took a ground course before going to Great Britain early in 1941. He did a tour of duty in Great Britain with a coastal command squadron and he began to take trips with the boys. Soon he found that he rated a radio operator's badge but there were none to be had. He finally had to go to the firm that designed them before he could get one.

He went to Malta in September 1941 and, almost as soon as he arrived, he made a trip with a crew that attacked and blasted a 10,000-ton freighter from the Mediterranean. Shortly after, he and his crew led a flotilla of destroyers to two Italian cruisers which the destroyers knocked out. These exploits were cited in his award of the D.F.C.

All this time, Flight Lieutenant Glazer's main job lay on the ground in keeping radio apparatus in shape. He kept the gear in shape with the help of his assistants, but he always found time to make operational trips against the enemy.

There were long nights and days of sleeplessness and through his whole stay on

the embattled island, there were almost incessant air raids, 2200 in all. Flying with night fighters, the young Torontonion helped to knock down more than one night bomber. From the middle of March to the middle of August, there were 41 enemy aircraft destroyed at night who did not dare to face the day defenses of the island.

Flight Lieutenant Glazer is back in Great Britain in a radio post at Royal Canadian Air Force Headquarters. He still remembers when he used to measure the distance between Malta and Toronto on the map and shake his head. Sure, they all groused and wished they were back home but none of them could have been dragged away. The D.F.C. helped to make it all the more unreal because "I'm a radio engineer. I'm not a flier".

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GLEDHILL, S/L John Whitely (C387) - **Mention in Despatches** - No.122 (Canada) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born in Vancouver, 29 May 1908. Engaged with west coast steamer operations (personal secretary to the Managing Director of the Union Steamship Company, 1930-1936). Enlisted in Vancouver, 22 September 1936 with No.11 (Coastal Artillery Cooperation Squadron; (provisional commission dated from then, confirmed 4 May 1938); qualified for flying badge, 4 May 1938. Promoted Flying Officer, 8 May 1938. Served with Nos. 11 and 111 Squadrons (Auxiliary) in Vancouver before the war. At Coutts, Alberta, 29 December 1939 to 12 February 1940, receiving Digby aircraft. Promoted Flight Lieutenant, 1 July 1940. To Station Trenton, 18 November 1940. To No.9 SFTS, Summerside, 19 January 1941. Promoted Squadron Leader, 1 June 1941. Promoted Wing Commander, 15 November 1942. Reverted to Squadron Leader, 22 April 1943; To No.1 GRS, 23 April 1943 for GRS course; to Western Air Command, 9 July 1943; to No.120 (BR) Squadron, 24 August 1943; to No.3 Repair Depot, 10 February 1944; to Western Air Command, 1 June 1944; to No.122 Squadron, 13 September 1944; granted Air Efficiency Award, 26 February 1945; to Western Air Command, 25 April 1945. To No.3 Repair Depot, 26 June 1945. Retired 12 October 1945. Died at University Heights, British Columbia, 14 July 1965. (British Columbia Vital Statistics).

This officer was an instructor for two years during which time he carried out his duties with efficiency and devotion to duty. At present, in his capacity as Officer Commanding No.122 Squadron, by his organizing ability, leadership and skill, he has improved its efficiency to a very marked degree. This officer has rendered outstanding service.

He was first recommended for an award (Air Force Cross) on 16 October 1942 by G/C E.G. Fullerton, No.9 SFTS, Exeter, Ontario, noting that he was the Chief Instructor at that unit.

This officer, who has been a member of the Auxiliary Air Force since 1936 and

who has over 1,000 hours flying, has been employed on flying instructing duties since the outbreak of the war. He has been with this school since January 1941, and since then has done most commendable work as a Flying Instructor and Squadron Commander, and for the past nine months has been Chief Instructor. His record is one that is consistently free from flying accidents, and he has always set a splendid example to other instructors in the strict observance of flying regulations and in the keen interest which he has displayed in instructional flying.

The Air Officer Commanding, No.1 Training Command, supported this recommendation, but it did not reach the priority list for January 1943. The next time he was recommended (again for an Air Force Cross) it was on 30 December 1944 by G/C B.D. Hobbs; he was now Commanding Officer of No.122 (Composite) Squadron. He had completed 1,572 hours (ten in previous six months), of which 1,000 had been as an instructor and 200 had been operational.

This officer was commissioned in 1936. In 1940, after completing instructor's course, was posted to Summerside, P.E.I. where he carried out valuable service as instructor for a period of two years. At the present time he is Officer Commanding No.122 (Composite) Squadron. This officer since coming to the squadron has reorganized and improved it to a point of efficiency which has been the subject of favourable comment by staff officers of Western Air Command.

The Honours in War Committee subsequently changed the recommendation to a Mention in Despatches (signed by Air Vice-Marshal H.L. Campbell, at an uncertain date).

Training:

Flying Instruction with No.111 (CAC) Squadron, 27 February 1937 to 30 April 1938. Flew Moth, Fleet and Tutor aircraft. Flew 40 minutes dual to first solo; advanced dual was 12.20; flew 146.50 solo. Courses in Theory of Flight (42.5/50), Engines (84/100), Rigging (79/100), Airmanship (85/100), Air Pilotage (80/100), Meteorology (41/50), Administration (80/100), Law (92/100), History and Organization (42/50), Signalling, practical (32.5/50), Drill, practical (60/100). Placed third in a class of five. "Progress very good in all subjects" and "This officer has shown consistent improvement during the last six months." Graduates were A. Walmsley, A. Watts, J.W. Gledhill, N.J.O. Humphreys and R.F. Begg.

Link Course at Station Vancouver, 18 April to 14 May 1940. Spent 24 hours 30 minutes in Link. "The above mentioned officer was keenly interested in the course. He should continue with regular practice in the Link Trainer." (S/L G.P. Selke).

At No.1 GRS, 26 April to 25 June 1943, flew Anson aircraft (38.45 by day). Courses in DR Navigation Intermediate (55/100), DR Navigation Final (174/300), DR Navigation Air Work

(198/300), Reconnaissance (140/200), Reconnaissance Air Work (88/100), Astro Navigation (52/100), Compasses and Instruments (122/200), Meteorology (122/200), Signals (66/100), Coding (76/100), Ship Recognition (172/200), Photography (77/100), and Visual Signals (pass). Placed 21st in a class of 24. "He worked extremely hard right from the commencement of the course. Handicapped by being away from ground work for a considerable time, his results were very satisfactory."

Assessments:

No.111 Squadron, 30 September 1940 noted he was in charge of the squadron band. "This officer has always executed his duties in a satisfactory manner."

CFS Visiting Flight, 9 April 1941 noted he had flown 496 hours single engine solo, 49.20 single engine dual, two hours 25 minutes twin-engine dual. "Good average - requires practice on instruments. A capable instructor, single engine only."

CFS Visiting Flight, 17 April 1942 (test on Harvard by S/L W.M. Foster): "A very capable instructor whose experience and ability warrant a higher category." At the time he had flown 791.05 single-engine solo, 53.25 single-engine dual, 2.35 twin-engine dual and no twin-engine solo.

CFS Visiting Flight, 24 October 1942, examined by W/C J.G. Stephenson following a refresher course of 5-24 October 1942. By now he had flown 900 hours single engine solo. "A very keen and conscientious pilot who worked very hard during course to improve his flying and its application. General knowledge very weak. Lacks instructional experience."

"This officer does not have the drive required of a Chief Instructor and he does not organize the flying training particularly well." (W/C G.O. Farrell, No.1 Training Command Headquarters, 12 April 1943).

Fullerton, who had generally assessed him highly, had turned a blind eye to drinking, but even he finally wrote a negative report: "Principal weakness, especially since promotion to Wing Commander, is excessive drinking and the example which as a Senior officer he has set in the Mess. This has impaired his efficiency and judgement and at times his conduct. Response to advice and warning re drinking and importance of setting an example in this connection has not been altogether satisfactory." (20 April 1943).

"This officer was converted to heavy flying boats from land planes without difficulty. He is keen on his new work and possesses all the attributes of a good squadron commander." (W/C .E. Jellison, Coal Harbour, 7 December 1943).

"Steady, reliable and possessing plenty of self-confidence. Performed his duties satisfactorily as

Staff Officer in charge of non-operational flying." (G/C W.E. Bennett, Western Air Command Headquarters, 11 September 1944).

"Posted to Station September 1944. Producing excellent results as Officer Commanding, No.122 Squadron. Considered worthy of promotion to higher rank." (G/C B.D. Hobbs, Patricia Bay, 11 December 1944).

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GLEN, F/O Ian (J14092) - **Distinguished Flying Cross** - No.683 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born at Newcastle-on-Tyne, England, 31 August 1923; home in Montreal; enlisted there 11 September 1941 and posted to No.5A Manning Depot. To No.12 Equipment Depot, 27 October 1941. To No.3 ITS, 5 January 1942; graduated and promoted LAC, 28 February 1942 but not posted to No.17 EFTS until 14 March 1942; graduated 22 May 1942 and posted next day to No.8 SFTS; graduated and commissioned 11 September 1942. To No.31 GRS, 2 October 1942; to "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 9 July 1945. Released 10 September 1945. Rejoined RCAF Auxiliary, 25 March 1947 (120518) and served with No.401 Squadron (Auxiliary). Promoted Flight Lieutenant, January 1949.

This officer has taken part [?] to photographic reconnaissances over Germany, southern France, Budapest and northern Italy. He has also done much valuable mosaic work for the Fifth and Eighth Armies, displaying great courage and resolution in repeatedly flying through heavy anti-aircraft fire. Outstanding amongst this officer's sorties was his photographic reconnaissance of Friedrichshafen. Flying Officer Glen flew in a single engined aircraft and in order to obtain satisfactory results he made twelve runs over a heavily defended area. At all times this officer has proved to be a skilful, resourceful and determined pilot.

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GLENESK, F/L James (J12233) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 22 December 1915 in Sudbury, Ontario; home there (engineer apprentice). Enlisted in North Bay, 25 July 1941 and posted to No.2 Manning Depot. To No.36 SFTS (guard), 30 August 1941. To No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.6 EFTS; graduated 28 February 1942 when posted to No.4 SFTS; graduated and commissioned 19 June 1942). To No.2 Flying Instructor School, 18 July 1942; To No.9 SFTS. 17 September 1942. Promoted Flying Officer, 15 May 1943. To No.1 GRS, 28 July 1943; to "Y" Depot, Halifax, 26 October 1943; to No.3 Personnel Reception Centre,

Bournemouth, 31 October 1943. Promoted Flight Lieutenant, 19 June 1944. Repatriated 8 June 1945; to Release Centre, 9 June 1945; released 26 July 1945. Lived in Edmonton until 1991 when he moved to Vernon, British Columbia. Died there 30 April 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 12 April 1945 when he had flown 30 sorties (207 hours), 15 December 1944 to 18 April 1945.

15 December 1944 - Ludwigshaven
22 December 1944 - Coblenz
29 December 1944 - Scholven-Buer
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
14 January 1945 - Merseburg
16 January 1945 - Zeitz Troglitz
21 January 1945 - Duisburg
1 February 1945 - Mannheim
2 February 1945 - Weisbaden
3 February 1945 - Bottrop-Welheim
7 February 1945 - Klove [?]
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
16 March 1945 - Nuremburg
21 March 1945 - Bremen
22 March 1945 - Hildesheim
24 March 1945 - Harpenerweg
27 March 1945 - Paderborn
31 March 1945 - Hamburg
3 April 1945 - Nordhausen
14 April 1945 - Potsdam
18 April 1945 - Heligoland

This Canadian captain of aircraft has successfully completed 30 sorties in the face of fierce enemy opposition. He has allowed nothing to prevent him from reaching his target and delivering a most damaging attack. On many occasions

his aircraft has been attacked by enemy fighters but, by his skill as a pilot, he has invariably evaded the attack and pressed on with his mission.

As a Deputy Flight Commander he has been of great assistance to less experienced crews and has imbued in them his own magnificent operational spirit.

For his fine record of achievement, tenacity of purpose and superb airmanship he is recommended for the award of the Distinguished Flying Cross.

NOTE: On 16 April 1945 the station commander supports this, adding that Glenesk has a "calm and quiet manner" but has shown "qualities of leadership and determination" and is "a skilful and confident pilot" who has "overcome every hazard of weather and opposition.

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GLIDDEN, F/O Wilfred James (J27226) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 5 May 1921 in Elkhorn, Manitoba; home in The Pas (ledger keeper, teller). Enlisted in Winnipeg, 22 January 1942. To No.2 Manning Depot, 10 March 1942. To No.3 BGS (guard), 8 May 1942. To No.7 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.19 EFTS until 29 August 1942; graduated 23 October 1942 and posted next day to No.10 SFTS; ceased training 24 November 1942 and posted to No.1 Composite Training School; to No.8 BGS, 23 January 1943; graduated 30 April 1943 and posted on 1 May 1943 to No.2 AOS; graduated and commissioned 11 June 1943. To "Y" Depot, Halifax, 25 June 1943; to RAF overseas, 6 July 1943. Repatriated 3 November 1944. Served at No.10 SFTS, 10 December 1944 to 12 April 1945. Posted to AFHQ on 12 April 1945. To Release Centre on 18 February 1946 and finally retired 23 February 1946. Worked for Royal Bank in Winnipeg until he retired in 1981. Died in Victoria, 8 March 2008. Member of F/O Trick's crew. 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 (182 hours ten minutes), 18 November 1943 to 28 July 1944 (108 "points").

This officer has completed a tour of thirty-six operations, several of which have been to heavily defended German targets. He has at all times displayed the highest degree of courage and his dogged determination and devotion to duty have been an example to all ranks. His skill as a bomb aimer has contributed greatly to the successes of his crew.

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GLOVER, P/O Gordon Leonard (J17142) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Edgar, Ontario, 15 November 1918; home in Barrie; enlisted in Toronto, 28 December 1940 as Wireless Operator (Ground) and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941. To No.1 Equipment Depot, 31 January 1941. To No.1 WS, 27 April 1941; promoted LAC, 29 May 1941; may have graduated 8 October 1941) but posted to Trenton, 18 October 1941. Remustered to aircrew (Air Gunner), 30 December 1941; to No.4 BGS, 3 January 1942; graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, Halifax, 3 February 1942. To RAF overseas, 27 February 1942. Further trained at No.7 Air Ginner School, Stormy Down and No.14 OTU, Cottesmore. Commissioned 18 March 1943. Repatriated 1 June 1945 with No.428 Squadron. Retired 31 August 1945.

This officer has proved his outstanding ability and efficiency as an air gunner in several combats with enemy aircraft. By his alertness and co-operation during a sortie in November 1942, three different attacks by enemy fighters were evaded and during a raid on Dusseldorf in January 1943, when his aircraft was attacked by a Messerschmitt 110, his cool and determined handling of his guns caused the fighter to break off with black smoke pouring from its engines. He has completed his duties fearlessly and has invariably displayed a fine fighting spirit.

Public Record Office Air 50/204 has Combat report for 23/24 February 1944. The aircraft was A/101, Krefeld area, 2006 hours, 17,500 feet, 175 Indicated Air Speed, 300 degree heading. There was 10/10 clous at 11,000 feet, visibility good above. There were no searchlights, and the enemy aircraft (Bf.110) carried no lights; otherwise there were no details observations. Two gunners were Flight Sergeant Gliver (tail, fired 200 rounds) and Sergeant J.J. Peacock (mid-upper). The '110 was first reported as "500 yards same level dead astern". The rear gunner did not direct evasive action; the pilot did this on his own. Relevant portions of the form read as follows:

One attack from dead astern. No hits were registered on the Lancaster and enemy aircraft was lost as Lancaster entered cloud.

The Me.110 was sighted at 500 yards, first, and Lancaster Rear Gunner opened fire at 400 yards with two sort burst. Lancaster made steep diving turn to starboard losing 3,000 feet, then turned to port and dived again finding cloud cover at 11,000 feet.

Lancaster opened fire at 400 yards, closed at 300 yards. Me.110 opened fire at 400 yards, closed at 350 yards.

Tracer was seen to enter enemy aircraft and enemy aircraft was smoking from port engine when Lancaster entered cloud. Enemy aircraft claimed as damaged. No damage to Lancaster.

John Harvey Gillmore (RCAF, DFM and later DFC), Hector B. Rubin (RCAF, later DFC), Douglas J.A. Buchanan (RCAF, later DFC), and Gordon Leonard Glover (RCAF, later DFC) probably arrived at No.101 Squadron about the same time in late August or early September 1942 and crewed together. See Gillmore entry for operational details including notes provided by Dave Wallace.

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GLOVER, Corporal John Alexander (R64256) - **Air Force Medal** - No.116 (BR) Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Winona, Ontario, 28 February 1919. Enlisted at Hamilton, 10 June 1940 as Aero Engine Mechanic. Posted to Technical Training School, St. Thomas, 31 July 1940. To No.11 (BR) Squadron, 11 December 1940. Promoted to LAC, 7 March 1941. To No.5 (BR) Squadron, 4 July 1941, but posting changed to No.116 (BR) Squadron on 5 July 1941. Promoted Corporal, 1 September 1942. Remustered for pilot training, 5 December 1942. To No.3 ITS, 5 December 1942; to No.20 EFTS, 20 February 1943; to No.36 SFTS, 22 April 1943; qualified as pilot and promoted Sergeant, 3 September 1943; to No.3 Flying Instructor School, 17 September 1943; to No.35 EFTS, 12 January 1944. Promoted to Flight Sergeant, 3 June 1944; promoted to WO2, 3 December 1944; commissioned, backdated to 7 November 1944. Back of card not microfilmed so subsequent career uncertain other than that he was granted a Permanent Commission in the RCAF Signals Branch, 23 May 1949.

Corporal Glover, as Flight Engineer on Catalina aircraft, has completed 1,121 hours flying, 983 hours of which have been on actual operational coastal patrols. He is a highly qualified Flight Engineer. His cheerfulness and devotion to his duties deserve recognition. Through his efforts maximum efficiency of aircraft has at all times been achieved.

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GLOVER, FS Keith Elliott (R209537, later J94719) - **Distinguished Flying Medal** - No.635 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 26 November 1922 in Talbotville, Ontario; home in Burgessville, Ontario. Educated at Leamington. Former tank wagon driver. Enlisted in London, Ontario, 30 December 1942 in Armament trade. To No.1 Manning Depot, 28 March 1943. To No.2 Manning Depot, 27 April 1943. Remustered for aircrew and posted to No.23 Pre-Aircrew Education Detachment, 30 May 1943; to No.1 Manning Depot, 18 June 1943; to No.1 ITS, 26 June 1943; graduated and promoted LAC, 3 September 1943 but not posted to No.2 BGS until 9 September 1943; may have graduated 23 December 1943 but not posted to No.5 AOS until 1

January 1944; graduated and promoted Sergeant, 11 February 1944. To "Y" Depot, Halifax, 22 March 1944; to No.3 Personnel Reception Centre, Bournemouth, 10 April 1944. Commissioned 18 April 1945. Repatriated 5 August 1945. Released 17 September 1945. Died 9 November 2003 in Woodstock, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2004.

This airman has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

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GLOVER, F/L Vincent Roy (J14173) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born at Posthern, Saskatchewan, 6 March 1913; home in Vancouver. Formerly in 101st Edmonton Fusiliers. Enlisted in Vancouver, 20 September 1941. Granted Leave Without Pay until 7 October 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 5 December 1941. To No.7 ITS, 31 January 1941; graduated and promoted LAC, 27 March 1942; posted 28 March 1942 to No.2 EFTS; may have graduated 19 June 1942 but not posted to No.4 SFTS until 26 June 1942; graduated and commissioned 9 October 1942). To No.2 Flying Instructor School, 6 November 1942; to No.12 SFTS, 5 January 1943; to "Y" Depot, Halifax, 27 September 1943; to No.3 Personnel Reception Centre, Bournemouth, 21 October 1943; repatriated 1 June 1945; to No.3 Repair Depot, 12 June 1945; began release procedure in September 1945 but then posted to No.6 OTU, 12 October 1945. To release centre again on 15 February 1946 and released 27 February 1946. Joined No.442 Squadron (Auxiliary), 11 October 1946 in rank of Flying Officer; promoted Flight Lieutenant, 1 January 1948; to No.19 (Auxiliary) Wing, 16 December 1951; retired 17 April 1952. Photo PL-31213 taken 25 July 1944 shows P/O V.L. McKinnon, Sergeant Michael Kastner, F/O V.R. Glover and Sergeant A.H. Hugh Mackenzie resting on lawn in front of Shakespeare Theatre, Stratford, 25 July 1944. Photo PL-31215 shows F/O Glover and P/O McKinnon.

In October 1944, this officer piloted an aircraft in an attack on Homburg. While over the target the aircraft sustained much damage. The port wing, two petrol tanks and the elevators were affected. The aircraft became difficult to control. Nevertheless, Flying Officer Glover executed a successful bombing run and afterwards flew the damaged aircraft to base. This officer has completed a number of sorties and has set a fine example of courage and determination.

The original recommendation by W/C G.J. Edwards (DHH file 181.009 D1730, Library and Archives Canada RG.24 Volume 20607), drafted when he had flown eight sorties (50 hours) read as follows:

This officer displayed outstanding skill and presence of mind during his bombing run on the heavily defended target of Homburg.

In the daylight hours of October 25th, 1944, Flying Officer Glover was detailed to attack the city of Homburg from several thousand feet below the datum level. While on his bombing run, his aircraft was struck and severely damaged in several places by bombs falling from aircraft above him. One bomb pierced the port wing between his engines removing two petrol tanks while another damaged his elevators.

The aircraft became extremely difficult to control but Flying Officer Glover coolly directed the necessary corrections and pressed home his bombing run to the aiming point.

Due to this captain's skill as a pilot and captain the aircraft reached England and was successfully landed. I strongly recommend the immediate award of the Distinguished Flying Cross.

Note: Shot down on 5 March 1945 during Operation Thunderclap, Halifax NP959. Crew consisted of F/L Vincent Roy Glover (pilot, injured, POW), F/O D.M. Mottrick (co-pilot, injured, POW), Sergeant H. W. Skipper (injured, POW), P/O J. R. Gordon (RCAF, injured, POW), F/O V. L. McKinnon (RCAF, injured, POW), WO2 D. F. Broadfoot (RCAF, injured, POW), P/O Joseph John Michael Kastner (Air Gunner, RCAF, injured, died of wounds as a POW) and Flight Sergeant H. E. McKenzie (RCAF, injured, POW).

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GLOVER, F/O William Vaughan Alexander (J37162) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 25 June 1917 in Norwood, Manitoba; home in Peterborough, Ontario (postmaster); spent two years in Royal Canadian Artillery. Enlisted in Toronto, 12 August 1942. Granted Leave Without Pay until 27 September 1942 when posted to No.1 Manning Depot. To No.6 SFTS, 23 November 1942 (guard duty). To No.6 ITS, 6 March 1943; graduated 14 May 1943 when posted to No.1 Air Command; to No.4 AOS, 29 May 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943; to No.3 Personnel Reception Centre, Bournemouth, 31 October 1943; promoted Flying Officer, 15 April 1944; repatriated 9 February 1945; to Release Centre, 28 March 1945; released 12 April 1945.

Flying Officer Glover has taken part in many operational sorties. He has at all times displayed courage in the face of the enemy and his outstanding navigational skill has on several occasions materially contributed to the safe return of his aircraft to base. In September 1944 he was navigator of an aircraft

detailed for an attack against Kiel. Shortly after taking off the aircraft collided with a bird and the windscreen was broken. Disregarding the intense cold and gale which swept through the bomber, this officer remained in his exposed position and navigated the aircraft safely to the target and back to base.

DHH file 181.009 D.1510 has recommendation drafted 7 December 1944 by W/C F.R. Sharp when he had flown 24 sorties (115 hours 20 minutes); no sortie list:

On 15th September 1944 when detailed to attack Kiel, Flying Officer Glover's aircraft collided with a bird shortly after takeoff, which knocked out the perspex nose of the aircraft. Disregarding the intense cold and battering gale which swept through the aircraft, Flying Officer Glover carried on in his exposed position and navigated the aircraft with extreme accuracy to this heavily defended target, bombing on time and bringing his damaged aircraft safely back to base.

Flying Officer Glover has at all times displayed a cheerful disregard for any and all defences the enemy has had to offer, and by his extreme navigational skill has, on many occasions, been responsible for the safe return of his aircraft to this country. His superior timing and track keeping have made him an inspiration to his crew and an outstanding example to other navigators in the squadron. I therefore recommend that Flying Officer Glover be awarded the Distinguished Flying Cross (Immediate).

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GLUSTIEN, F/L Aaron (J15765) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 15 January 1920, Romny, Russia; emigrated to Canada at age two. Home in New Waterford, Nova Scotia. Formerly with New Brunswick Rangers. Enlisted in Moncton, 3 September 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941; posted that date to No.11 EFTS; minimal or no training there (difficulty with aerobatics) as he was posted to No.1 Manning Depot, 7 February 1941; to No.4 AOS, 14 April 1941; graduated 7 July 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 16 August 1941. To No.2 ANS, 17 August 1941; to No.31 OTU, 8 October 1941. To RAF overseas, 22 October 1941. To No.419 Squadron, 20 May 1942 in crew of W.C. McGuffin (later DFC). Commissioned 8 August 1942. Transferred to No.405 Squadron because he felt that Pathfinders would be more interesting. Served postwar, 6 October 1948 to 1 July 1953 (service number 17607), followed by work with IBM. Died in Sunnybrook Hospital, Toronto, 3 November 2016. Obituary gave name as Aaron Eric Glustien. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 20 September when he

had flown 50 sorties (190 hours eight minutes), in two tours.

First Tour

29 May 1942 - Cherbourg (4.25)
1 June 1942 - Essen (4.40)
2 June 1942 - St.Nazaire (6.30)
4 June 1942 - Dieppe (4.00)
6 June 1942 - Emden (4.40)
12 June 1942 - Essen (3.55)
19 June 1942 - Emden (4.00)
21 June 1942 - GARDENING, Frisians (3.35)
22 June 1942 - Emden (4.05)
25 June 1942 - Bremen (5.00)
27 June 1942 - Bremen (4.30)
29 June 1942 - Bremen (4.40)
2 July 1942 - Bremen (4.30)
13 July 1942 - Duisburg (3.55)
21 July 1942 - Duisburg (3.50)
23 July 1942 - Duisburg (3.25)
25 July 1942 - Duisburg (4.00)
29 July 1942 - Saarbrucken (4.30)
31 July 1942 - Dusseldorf (4.20)
6 August 1942 - Duisburg (2.30)
9 August 1942 - Osnabruck (4.00)
1 September 1942 - Saarbrucken (6.30)

Second Tour

27 June 1944 - Oisemont-au-Bois (2.32)
30 June 1944 - Villers-Bocage (2.41)
2 July 1944 - Oisemont-au-Bois (2.23)
5 July 1944 - Wizernes (1.57)
6 July 1944 - Coquereaux (2.43)
7 July 1944 - Caen (2.39)
9 July 1944 - L'Hey (1.48)
10 July 1944 - Nucourt (2.39)
12 July 1944 - Paris/Vaires (3.15)
15 July 1944 - Nucourt (3.34)
17 July 1944 - Cagny (2.25)
28 July 1944 - Hamburg (4.45)
28 July 1944 - Hamburg (3.40)

30 July 1944 - Battle area (2.42)
4 August 1944 - St.Maximin (3.07)
5 August 1944 - Bordeaux (7.13)
7 August 1944 - TOTALIZE 5 (2.41)
8 August 1944 - Lucheux (2.17)
9 August 1944 - Foret du Croc (1.56)
10 August 1944 - La Pallice (5.19)
14 August 1944 - TRACTABLE 21 (2.27)
15 August 1944 - Melsbroek (4.35)
18 August 1944 - Sterkrade (3.34)
28 August 1944 - Cezembie (3.13)
29 August 1944 - Stettin (9.23)
15 September 1944 - Kiel (5.08)
17 September 1944 - Biggekerke (1.57)
17 September 1944 - Boulogne (2.05)

Flying Officer Glustien is an outstanding navigator in a highly successful crew. He has had a long and varied operational career, during which he has successfully attacked many German targets. In performing his allotted tasks he has an exceptionally fine record of achievement and has always carried out his duties with coolness and dogged determination. He is always cheerful and willing to help others which, combined with his ability, makes him a splendid example to other aircrew members.

What follows is from <http://www.thememoryproject.com/stories/2535:aaron-eric-glustien/> (The Memory Project):

I was born in a little town called Romny, near Kiev, which you may have heard of, in the Ukraine. And my family emigrated to Canada in 1921. And from there, we went to, I think we went to Montreal. We lived there for about 10 or 11 years. And then we moved to Quebec City where I learned to speak a pigeon French.

And then we proceeded to the Maritimes, to New Waterford, Nova Scotia, where we met the finest people on earth, they were the real salt of the earth. I have a very fond spot for Nova Scotia. And from that point on, I went to Moncton [New Brunswick], where I worked as a trainee supermarket manager with the idea that I would save all the money I could and go down to the United States and try and get a job as a sports reporter. But about that time, they started blowing the bugles and the Second World War started. And, as I had mentioned previously, I was very keen to join as soon as I could to do whatever little bit I could.

As it turns out, I not only did that but I also survived. Which means of course that I had some excellent crew members working with me and we must have done our job very adequately.

I was a navigator. I started in the [Royal] Canadian Air Force as a pilot, at least I was selected for pilot training. But I found out very quickly that I could not handle extreme aerobatics such as doing spins and rolls and loops, etc. And I guess for the safety of the individual, they decided that I had better engage in another endeavour rather than piloting. And I was quite happy because at least I was still stayed in the air force. Because I was selected as a navigator once I had ceased training as a pilot.

And as a navigator, I was in my element because I liked astronomy, I liked physics and science and especially astronomy, which we developed a strong liking for. We used to use the stars or shoot the stars in order to fix our position.

A lot of people [in Bomber Command] were knocked down in their very first trip. Some lasted for 10 or 15 trips. Very few got through two tours and I was one of the lucky ones [Mr. Glustien completed 60 operations]. Because you had to be lucky not to get involved in a few little escapades. See, the big thing we had to watch out for was night fighters, searchlights and anti-aircraft fire. And you pretty well went through that experience almost on every trip that you went on. And some of the trips were very exciting, others were a little on the routine side. But it got really interesting when I joined the Pathfinder Force [No. 405 (Vancouver) Squadron, RCAF, part of No. 8 (Pathfinder Force) Group] because prior to that, the bombing raids weren't very effective and it was very hard to get your aiming point because of clouds and weather, etc. Once this Pathfinder procedure was instituted, then, finally they had very experienced crews and they had all kinds of pinpointing aids, etc. or fixing aids. And it was really quite interesting.

You were dealing with a bunch of experienced crews. Before you even joined the squadron, you had to have at least completed one operational tour [30 sorties]. And this technique developed by Bomber Command involved getting the best crews they could so that they could mark the target; we used to mark the target with coloured flares, red, green and blue flares. And we usually flew a little lower than the main force and we would direct them with audible commands as to which way to bomb on these coloured flares that we fell. And because they had crews with a lot of experience, and had lots of fixing aids, they were able to be much more effective in the amount of damage they could incur.

And the big thing that made it very exciting and a little hazardous is that you had to stay on the target until all the aircraft had dropped their bombs, etc. And usually, you had a master of ceremonies who directed the raid and a deputy

master of [ceremonies] in case the master got shot down; you had to have a backup.

Oh, there was another trip we did where a newly-arrived wing commander who was taking over the squadron, he was, he was with us on a trip where we were going after the buzz bomb [V-1; German flying bomb] sites, etc. And we were the master of ceremonies, he was the deputy master of ceremonies. And when we got over the target, we found out it was pretty lightly defended. They only had a few guns etc. But one of them got a direct hit on this wing commander's plane and we watched as the chaps started bailing out of the aircraft.

And unfortunately also, the wing commander in charge of the plane that had been hit stayed with the aircraft right to the end. All the crew got out but he never made it. And the unusual outcome of that story is that shortly after that, we went on seven days leave in London, England and I was walking with my wife down one of the main streets near the heart of London. I think it was Regent Palace or what have you. And I felt a little tug in my arm and I looked around to see what it was and I saw some chap in a weird combination of uniforms, he had army clothes, air force clothes, civvy clothes and he was trying to get my attention. And finally, I found out that he, when I spoke to him, that he was one of the chaps who had been shot down and he made his way back from that area to England or London in less than two weeks. So the Free French people were able to get hold of him and do a great smuggling job and get him back to dear old Blighty.

Canadian air crew were highly regarded. They were very adventurous souls. They were, you'd almost say fearless, and they acquitted themselves really well. And all the squadrons that I knew of were quite happy to get Canadian crews, but eventually we formed our own group. That was the [No.] 6 Bomber Group. At that point in time, I had started with the Pathfinder Force which was not in the 6 Bomber Group. But again, this was the 405 Squadron that I operated with was almost 90 percent Canadian. And we also had Australians, New Zealanders, Americans. We had quite a mixed bag. And it created pretty good crew spirit.

And actually, I remember now that the aircrew boys always got along well with each other, they really did their job well, they were enthusiastic, they also were fun loving chaps. It wasn't all shoot them down bit, there was also a little bit of partying from time to time to relax your system. And we even maintained very close relations with our groundcrew because they were extremely important as far as we were concerned. We were very fortunate to have excellent groundcrew for our particular aircraft and, as a result, we never had any engine problems of any kind.

About the only bit of problems we had from time to time were from anti-aircraft

fire or flak they called it. And on a few of the trips, we got a fair bit of damage but nothing earth shaking or threatening. And so it went.

* * * * *

GOATCHER, F/O Robert Edward (J29970) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Winnipeg, 11 August 1923 (birth date from obituary); home there; enlisted there 30 June 1942. Trained at No.2 ITS (graduated 17 April 1943) and No.7 AOS (graduated 3 September 1943). Commissioned 1943. Released from RCAF, 17 September 1945. Served again from 18 July 1955 to 10 March 1969 (service number 76037) before retiring to Winnipeg. Died 23 December 2001, age 78, Lantzville, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2002. RCAF photo PL-45286 (ex UK-22725 dated 19 July 1945 shows F/O Colin N. Matheson (left, Winnipeg) and F/O R.E. Goatcher (right, Winnipeg) in courtyard of Buckingham Palace following investiture, No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." The original recommendation, drafted by W/C W.G. Phelan, 5 December 1944, is in DHist file 181.009 D.3456 (National Library and Archives RG.24, Box 20639). He had then flown 32 sorties (157 hours 30 minutes). Sortie list and submission follows although the list reads badly (sequences suspect) and should be checked:

27 June 1944 - Foret de Eauvy - 4.20
1 July 1944 - Biennais - 3.25
5 August 1944 - Foret de Nieppe - 3.25
5 August 1944 - St.Lieu d'Esserent - 5.05
7 August 1944 - La Hogue - 4.15
8 August 1944 - Foret de Chantilly - 5.15
12 August 1944 - Foret de Montrichard - 5.20
14 August 1944 - Bons Tassily - 4.30
15 August 1944 - Brussels Melsbrock - 4.20
18 August 1944 - Connantre - 5.40
25 August 1944 - Brest - 4.50
27 August 1944 - Marquis Minoques - 3.35
28 August 1944 - Ile de Cezembre - 4.40
31 August 1944 - Ile de Cezembre - 4.25
3 September 1944 - Volkel - 3.50
6 September 1944 - Emden - 3.55
9 September 1944 - Le Havre - 4.15
10 September 1944 - Le Havre - 4.35
11 September 1944 - Castrop Rauxel - 5.00
12 September 1944 - Wanne Eickel - 4.50
13 September 1944 - Osnabruck - 5.15

15 September 1944 - Kiel - 5.40
17 September 1944 - Boulogne - 4.00
30 September 1944 - Sterkrade - 4.55
4 October 1944 - Bergen - 6.25
6 October 1944 - Dortmund - 7.00
9 October 1944 - Bochum - 6.30
12 October 1944 - Wanne Eickel - 5.45
14 October 1944 - Duisburg - 4.20
15 October 1944 - Wilhelmshaven - 5.25
23 October 1944 - Essen - 6.10
30 October 1944 - Cologne - 6.25

Flying Officer Goatcher has been employed as navigator on many sorties to distant and dangerous targets in Germany. On six different occasions this navigator has been handicapped through loss of navigational aids due to freezing of the Air Speed Indicator. This officer's keenness and efficiency have at all times been a source of encouragement to his crew and it is therefore strongly recommended that he be awarded the Distinguished Flying Cross.

DHH file 181.009 D.1515 (RG.24 Vol.20600) has an earlier recommendation drafted 10 November 1944 when he had flown 33 sorties (160 hours ten minutes). The sortie list appears to be more reliable than the one above:

27 June 1944 - Foret de Eauvy - 4.20
1 July 1944 - Biennais - 3.35
5 August 1944 - St.Lieu d'Esserent - 5.05
7 August 1944 - La Hogue - 4.15
8 August 1944 - Foret de Chantilly - 5.15
9 August 1944 - Foret de Nieppe - 3.25
12 August 1944 - Foret de Montrichard - 5.20
14 August 1944 - Bons Tassigy - 4.30
15 August 1944 - Brussels Melsbrock - 4.20
18 August 1944 - Connantre - 5.40
25 August 1944 - Brest - 4.50
27 August 1944 - Marquis Minoques - 3.35
28 August 1944 - Ile de Cezembre - 4.40
31 August 1944 - Ile de Cezembre - 4.25
3 September 1944 - Volkel - 3.50
6 September 1944 - Emden - 3.55
9 September 1944 - Le Havre - 4.15

10 September 1944 - Le Havre - 4.35
11 September 1944 - Castrop Rauxel - 5.00
12 September 1944 - Wanne Eickel - 4.50
13 September 1944 - Osnabruck - 5.15
15 September 1944 - Kiel - 5.40
17 September 1944 - Boulogne - 4.00
30 September 1944 - Sterkrade - 4.55
4 October 1944 - Bergen - 6.25
6 October 1944 - Dortmund - 7.00
9 October 1944 - Bochum - 6.30
12 October 1944 - Wanne Eickel - 5.45
14 October 1944 - Duisburg - 4.20
15 October 1944 - Wilhelmshaven - 5.25
21 October 1944 - Hanover - 3.45 - recalled
23 October 1944 - Essen - 6.10
30 October 1944 - Cologne - 6.25

As navigator in Flying Officer Caine's crew, this officer has consistently displayed the highest skill in guiding his crew and aircraft to their detailed target. This recognized ability coupled with unquestioned courage has been a source of inspiration to his crew and squadron. In his enthusiasm to attack only the primary, Flying Officer Goatcher simply ignored the defences while tracking to his objective. For his devotion to duty and splendid example, this officer is highly recommended for the Distinguished Flying Cross.

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GOBEIL, S/L Fowler Morgan (C121) - **Air Force Cross** - No.45 Group - Award effective 17 August 1943 as per **London Gazette** dated 27 August 1943 and AFRO 2258/43 dated 5 November 1943. Born in Ottawa, 30 July 1906 (birth date from obituary). Educated at Loyala College (Montreal, 1916-1919), Ashbury College (Ottawa, 1919-1925). Enlisted via Royal Military College, 26 July 1927. Attended courses at Camp Borden, June to August 1927, June to August 1928 and June to August 1929 where he graduated "above average"; commissioned 24 June 1929. Awarded wings, 20 September 1929. Still at Camp Borden, took Artillery Cooperation Course, October-November 1929. Advanced Flying Course and Instrument Flying Course, November 1929 to March 1930. Between March 1930 and October 1930 with "A: Flight, No.3 Squadron, "F" Flight, No.2 Squadron, and No.1 Siskin Fighter Service Squadron (exhibition flying and station parachute officer). Promoted Flying Officer, 1 September 1930 and continued with No.1 Squadron to end of 1930. Took flying boat course at Vancouver, January to March 1931 (float planes and boats, "Above Average:). Continued with No.1 Fighter Squadron, April 1931 to

September 1931 (Trans-Canada Air Pageant, exhibition flying). To Trenton, October 1931; Flying Instructor Course, October 1931 to February 1932. Still at Trenton, he tested aircraft and took another instrument flying course. Still with No.1 Squadron on exhibition flying, June 1932 to February 1933. In February 1933 took Instructor Course at Camp Borden, Instructing ab initio pupils, March to June 1933. General flying duties in summer of 1933 plus advanced flying and instrument courses. Instructing again as of February 1934, period September 1934 to February 1935 described as "Bringing Canadian Flying Clubs Association Instructors up to Department of Transport standards." Promoted Flight Lieutenant, 6 April 1935. From April to October 1935 with No.12 (Army Cooperation) Squadron, Winnipeg as Adjutant and Chief Flying Instructor ("Completed all air and ground training of squadron officers for wings. Operated first RCAN (NP) Summer Camp at Shilo; No.12 Squadron achieved best record of all NO squadrons for year"). Continued as flying instructor, camp Borden and Trenton, November 1935 to August 1936. From September 1936 to March 1938 with School of Army Cooperation, Trenton and took RCAF Detachment to Petawawa, August 1937. Further instructor duty, April to July 1938. From July 1938 to September 1938 at School of Army Cooperation including first Permanent Force concentration at Camp Borden, August 1938 (Flight Commander). Duties September-October 1938 described as "Coastal reconnaissance duties off East Coast at time of Munich, coastal reconnaissance course". October 1938 to March 1939 "Senior Army Officers Courses; Commanding Officer of School for three months"; Promoted Squadron Leader, 1 April 1939; to RAF on exchange duties ("Courses Abroad") , 24 March 1939; assigned to No.10 Flying Training School, Ternhill, 3 April 1939. First commanding officer of No.242 Squadron, October 1939 to June 1940. To RCAF Overseas Headquarters, 19 July 1940. To AFHQ, Ottawa, 30 July 1940. To No.4 BGS, Fingal, 8 December 1940 to 31 July 1942. To Ferry Command Headquarters, Dorval, 31 July 1942. To AFHQ, 1 January 1943. To No.301 Composite Unit, Dorval, 1 May 1944. To No.1 Air Command, Trenton, 17 July 1945. Appointed Commanding Officer, No.1 Instrument and Flying School (Deseronto), 14 August 1945. To No.1 Air Command Headquarters, Trenton, 30 November 1945 where he spent much time spent as staff officer (personnel administration). Promoted Wing Commander, 1 January 1948;. To RCAF Staff College, 3 September 1948. To Trenton, 24 June 1949. Appointed Commanding Officer of Station Toronto on 1 May 1953. Awarded Queens Coronation Medal, 23 October 1953. Retired as a Wing Commander, 18 March 1956. Thereafter spent 25 years with Canadian Scholarship Trust Foundation and Canadian Heritage Scholarship Trust; moved from Toronto to Ottawa, 1986. Died in Ottawa, 13 December 1994. His career was marked by several crash landings - at Camp Borden (10 July 1929, 22 May 1930 and 13 August 1930), Vancouver (9 February 1931 on a float plane), Trenton (26 July 1932, flying Siskin 23, collided with F/L H.W. Hewson, cutting the latter's machine in half; Gobeil parachuted to safety; Hewson died next day; no blame was attached to anyone) and Croft, Lancashire (10 January 1940; Hurricane turned over in forced landing). Service with No.242 Squadron described in H.A. Halliday, **242 Squadron: The Canadian Years** (Canav Books, 1978); AFC events cited with W/C Seys (RAF), F/L Longhurst (CAN/RAF). For account of glider flight, see Gobeil's narrative in Spring 1976 issue of **Journal of the Canadian Aviation Historical**

Society. For account of Siskin flying see Spring 1977 issue of **Journal of the Canadian Aviation Historical Society**. Photos HC-3682 shows him with Siskin; HC-3683 with F/L F.M. Beamish and F/O E.A. McNab; HC-3685 with Siskin (these three photos are in National Library and Archives of Canada); PL-135058 is portrait taken 1948.

These officers made the first tug-and-glider crossing of the North Atlantic from Canada to the United Kingdom, landing on the 1st July 1943. Wing Commander Seys and Squadron Leader Gobeil were pilot and co-pilot respectively of the glider and Flight Lieutenant Longhurst piloted the towing aircraft. Both aircraft carried useful loads, the cargo of the glider being nearly one and one half tons and including serum and vital aircraft spares. The flight involved landings in Newfoundland, Greenland (an exceptionally difficult one) and Iceland. Adverse weather was encountered at times and, as the glider could not ascend higher than 13,000 feet, the aircraft were frequently buffeted about and might have broken adrift but for the skilful flying of the glider pilots. They also showed great skill in overcoming the difficulties of flying in clouds.

Seaplane Training Notes: Course described as 5 January to 31 March 1931, instructor Flight Sergeant E.P.H. Wells. Dual on course was 3.05 (Moth), 6.55 (Vedette) and 55 minutes (Courier). Solo time was 31.25 (moth), 32.05 (Vedette) and 4.35 (Courier). Deemed satisfactory in take-offs and landings in all conditions (ordinary, glassy, rough). Manoeuvring of aircraft on water good (taxying, anchoring, mooring, beaching and use of drogues). Testing on Pilotage, Signalling and Seamanship. "Flying Officer Gobeil made good progress throughout training and proved a very keen and apt pupil. He is a reliable and steady pilot, is consistent and shows good judgement in his handling of aircraft in the air and on the water. Recommended as a float plane and boat pilot."

An example of his training is a cross-country flight of 23 March 1931 (Vedette 110, Corporal Taylor). Departed Jericho Beach 1125 hours, setting course at 1,200 feet over Point Grey. Weather fine but 20 m.p.h. headwind. Landed at Esquimault at 1245 hours (60 miles in one hour 20 minutes). Moored at buoy at RCN barracks. Departed 1455 hours and arrived Jericho Beach 1615 hours (60 miles, one hour 20 minutes). "Engine and aircraft satisfactory throughout entire period."

Another cross-country flight was made 27 March 1931 at the conclusion of his flying boat course (Vedette 108) in company with 236 Corporal L.S. Thompson. Took off from Jericho Beach, 1035 hours and set course for Comox, where he landed 1145 hours (79 miles in one hour and ten minutes). Departed Comox 1145 hours (immediately) and set course for Blubber Bay at west end of Texada Island at 1,200 feet. "Wind changed to southeast at 20 m.p.h. Circled Blubber Bay settlement once and set course 80 degrees for Jericho Beach. Weather

conditions now slightly overcast. Altered course near Hardy Island to 118 degrees Magnetic. Altered course about eastern end of Seachelt Peninsula to 100 degrees Magnetic." He landed at Jericho Beach at 1330 hours (92 miles in one hour 45 minutes). "Engine and aircraft satisfactory throughout entire period."

Selected Assessments:

At RMC he stood 21st in a class of 38 following final exams in 1928. In 1929 he stood 18th in a class of 34. Overall, at the end of a four-year course, he was 17th in a class of 34.

"This officer is a very steady pilot. He is keen. He knows the sequences of flying particularly well, and he has improved in deportment very considerably over his PPO Training. He is now considered to be a reliable and efficient Officer, deportment at all times being entirely satisfactory. A category of fair is recommended in connection with order and instructions." (W/C G.M. Croil, 20 September 1929).

The following letter dated 14 May 1942, from Fingal, Ontario and directed to Air Officer Commanding, No.1 Training Command, is a remarkable testament to Gobeil:

We the undersigned, citizens of the United States serving the Royal Canadian Air Force in the capacity of Staff Pilots at No.4 Bombing and Gunnery School, Fingal, Ontario, feel it our duty and privilege to in some manner express our appreciation of and admiration for our Squadron Leader F.M. Gobeil, under whom we have served during our stay at No.4 Bombing and Gunnery School.

We have found our Squadron Leader firm and yet courteous, a leader not a driver and possessing vast knowledge of his work.

Such officers as Squadron Leader Gobeil have done much to enlarge the respect of the United States citizens for their neighbours residing north of the 49th Parallel.

It is signed by the following: C4571 F/O H.S. Graber, C4011 F/O M.J. Rondely, C7831 P/O Frederick Newton Mills, C5854 F/O R.H. McGibens, C6872 P/O Alvin T. Sprague, C7561 P/O W.D. Nading, C6414 P/O M. Guild, C6416 P/O R.C. Sackett, C2944 P/O R.L. Langm C5518 F.O O.H. Riggs, C3164 F/O J.W. Erwin, C6733 P/O L.O. Peaster, C7094 P/O L.E. Metsey (Metcalf ?), C5589 F/O L. Christiansen (looks like), C3825 F/O P. Mikkelsen, C4082 F/O J. Cousins (?) and C7350 P/O Lester E. Zuiders (?).

On 9 January 1943, in a letter from Dorval to Air Officer Commanding, No.3 Training Command, he outlines the duties at No.4 BGS that had required him to fly so many hours. As Officer in

Charge of Flying at the unit, these had been:

- (a) Day and Night flying training of Staff Pilots.
- (b) Night flying training of Officers i/c Flying and of Officers Commanding Bombing Flights from RCAF Bombing and Gunnery Schools who were given a course at Fingal.
- (c) Day and Night Bombing Training of Staff Pilots.
- (d) Day flying training of Gunnery and Drogue Flight Staff Pilots.
- (e) Training of Squadron pilots on formation of tentative Bolingbroke Operational Squadron at Fingal.
- (f) Miscellaneous flying duties connected with Weather Checks, Aircraft Testing, Collection and Transportation of aircraft to and from the makers and other units, transportation of personnel and general supervisory flying in connection with the duties of Officer i/c Flying Operations.

The following letter from W/C D.G. Ross (Air Staff, No.45 Group, RAF) to Officer Commanding, No.301 Unit, RCAF, dated 27 July 1945, bears mention:

Upon posting of the above-mentioned officer away from 45 Group, I have certain observations to make which you may see fit to include in his personal file.

This Officer has served directly under me for more than two years. He has at all times conducted himself as a very conscientious and keen Officer of very smart appearance, and has particularly impressed me as exemplifying an Officer who always behaves and bears in mind the best traditions and requirements of the Service.

He carried out his duties of Accident Investigation Officer with skill, resourcefulness and common sense. Upon certain occasions his duties required him to organize expeditions into bush country, which included very arduous living conditions and travel and the recovery of bodies after an accident. The competence which he displayed at these times was an inspiration to his fellow officers.

He has displayed the same spirit in various other duties which he has performed such as glider experiments which were finalized in a trans-Atlantic glider flight in which he was aircrew; the organizing and carrying out of over 150 Harvard delivery flights to the U.S.A., etc.

I am sure that this officer can confidently be expected to show great ability in whatever duties he is called upon to perform in the future.

Assessment dated 12 November 1947, drafted by G/C W.E. Kennedy and endorsed by Air Commodore W.W. Brown:

1. Squadron Leader Gobeil has been employed as Camp Commandant, Central Air Command for almost two years. He has a wealth of service knowledge due to his long association with the RCAF which has permitted him to fill this position most capably. His qualifications in this regard are, without question, far superior to any other squadron leader in the Service today.
2. Squadron Leader Gobeil is suitable in all respects for promotion to the rank of wing commander and employment in any position calling for this rank. He has an excellent appearance and is capable of grasping the requirements of any situation and carrying it through to a logical and successful conclusion.
3. Squadron Leader Gobeil has shown exceptional tact in meeting the unfortunate circumstances of his long-delayed promotion and associating and working for officers who were previously much junior to him but who now hold positions calling for a higher rank.
4. My personal knowledge of Squadron Leader Gobeil is such that I unhesitatingly recommend him for promotion and employment in a staff position calling for maturity of judgement and effectiveness of action under all circumstances.

Assessment of 28 September 1952 by G/C J.B. Harvey:

Wing Commander Gobeil has carried out the duties of SOPA very capably. In a job demanding much attention to administrative detail, he has quietly and steadily improved this aspect of the Command staff function. He mixes easily and promotes harmony among his associates. Capable of assuming the responsibilities of higher rank.

Assessment dated 23 September 1953 by A/V/M A.L. James:

Wing Commander Gobeil took over command of RCAF Station Toronto some four months ago. This station presents many more problems than the average station since it provides services to many units, both Regular and Reserve. Some difficulty had previously been experienced administratively because of inexperience and lack of competence on the part of some officers. Wing

Commander Gobeil seems to have taken firm control of the station, and I am confident that he will prove to be a very good station commander.

Assessment dated 25 August 1954 by Air Commodore C.L. Annis:

This officer has proven himself an excellent Station Commander in all respects.

* * * * *

GODBY, F/O William Wright (J22345) - **Commended for Valuable Services** - No.6 OTU - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born at Bayham, Ontario, 3 March 1919 (birth date from obituary); educated at Aylmer, Ontario; home in Vienna, Ontario (Royal Bank clerk). Enlisted in London, Ontario, 5 June 1940. To No.2 ITS, 24 June 1940; promoted LAC, 22 July 1940 and posted elsewhere; to No.3 EFTS, 20 September 1940; to No.31 SFTS, 7 October 1940. Graduated 30 December 1940 and promoted Sergeant. To Trenton, 8 January 1941. To No.5 SFTS, 23 May 1941; to No.10 EFTS, 3 March 1942; commissioned 30 November 1942; promoted Flying Officer, 30 May 1943. To No.2 SFTS, 12 June 1943. To RAF Dorval, 21 August 1943 (No.45 Group). To No.32 OTU, 18 April 1944. To No.6 OTU, Comox, 1 June 1944.. Promoted Flight Lieutenant, 1 February 1945. To No.168 Squadron, Rockcliffe, 3 January 1946. To Release Centre, 18 February 1946. Retired 26 February 1946. Rejoined RCAF in Vancouver, 3 October 1952 (42524). To Officer School, London, 20 October 1952. To Flying Instructor School, Trenton, 3 January 1953. To No.2 Flying Training School, Moose Jaw, 29 June 1953. To No.102 Communications and Rescue Flight, Trenton, 8 June 1956. Promoted Flight Lieutenant, 3 October 1958. Retired 3 March 1964. Photo PL-142008 is portrait taken June 1961. Died at National Defence Medical Centre, 23 August 1984.

On November 28th, 1944, Flying Officer Godby landed at base with his crew after an extremely hazardous trip in a Dakota. The weather forecast had been incorrect, icing conditions throughout the trip were serious and engine trouble was threatened. Finally he made a radio range let down and broke cloud at 1,200 feet in heavy rain after two and one-half hours constant effort. His accurate pilotage and great coolness probably saved his crew and aircraft.

This began as a recommendation for an Air Force Cross, raised on 20 December 1944. He had flown 2,714 hours (181 in previous six months of which 1,610 were instructional (181 in previous six months). Wording as follows:

On November 28th, 1944, Flying Officer W.W. Godby, pilot, returned Dakota 583 to base after an extremely hazardous trip from Smithers, B.C. Weather conditions predicted were, in fact, incorrect; icing conditions throughout the trip

were serious and at one stage both engines behaved spasmodically causing the pilot to warn his crew to prepare to abandon the aircraft. Finally the pilot decided to make a radio range let down, breaking cloud at 1,200 feet in heavy rain after two and one-half hours constant effort, well after sundown. The accurate pilotage and great coolness of F/O Godby saved the crew and aircraft.

This was downgraded to a Commendation by A/V/M Heakes.

Notes: Flying Instructor course at Trenton, 3 February to 23 March 1941. He then had 90 hours solo and 67 hours dual. Tested on Lockheed 10 by F/O G.P. Silke. "Average pilot on twin engines - manner confident - excellent knowledge of sequences, needs practice in demonstrations. Should be OK with experience." Graded "C" Category instructor.

Examined by Visiting Flight, 7 January 1942 by which time he had flown 750 hours at No.5 SFTS. Tested on Anson aircraft and Category "B" awarded. Although voice not loud and manner mild, he was described as conscientious, with good sequence knowledge and high average flying ability.

Involved in accident, 20 May 1941 when flying with LAC E.C. Devine, Anson 6476, No.5 SFTS. He was demonstrating low flying when he hit electrical cables at Grand River Ferry, damage to leading edge and three-ply covering of starboard wing. "Negligence"

Examined by Visiting Flight, 20 May 1943 on Tiger Moth; category raised to A-2 (Elementary); "Above average instructor with long experience." (S/L O.B. Pulsifer).

Record of flying includes times at Dorval (5.15 dual, 30.05 solo, September 1943) followed by No.113 Wing, Nassau (34 hours captain in October 1943, 54.40 as captain, November 1943, 37.30 as captain, December 1943, 32.10 as captain, January 1944, 1.15 dual plus 68.35 as captain plus 1.50 as second pilot in February 1944, 30.10 as captain in March 1944, 34.45 as captain, April 1944).

His record while with No.45 Group, Ferry Command was as follows:

8 October 1943 - Miami to Nassau, Baltimore FW442
26 October 1943 - passenger on FK240 from Accra to Nassau
4 November 1943 - Nassau to Accra, Baltimore FW499 (returned to Nassau 9 November 1943)
26 November 1943 - Nassau to Accra, Baltimore FW532 (returned 2 December 1943)
10 December 1943 - Nassau to Accra, Baltimore FW569 (returned 20 December 1943)
17 January 1944 - Nassau to Accra, Baltimore FW641 (returned 27 January by USATC)
5 February 1944 - Nassau to Accra, Marauder FB519 (returned 14 February by USATC)

22 February 1944 - Nassau to Accra, Baltimore FW704 (returned 29 February 1944)
18 March 1944 - Nassau to Accra, Baltimore FW762 (returned 27 March by USATC)
8 April 1944 - Nassau to Accra, Marauder HD420 (returned 14 April)

The delivery card has an excellent photograph of him.

Course at No.6 OTU, Comox was 29 October to 15 December 1945 before posting to No.168 Squadron. Aircraft were Liberators (28.05 day dual, 18.50 as captain by day, 7.30 night dual, 12.40 as captain by night). Of these times, 5.50 on instruments. Also logged 8.45 in Link. Air work marks as follows: General flying (360/400), Applied flying (170/200), Instrument flying (225/250), Night flying (86/100), Link (39/50). Ground courses in Engines (76/100) and Meteorology (82/100). "An above average who is keen and conscientious about his work." (W/C P.J. Oleinek, 15 December 1945).

Types and flying times as of 30 June 1954 were as follows: Fleet (47.00), Tiger Moth (969.55), Cornell (1.45), Harvard (871), Hurricane (2.05), Anson (855.00), Crane (12.45), Boeing (9.55), Expeditor (224.25), Goose (30 minutes), Lockheed 10 and 12 (24.00), Hudson (42.35), Bolingbroke (1.35), Dakota (287.55), Baltimore (231.20), Mitchell (5.00), Marauder (73.30) and Liberator (119.45).

Selected Assessments: "Flying Officer Godby is a very quiet officer with a pleasing personality. He is very mature and carries out his duties in a conscientious and reliable manner. He does not hesitate to make suggestions and recommendations to improve his section or the unit. His conduct, both on and off duty, is extremely satisfactory. Flying Officer Godby possesses the ability to assume the duties of the next higher rank, and is definitely worthy of promotion." (W/C T. Benson, Moose Jaw, 14 June 1956)

"Flight Lieutenant Godby has been filling a designated flying position at 102 K Flight for approximately three years. His varied flying experience, particularly in northern areas, has been a great asset in training other crews in Canso, C-47 and Otter aircraft. This officer completed the boat course on Canso aircraft in March-April 1958 and is now considered to be one of the senior fully qualified staff captains on the unit. He is a very steady and methodical worker and can be depended upon to complete flying tasks away from base, even under the most adverse circumstances." (W/C J.F. Easton, Station Trenton, 18 February 1959).

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GODDARD, Sergeant Lawrence Edmund (R95944) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 17 July 1911. Enlisted in Ottawa, 21 April 1941. To No.1 Manning Depot, 28

April 1941. To University of Toronto, 23 May 1941. Promoted LAC, 3 November 1941. To No.31 Radar School, 20 November 1941. To RAF overseas, 23 January 1942. Promoted Corporal, 1 January 1943. Promoted Sergeant, 1 July 1943. Repatriated to Canada, 13 June 1945. Released 4 October 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1762 (RG.24 Vol.20609) has recommendation forwarded to Adjutant, Skipton-on-Swale, 23 April 1945; noting he had served nine months in Canada, 39 months in UK as Radar Mechanic. An early draft describes him as "one of the original radar mechanics posted to Bomber Command".

Corporal Goddard has shown outstanding ability as a Radar Mechanic and has worked long hours on the Servicing of Navigational Equipment. His cheerfulness and devotion to duty coupled with his experience and capabilities has been largely responsible for the high standard of serviceability of this equipment.

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GODEFROY, F/L Hugh Constant (J3701) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Java, 28 October 1919 (birth date from obituary); educated in Ontario. Enlisted in Toronto, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.7 EFTS, 17 August 1940; may have graduated 11 October 1940 but not posted to No.1 SFTS until 4 November 1940; graduated and commissioned, 21 January 1941. Promoted Flying Officer, 23 January 1942; promoted Flight Lieutenant, 4 March 1942 (with effect from 23 January); promoted Squadron Leader, 13 June 1943; promoted Wing Commander, 16 September 1943. Arrived overseas on 4 February 1941; to No.56 OTU, 4 March 1941; to No.401 Squadron, 15 April 1941; to Duxford, 22 May 1942; to No.401 Squadron, 12 November 1942; to No.403 Squadron, 4 March 1943; to No.17 Wing, 16 August 1943; to RCAF Overseas Headquarters, 1 May 1944; to Canada, 17 August 1944 (War Staff College, Toronto, 10 September 1944 to 2 January 1945); to No.2 Release Centre, 3 January 1945; released 12 November 1945; served in RCAF Auxiliary, 1 November 1946 to 14 September 1948 (Flight Lieutenant, No.401 Squadron). Re-engaged as a Medical Officer, 6 June 1950 to 8 July 1952. Credited with the following victories: **17 January 1943**, one FW.190 damaged; **20 January 1943**, one FW.190 destroyed south of Friston; **8 March 1943**, one FW.190 destroyed, Isigny; **17 April 1943**, one FW.190 destroyed, Le Treport; **13 May 1943**, one Bf.109 damaged; **14 May 1943**, one FW.190 destroyed, Courtrai; **15 June 1943**, one FW.190 destroyed, Rouen; **1 July 1943**, one Bf.109 destroyed northeast of Abbeville; **24 September 1943**, one FW.190 destroyed, Poix. RCAF photo PL-15891 (ex UK-3907 dated 18 May 1943) shows him riding past his Spitfire. Photo PL-15950 shows him climbing out of cockpit; PL-15957 (ex UK-3814 dated 11 May 1943) shows him with his mechanic (LAC Bud Handley, London, Ontario) and an RAF man (not identified) attached to squadron. PL-19722 with his baby daughter; PL-19723 and PL-19724 (ex UK-5522

and UK-5523, both dated 11 October 1943) shows him with his Scottish wife (Constance Jesse Helm) and daughter. RCAF photo PL-19887 (ex UK-5457 dated 7 October 1943) shows three officers with a Sherman tank - W/C Mannifrank Brown (Winnipeg, described as former bush pilot), W/C Hugh Godefroy (Toronto) and G/C W.R. MacBrien (Ottawa). PL-23776 is portrait; PL-29352 beside Spitfire. RCAF photo PL-28749 (ex UK-10176 dated 1 May 1944) shows two officers pulling on rope as they erect the "officers' ante room' at an RCAF airfield in England - W/C Hugh Godefroy, DSO, DFC and S/L "Cam" MacArthur, Oakville, Ontario, "former McGill football star and now a senior airfield medical officer." See Chris Shores, **Aces High** and Godefroy's autobiography, **Lucky Thirteen**. Died in Myrtle Beach, South Carolina, 3 April 2002.

This officer has throughout his operational career shown an exceptionally fine fighting spirit, and as a flight commander his efficient leadership has given confidence to all. Flight Lieutenant Godefroy has destroyed two enemy aircraft. He has also shared in damaging three locomotives.

NOTE: Public Records Office Air 2/8952 has recommendation by S/L L.S. Ford dated 29 March 1943:

Flight Lieutenant Godefroy has throughout his operational career shown a singular degree of keenness to engage the enemy. Since becoming a flight commander, he has been an efficient leader and has given confidence to all by his exceptional ability to spot enemy aircraft. This officer has completed 78 hours of his second operational tour; he has carried out a total of 66 sorties over enemy territory, destroyed two enemy aircraft, damaged two others and has shared in the damaging of three railway locomotives.

GODEFROY, S/L Hugh Constant, DFC (J3701) - **Bar to Distinguished Flying Cross** - No.403 Squadron - Award effective 26 August 1943 as per **London Gazette** dated 3 September 1943 and AFRO 2049/43 dated 8 October 1943.

Since being awarded the Distinguished Flying Cross in May 1943, Squadron Leader Godefroy has continued to display great courage and devotion to duty. He has recently been appointed to command his squadron which, under his leadership, has destroyed ten enemy aircraft and assisted in the destruction of another. Four of his victories have been since he was awarded the Distinguished Flying Cross.

GODEFROY, W/C Hugh Constant, DFC (J3701) - **Distinguished Service Order** - No.17 Wing - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944.

Since being awarded a Bar to the Distinguished Flying Cross, this officer has completed many further sorties despite adverse weather. The wing under his leadership has destroyed at least twenty-eight enemy aircraft and damaged many others. He has himself personally destroyed at least one enemy aircraft. During that period, at all times, Wing Commander Godefroy has displayed outstanding leadership and a fine fighting spirit setting an example of the highest order.

GODEFROY, F/L Hugh Constant, DSO, DFC (J3701) - **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:

This officer engaged in some 400 hours of operational flying, mostly over French territory. He has personally destroyed seven aircraft during these operations and has at all times exhibited high leadership.

The following obituary by Tom Hawthorn appeared in the 11 May 2002 issue of the **Globe and Mail** under the headline "Second World War Ace Flew With a Vengeance":

Dr. Hugh Godefroy, a decorated Second World War flier ace, has died at his home in Myrtle Beach, South Carolina. He was 82.

Dr. Godefroy was awarded the Distinguished Flying Cross with Bar, the Distinguished Service Order and France's Croix de Guerre with Gold Star.

The honours were well deserved. Dr. Godefroy flew 289 missions in Hurricanes and Spitfires, most of them over enemy territory and many ending in dogfights in which he and his comrades were frighteningly outnumbered.

His success was all the more remarkable considering his first tour as a fighter pilot ended without his having shot down a single enemy plane. A frustrated Dr. Godefroy was then assigned to be a test pilot and he feared he would never again get a chance to fight.

But eventually he did, and with a vengeance, having mastered the science of deflection shooting during his hiatus. He was credited with shooting down eight enemy planes and damaging three others.

"He had an air of maturity that differentiated him from his peers," said

Lieutenant-Colonel Dean Black, commanding officer of Canada's 401 Squadron.

"He never took unnecessary chances. That didn't detract from his courage."

His skill as a pilot and savvy confidence in combat led to his promotion in 1943 to Wing Commander Flying, succeeding legendary Royal Air Force ace J.F. (Johnnie) Johnson. Not long after, Dr. Godefroy had hothead Canadian ace George Beurling arrested for insubordination, a punishment other officers had not dared levy against the pilot.

The only time Dr. Godefroy had to abandon an aircraft during the war came after his dogfight days had ended. The engine of his Spitfire failed and he was forced to parachute over the English Channel. He was picked up from the cold waters by a tiny, smoke-laying ship, which returned him to Britain.

Despite his many adventures, Dr. Godefroy remained a modest man. He does not mention the awarding of his DFC until page 216 of his colourful memoir, **Lucky Thirteen** (Stoddart, 1987), which was originally published in 1983.

Hugh Constant Godefroy was born in Java in the Dutch East Indies on October 28, 1919, to mining engineer Constant Godefroy, a Dutch Huguenot, and Maude Godefroy (ne McLachlin), a Canadian. His father's family traced its lineage to Godfrey (Godefroy, Godefroi) of Bouillon, a leader of the First Crusade that captured Jerusalem in 1099.

When he was six, Hugh was sent with his older Bill to Upper Canada College in Toronto for schooling. He proved an intelligent, if sometimes indifferent student. He worked briefly as a bank clerk, and later enrolled in civil engineering at the University of Toronto.

He joined the Royal Canadian Air Force soon after the sinking of the **Athenia** in 1939, His girlfriend was on board and he assumed she had perished. (She lived, but later married another man while Mr. Godefroy was overseas).

When assigned to test pilot duties with the Air Fighter Development Unit at the RAF Station in Duxford, England, Dr. Godefroy viewed the assignment as a demotion. "To me, this was the final straw," he wrote in his memoir. "After a long series of unproductive encounters, I had finally been turfed."

He returned to fighting duty eager for his first confrontation.

On January 20, 1943, Dr. Godefroy scrambled to attack 60 German aircraft flying over England in daytime. He wrote of firing on a Focke Wulf 190 near the chalk cliffs of Beachy Head, hitting a wing and the fuselage with cannon shells. He noticed that the enemy plane was "swaying like a drunken sailor," but didn't see it go down in the confusion of the dogfight.

He returned dejectedly to base, when two army soldiers who had seen the battle confirmed the success of his mission. "A great peace came over me," he wrote. "At last I would have a confirmed victory. The feverish compulsion had left me - the hunting dog had brought back his first bird. The jinx was broken."

On April 13, 1944, while eagerly awaiting the chance to take part in the expected Allied invasion of occupied Europe, Mr. Godefroy returned from an attack on a bombing mission against a V-1 launch pad to be told that his tour of duty was over.

Dr. Godefroy was made an advisor on tactics and flying personnel under Air Vice-Marshal Harry Broadhurst. He still took every opportunity to fly. He landed on French soil three days after the D day invasion of June 6, only to trip over the corps of a German soldier while touring the battlefield.

During the war he had married Constance (Connie) Helm, a Scottish code-deciphering officer in the Women's Auxiliary Air Force. A daughter, Isabel, was born in 1943.

After the war he studied medicine at McGill University in Montreal, graduating in 1950. He left Grand Mere, Quebec for Conway, South Carolina in 1961, establishing a practice in anaesthesiology and family medicine. In 1973 he opened a speciality clinic in Hudson, Quebec before returning to South Carolina. He practiced family medicine in Surfside Beach until retiring in 1994.

He leaves his second wife, Hope Tallevast Godefroy, sons David Godefroy of Jasper, Texas, Scott Godefroy of Augusta, Georgia, and Allan Stalvey of Columbia, South Carolina, daughter Isabel Hodge of Mississauga, and Sara Hope Smith of Murrells Inlet, South Carolina.

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GODFREY, P/O Calvin Oliver (J26272) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21

January 1944. Born in Coleman, Alberta, 20 December 1921 (RCAF press release reporting award). Electrician's helper in civil life. Enlisted in Calgary, 4 March 1941. To No.2 WS, 22 June 1941; promoted LAC, 24 July 1941; to No.2 BGS, 8 November 1941; promoted Sergeant 8 November 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 17 May 1943; promoted Flying Officer, 10 August 1943; to No.5 OTU, 14 June 1944; to No.3 OTU, 15 January 1945; to Patricia Bay, 4 August 1945; released 31 August 1945. Returned to electrical work in Coleman, Alberta. Served again in RCAF, 10 December 1947 to 1 May 1951 (27367), serving at No.10 Repair Depot (10 December 1947 to 15 January 1948), Northwest Air Command (16 January 1948 to 27 August 1948), Station Clinton (28 August 1948 to 11 April 1949) and Station Summerside (12 April 1949 to retirement. Held the rank of LAC throughout and was a Communications Operator. Served in Canadian Army, Regular Force, 5 June 1956 (enlisting in Calgary) to 29 August 1960 (discharged in Calgary); Signalman with UNEF service. Died in Black Diamond, Alberta, 21 March 1976.

This officer has proven to be one of the most experienced and capable Wireless Operator Air Gunners in his squadron and his operational record has been maintained at a very high standard by his courage and devotion to duty. On one occasion while flying in an aircraft on convoy patrol, despite the fact that one engine was damaged and leaking oil badly, and that they were over 300 miles from base, he remained calmly at his post while the aircraft proceeded fifty miles further to advise the convoy of the presence of the merchant ship in the rear and maintained wireless contact under difficult conditions during the return flight to base. Pilot Officer Godfrey, by his courage and exemplary devotion to duty, has been a splendid example to all.

Recommendation raised 24 August 1943 by S/L J.M. Young, suggesting an Air Force Cross. He had flown 1,230 hours to date (426 in previous six months) of which 885 had been operational (103 sorties).

Pilot Officer Godfrey has successfully completed many operational sorties into the North Atlantic. By his painstaking and exemplary operating under most difficult conditions, he has at all times been a fine example to the crews with whom he has flown.

Group Captain C.L. Annis added more detail on 1 September 1943:

Pilot Officer Godfrey is one of the most experienced and capable Wireless Operator Air Gunners in the Bomber Reconnaissance squadron. His operational

record has been maintained at a very high standard of devotion to duty. On one occasion the aircraft in which he was flying was fired on and hit by a merchant ship of our own forces, proceeding alone, while it was being identified by the crew. In spite of the fact that an engine was leaking oil badly, and the aircraft was over 300 miles from base, he remained calmly at his post while the aircraft proceeded some fifty miles further out to sea to advise the convoy of the presence of this vessel and then maintained wireless contact under difficult conditions during the aircraft's return flight to base.

On 10 September 1943 Air Vice-Marshal G.O. Johnson (Air Officer Commanding, Eastern Air Command) recommended this be a DFC award. The Awards Committee concurred (11 October 1943) as did Air Marshal L.S. Breadner (18 October 1943).

Training: Interviewed in Calgary, 4 March 1941: "Average type of lad, quiet, willing and anxious to please, but will confine his efforts to his immediate task. Consider he will be satisfactory as Air Gunner.

Course at No.2 WS was 23 June to 9 November 1941. Flew 25 minutes in flying classroom as First Operator, three hours 20 minutes in flying classroom on listening watch, six hours 50 minutes as sole operator in a two-seat aircraft. Ground courses in Theory (34/50), Radio Equipment (172/250), Morse, buzzer and lamp (160/200), Procedure (173/200), Signals Organization (125/150), Armament (88/100), Drill and PT (35/50). Placed 17th in a class of 178; authorized to wear WOP badge, 9 November 1941.

Course at No.2 BGS was 10 November to 8 December 1941; Fairey Battle aircraft (seven hours, all on gunnery). Percentage of hits was as follows: Beam Test (4.8 percent), Beam Relative Speed Test (7.0 percent) and Under Tail Test (5.8 percent). Fired 313 rounds on ground, 177 round air-to-ground and 2,044 rounds air-to-air. In written exam scored 90 percent, practical and oral exam was 84 percent and graded 164/250 on "Ability as Firer". Placed third in a class of 30 - "Knowledge of work well above average."

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GODFREY, F/O William Henry (C17521) - **Distinguished Flying Cross** - No.400 Squadron. Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born in Russell, North Dakota, 12 February 1912; home in Toronto; educated at University of Toronto. Enlisted in London, England, 27 May 1943. Repatriated to Canada, 12 September 1945. Released 11 February 1946. Photo PL-31412 shows him meeting Air Marshal Breadner in Normandy, 3 August 1944.

This officer has completed a large number of operational sorties including

tactical and photographic reconnaissances. On one occasion in July 1944, whilst flying alone in an unarmed aircraft, he was attacked by twelve Focke Wulf 190s but by fine airmanship Flight Lieutenant Godfrey frustrated the attackers and successfully completed his mission. More recently this officer flew at a low level in an unarmed aircraft from Verden to Minden and despite intense anti-aircraft fire secured some excellent photographs. As a result, our forward Army elements were able to bridge the Weser River. At all times Flight Lieutenant Godfrey has displayed courage and devotion to duty of the highest order.

GODFREY, F/L William Henry, DFC (C17521) - **Croix de Guerre (France)** - No.400 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Public Records Office Air 2/9645 identifies unit and gives citation. Name given as William Harold Godfrey.

This officer has completed 93 operational sorties, 80 of which were on photographic reconnaissance in unarmed Mosquitoes and Spitfires. He has always displayed extreme keenness in his work and invariably done everything possible in order to bring back successful results, frequently flying at very low altitude through heavy anti-aircraft fire. His tenacious spirit and complete disregard for personal safety have been an inspiration to all his fellow pilots.

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GODSON, W/C George Oscar (C1586) - **Air Force Cross** - No.2 Training Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 21 September 1913 in Toronto (RCAF Press Release 4907 reporting award). Enlisted as a "Boy", 20 June 1930 and trained as a rigger. Enrolled permanently, Camp Borden, 1 September 1931. Selected for pilot training, posted to Trenton 13 July 1937 and qualified as a Sergeant Pilot, May 1938. Commissioned 5 November 1939. Promoted Squadron Leader, 15 July 1941. To No.1 BGS, 29 August 1941. To No.9 BGS, 14 November 1942. Promoted Wing Commander, 1 January 1943. Overseas briefly in 1943. To No.2 Training Command, 4 November 1943. To No.5 BGS, 29 December 1944. To "Y" Depot, Halifax, 11 February 1945; taken on strength of No.3 PRC, Bournemouth, 10 March 1945. Subsequent moves uncertain. Reverted to Squadron Leader, 1 October 1946. Transferred to Armament Branch, 1 April 1948. Promoted Wing Commander, 1 January 1952. Retired in 1964 to Montreal but later moved to Victoria. Died 29 June 2003. Photo PL-57643 is a portrait taken June 1953. When recommended he had completed 1,100 flying hours to date, 100 hours in previous six months.

This officer has fulfilled his duties in armament training throughout his career with exceptional efficiency. By his initiative, energy and good leadership he has

done much to raise the standard of training in this command. Throughout his long experience in the Royal Canadian Air Force he has proven himself to be a loyal and capable officer, who has attained excellent results in the training of aircrew, thereby making a considerable contribution to the training plan.

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GODWIN, G/C Harold Brandon (C99) - **Officer, Order of the British Empire** - Station Gander - 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 in Westmount, Quebec, 24 April 1907. Educated around Montreal, B.Sc. from McGill (Electrical Engineering) in 1928; appointed to commission 16 July 1928 and won wings 18 March 1929. Flew at Camp Borden, Ottawa and Trenton, Signals Officer at Borden (1934-36) and later commanded Wireless School at Trenton. In 1938 appointed Advisor (Air Signals) at RCAF Headquarters with rank of squadron leader. To No.3 Wireless School, 23 March 1941. Promoted Wing Commander, 1 May 1941. To AFHQ, 14 August 1942. Promoted Group Captain, 1 November 1943. To Newfoundland, 4 April 1944. To "Y" Depot, Lachine, 1 April 1945. To United Kingdom, 4 April 1945 to command No.64 Base and subsequently as Deputy AOC, RCAF Overseas Headquarters. Promoted Air Commodore, 25 April 1945. Repatriated 13 December 1946. Promoted Air Vice-Marshal, 1 January 1952. Press Release said that during war was closely associated with signals including the following - CO, Wireless School (Trenton), Senior Signals Officer, No.3 Training Command (Montreal), CO, No.3 Wireless School (Winnipeg), Director of Air Signals (AFHQ), and CO, Gander. Attended Imperial Defence College (1946) and then made Deputy Air Member for Air Plans. On 1 January 1952 promoted air vice-marshal and made AOC, Air Material Command. AOC No.1 Air Division, July 1955 to August 1958. Retired 13 April 1959. Joined RCA Victor after retirement. Died in Montreal, 17 November 1994. Photo PL-461 dated 29 May 1940, Ottawa, shows S/L H.B. Godwin (Chief Instructor) and W/C Marcel C. Dubuc (Commanding Officer), No.1 Wireless School, Montreal. Photo PL-104218 is a portrait, circa January 1955. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7 has citation.

This officer has served with distinction over a lengthy period of service in the Royal Canadian Air Force. As Director of Signals at Air Force Headquarters and later as Commanding Officer of RCAF Station Gander, he has made an outstanding contribution to the efficiency of Royal Canadian Air Force operations in the Western Hemisphere. The unflagging energy, skill and initiative with which he has carried out his arduous duties have been an inspiration to all with whom he has served. Throughout his service his devotion to duty has been outstanding.

GODWIN, A/C Harold Brandon, OBE (C99) - **Commander, Order of the British Empire** - Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946.

Air Commodore Godwin did outstanding work in Royal Canadian Air Force Signals organization and operations in Eastern Air Command after which he was posted overseas where he became Officer in Charge of Administration at No.6 Group Headquarters and later Deputy Air Officer Commanding-in-Chief, RCAF Headquarters Overseas. His untiring effort and clear thinking, together with his organizing ability, has been a considerable contribution to the solving of the many difficult problems met in the repatriation of the Royal Canadian Air Force since the cessation of hostilities. His conscientious, vigorous and enthusiastic devotion to duty is worthy of recognition.

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GOERES, F/L Raymond Joseph (J22395) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Moose Jaw, Saskatchewan, 28 November 1921; home in Stranraer, Saskatchewan; served in Royal Canadian Artillery. Enlisted in Saskatoon, 11 October 1941. To No.2 Manning Depot, 7 December 1941; to No.5 Personnel Holding Unit, 31 January 1942. To No.12 SFTS (non-flying duties), 13 February 1942. To No.2 ITS, 28 March 1942. Promoted LAC, 6 June 1942; to No.2 EFTS, 18 July 1942; to No.11 SFTS, 12 September 1942. Graduated and commissioned 30 December 1942. To "Y" Depot, Halifax, 13 January 1943. To RAF overseas, 2 February 1943. Repatriated to Canada 19 June 1945. Served in postwar RCAF (service number 42619). Died in Canmore, Alberta, 8 June 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. See Daniel V. Dempsey, **A Tradition of Excellence: Canada's Airshow Team Heritage** (Victoria, High Flight Enterprises, 2002) for references to his career as the "Red Knight". Photo PL-34712 is a portrait taken 18 December 1944; PL-97212 posed in T-33 cockpit; PCN-2708 and PCN 3370 beside "Red Knight" aerobatics T-33. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 14 June 1944 when he had flown 31 sorties (185 hours 50 minutes), 27 January to 5 June 1944. Sortie list is unusually detailed.

27 Jan 44	Berlin	Flares disappearing into cloud. Bombed Wanganni glow through cloud and for 200 miles on return journey.
28 Jan 44	Berlin	Marking somewhat scattered. Very large explosion seen in SE of city. Many big fires. Heavy attack.

15 Feb 44	Berlin	Glow of nine concentrated fires seen through cloud immediately after bombing. Thick cloud.
19 Feb 44	Leipzig	Large concentrated area of fires seen through cloud, with glow overlapping.
20 Feb 44	Stuttgart	Marking well times and concentrated. Many incendiaries seen to burst and fires to commence in target area.
24 Feb 44	Schweinfurt	Good visibility over target. Attack was heavy and concentrated resulting in widespread fires. Visible for 120 miles on return.
25 Feb 44	Augsburg	H.E. bursts and fires in target. Marking very concentrated in north of city. Three explosions in marshalling yard.
1 Mar 44	Stuttgart	PFF marking very scarce. Bombing rather scattered. Fires in target area seen 100 miles after leaving target.
15 Mar 44	Stuttgart	Fires seen through break in clouds, visible one-half hour on return; marking very scattered.
22 Mar 44	Frankfurt	Three large explosions. Fires covering large area. Skymarking plentiful. Fires visible 200 miles from target.
24 Mar 44	Berlin	Marking and attack scattered, large orange explosion, scattered fires.
26 Mar 44	Essen	Glow of fires on cloud increased on leaving target, nothing else visible.
30 Mar 44	Nuremberg	Fairly good concentration of fires. Fire glow on cloud, numerous H.E. bursts seen in target area.
10 Apr 44	Aulnoye	Three large explosions seen at time of bombing. Large building to NE well ablaze.
11 Apr 44	Aachen	PFF well concentrated. Good glow on cloud and many bomb bursts seen on target.

20 Apr 44	Cologne	Rather scattered marking. Orange glow on cloud which was still visible 100 miles from target.
22 Apr 44	Dusseldorf	Large explosion seen approaching target. Numerous concentrated fires around Target Indicators.
24 Apr 44	Karlsruhe	Marking and bombing well concentrated. Many fires and explosions in successful attack.
26 Apr 44	Schweinfurt	Concentrated bombing around aiming point with one large explosion and small concentrated fires.
30 Apr 44	Maintenon	Very large red-orange explosion with flame up to 5,000 feet resulted in black smoke rising to 8,000 feet. Attack well concentrated.
11 May 44	Hasselt	Very hazy. Scattered attack. Master Bomber jammed.
19 May 44	Orleans	Fair visibility. Large explosion in target. A very good attack.
21 May 44	Duisburg	10/10 cloud. No markers seen so returned with bombs.
22 May 44	Dortmund	Very concentrated attack. PFF accurate and on time.
24 May 44	Aachen	Number of markers small but concentrated. Hazy conditions.
27 May 44	Aachen	Quantity of black smoke over target after bombing. PFF accurate.
31 May 44	Trappes	Visibility good. Bombed railway visually.
2 June 44	Trappes	Concentrated bombing around red Target Indicators.
4 June 44	Calais	Successful attack.
5 June 44	Special Duties	10/10 cloud caps 12/13,000 feet. Very quiet trip.

Flight Lieutenant Goeres, a Canadian, is a pilot of outstanding ability who has completed a highly successful operational tour with this squadron comprising 31 sorties.

With great skill and initiative he has at all times pressed home his attacks in the face of the strongest opposition, and carried out his allotted task with complete disregard for his personal safety.

This officer is a great asset to the squadron, and his fine offensive spirit and unperturbed manner have been a splendid example to experienced crews. The courage and exceptional fighting qualities displayed by Flight Lieutenant Goeres are worthy of the highest praise and he is confidently recommended for an award of the Distinguished Flying Cross.

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GOHL, F/O James Garfield (J8356) - **Air Medal (United States)** - Alaska - Award effective 23 December 1942 as per AFRO 272/43 dated 19 February 1943. Born in Carman, Manitoba, 13 June 1919 (RCAF press release 2659 announcing MiD of January 1944). Educated at Roland Public School, 1925-1927; in Boissevain, 1927-1935; University of Manitoba, 1935-1936 (Arts). Home given as Boissevain, Manitoba where his family lived, but he was a Student Accountant in Winnipeg, 1937-1940. . Student of Chartered Accountancy, Winnipeg when he enlisted in Winnipeg, 1 March 1941. To No.2 Manning Depot, 6 March 1941. To No.8 Repair Depot, 8 April 1941. To No.2 ITS, 15 May 1941; promoted LAC, 20 June 1941 and posted that date to No.2 EFTS, Fort William; to No.2 SFTS, Uplands, 7 August 1941. Graduated and commissioned 24 October 1941. To No.111 Squadron, 26 October 1941. Moved with that Squadron from Rockcliffe to Alaska and Patricia Bay. To "Y" Depot, Halifax, 5 January 1944; taken on strength of No.3 PRC, Bournemouth, 20 January 1944. To No.143 Wing and No.440 Squadron, 12 February 1944. Killed in action, 11 June 1944 with No.440 Squadron (Typhoon MN115); name on Runnymede Memorial. Photograph PL-13065 shows him in Alaska; PL-29005 shows him as a Flight Lieutenant, 7 March 1944; photo RE-20396 shows him with P/O H. Gooding in Alaska. See F/O Robert Lynch for citation.

GOHL, F/L James Garfield (J8356) - **Mention in Despatches** - No.111 Squadron (Canada), now at Station Patricia Bay. Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944.

This officer has led his squadron and participated in many bombing and strafing attacks against the enemy. Although bad weather prevented many sorties, by his personal example and enthusiasm he kept the squadron morale at a high level.

The recommendation itself was drafted 9 September 1943 by W/C R.G. Morrow at Anchorage. It noted that Gohl had flown ten operational sorties, and had flown 141 hours 35 minutes in the

previous six months. It read:

Participated in attack on Japanese at Kiska in September 1942, on which he was awarded the American Air Medal. As acting squadron commander in May and June 1943 he led his squadron in further bombing and strafing attacks. Although bad weather prevented many sorties, by his personal example and enthusiasm he kept Squadron morale at high level.

This was supported by the Air Officer Commanding, Western Air Command (no date) and approved by the Chief of the Air Staff, 12 October 1943.

Notes on training: He placed 19th in a class of 174 at No.2 ITS; "This airman is above average, cool and steady, and most reliable. Sports excellent. Officer material. At No.2 EFTS he placed second in a class of 32; flew Tiger Moths (32.20 day dual, 33.25 day solo of which 5.45 was instruments. Also logged ten hours in Link. At No.2 STFS placed 10th in a class of 49 (Harvard aircraft; 43.05 day dual, 37.25 day solo, 2.35 night dual and 7.25 night solo - 23 hours on instruments and a further 20 hours in Link).

Assessments of his performance were uniformly favourable. On 4 December 1941, S/L A.D. Nesbitt wrote, "Appears to be a good type. He is interested in his work and should prove a satisfactory member of this squadron." On 3 July 1942, F/L J.W. Kerwin wrote, "His ability as a pilot is above average and his cooperation in squadron work has shown considerable interest in same. As an officer, his conduct has been ideal." On 22 October 1943, S/L D.L. Ramsay wrote, "F/L Gohl is an outstanding leader both on the ground and in the air. His opinions are highly respected by all who serve with him." S/L Pentland confirmed his making Gohl his deputy (28 March 1944) and declared that with operational experience he would be "worthy of a squadron of his own." A note on file dated 8 June 1944 adds, "Recommended as a Squadron Commander" (approved by AOC No.83 Group).

The official account of his death reads as follows:

Typhoon aircraft MN115, pilot by F/L J.G. Gohl of No.440 Squadron crashed into the sea approximately two miles off the south coast from Bournemouth, Hampshire, at 2245 hours on the 12th June 1944, while returning from bombing and strafing enemy infantry and motor transport near Varaville, France. F/L Gohl was not seen to bale out and other aircraft circled the spot where his aircraft hit the water but nothing was seen of the aircraft or its occupant. In view of this information F/L Gohl is classified as "Missing, believed killed in action."

S/L W.H. Pentland wrote to the family on 18 June 1944 (excerpts)

Late in the evening of June 12th, 1944, your son was leading my Squadron back from a bombing trip just on the other side of the battle line in France. The lads were just about five miles off the English coast when suddenly Jimmy called out and said that his engine was cutting out. His aircraft started downwards and struck the water before he could properly bale out of it. The rest of the pilots circled the spot where Jim's aircraft hit the water, and I regret most deeply to say that nothing remained to be seen.

As you no doubt know Mrs. Gohl, I became Commanding Officer of our Squadron at Patricia Bay, and since that time Jim and I have been the best of friends. He was such a fine lad in every respect, and everyone he met liked and admired him - they couldn't help but so do ! Further I had chosen him as my Second in Command of the squadron, and rightly so. All our pilots enjoyed the greatest confidence in him as a leader on active operations against the enemy. I can easily understand how, by his great courage and high initiative, he was awarded the United States Army Air Medal along with our Mentioned in Despatches.

Since dawn of Invasion Day our squadron has been giving direct support to our troops on the other side of the Channel, and Jimmy did more than his share to help them get ashore and then establish a foothold. To aid them carry out this latter operation, he gave his life, and no one can make a greater sacrifice. I only wish you could personally hear from the troops in France, the admiration they hold for the type of aircraft in my squadron, for the pilots who fly them, and for the job we are called upon to do. They think we are all heroes, so do we them - your son James was a true hero !

Jim was held in high esteem by both the pilots and the groundcrew. His ready smile and cheerful manner helped the squadron through many difficult and trying times and his absence will be greatly mourned by all the members of the squadron.

As of his death he had two brothers - William Alvin Gohl (age 31, Town of Mount Royal) and LAC Ronald Dudley Gohl (No.4 Repeater Station, Prince Rupert) plus three sisters (Gwendolen Margaret Goodman (age 30, Benito, Manitoba), Bertha Muriel Gohl (age 28, Winnipeg) and Katherine Wilma Gohl (age 20, Winnipeg),

Application for Operational Wing put forward by S/L Pentland, 5 August 1944, listing the following sorties:

30 March 1944 - Sweep, Jersey and Guernsey (1.10)

31 March 1944 - Sweep, Caen-Cherbourg (1.15)
8 April 1944 - Bombing, Noball at Gorenflos (1.30)
12 April 1944 - Bombing, Noball near Abbeville (1.15)
14 April 1944 - Bombing, Noball at Aux le Chapeau (1.25)
19 April 1944 - Bombing, Noball near Abbeville (1.20)
25 April 1944 - Escort, bridge near Agon (1.20)
25 April 1944 - Bombing, bridge near Agon (1.30)
26 April 1944 - Bombing, viaduct at Bolbee (1.25)
27 April 1944 - Bombing, bridge near St. Jores (1.20)
30 April 1944 - Patrol, English Cahnnel (1.30)
3 May 1944 - Bombing, destroyer off Pontusual (1.05)
7 May 1944 - Bombing, bridge south of Rouen (1.20)
9 May 1944 - Bombing, marshalling yards at Douai (1.10)
9 May 1944 - Bombing, bridge at Longpre (1.05)
12 May 1944 - Bombing, bridge near Amiens (1.30)
12 May 1944 - Bombing, Noball at Douai
13 May 1944 - Bombing, Noball at Ailly (1.25)
13 May 1944 - Bombing, bridge near Amiens (1.20)
19 May 1944 - Bombing, tanks at Eugem (1.30)
27 May 1944 - Bombing, Wuertzburg near Cherbourg (55 minutes)
28 May 1944 - Bombing, Noball near Doudeville (1.10)
28 May 1944 - Bombing, bridge south of Rouen (1.15)
29 May 1944 - Bombing, Noball at Gorenflos (1.05)
30 May 1944 - Bombing, Noball south of Epps (1.25)
5 June 1944 - Bombing, Wuretzburg on Guernsey Island (1.05)
6 June 1944 - Bombing, gun positions at La Breche (1,30)
6 June 1944 - Bombing, motor transport south of Caen (1.30)
7 June 1944 - Bombing, motor transport south of Caen (1.25)
7 June 1944 - Bombing, bridge south of Thury Harcourt 1.35)
8 June 1944 - Bombing, tank column near Le Beby Bocage (1.30)
10 June 1944 - Bombing, motor transport in woods at Bretteville (1.30)
11 June 1944 - Bombing, motor transport at Carpiquet (1.20)
12 June 1944 - Bombing, motor transport near Verraville (1.15)

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GOLDBERG, S/L David (J4242) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 12 March 1945 as per **London Gazette** dated 20 March 1945 and AFRO 721/45 dated 27 April 1945. Born 20 March 1917 in Hamilton, Ontario (birth date on MI.9 report); home there. Educated at Boston University (College of Business, 1939) and served in COTC. Enlisted 20 July

1940 in Hamilton. To No.1 Manning Depot, 16 August 1940. To No.12 EFTS (non-flying duty), 12 October 1940; to No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940; when posted to No.12 EFTS; graduated 10 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 21 February 1941; commissioned 22 February 1941. Attended Central Flying School, Trenton before going on to instruct at No.6 SFTS, Dunnville, 30 April 1941. Promoted Flying Officer, 22 February 1942. Promoted Flight Lieutenant, 1 June 1942. To "Y" Depot, 28 December 1942. To RAF overseas, 2 February 1943. Further trained at Ternhill; and No.57 OTU (Eshott); subsequently served with Nos. 416 and 403 Squadrons. Missing 8 March 1944; evaded capture and returned safely. Leave in Canada followed by posting "Y" Depot, 20 July 1944; taken on strength of No.3 PRC, 3 August 1944; promoted Squadron Leader, 12 November 1944 when in Italy, to command No.417 Squadron. Repatriated 7 August 1945. Retired 24 September 1945. On discharge attended Osgoode Law School; called to Ontario Bar in 1949. Appointed Queens Counsel, 1960. Also an RCAF Auxiliary officer, commanding the Wing at Hamilton; retired 1958 as Group Captain. Died in Hamilton, 19 September 2006 as per **Legion Magazine** of May/June 2007. RCAF photo PL-28757 (ex UK-10184 dated 1 May 1944) shows him. RCAF photo PL-45072 (ex UK-22639 dated 12 July 1945) is captioned as follows: "Squadron Leader Dave Goldberg, DFC of 28 Kent Street, Hamilton, Ontario is forcibly fed a Dagwood sandwich during the final social event of the City of Windsor Spitfire squadron, Canada's crack fighter-bomber unit in the Mediterranean theatre. Guests of honour at the all-ranks party were the CO, S/L Goldberg and YMCA Supervisor W.L. Craig of 752 Adelaide Street, London, Ontario." RCAF photo PL-60347 (ex UK-19993 dated 6 April 1945) taken as Commanding Officer of No.417 Squadron. Photo PL-60682 (ex UK-21966 dated 7 June 1945) shows him taking a water taxi in Venice on a date. PL-60683 (ex UK-21967) shows him as his attractive date points out sights of the Lido beach resort (weed grown and deserted since the Germans fortified it). PL-60685 (ex UK-21999 dated 7 June 1945) shows several members of No.417 Squadron with their dates for a day, starting a water taxi tour in Venice; clockwise, from 7 o'clock to 5 o'clock they are F/O D.J. Love (Winnipeg), F/O B.F. Johnston (Montreal), F/O Al Marshall (Peterborough), F/L L.J. Doucet (Vancouver, adjutant), F/O D.W. Lambie (Montreal), F/L R.W. Nickerson (Moncton), S/L Dave Goldberg (Windsor, Ontario) and F/O C.E. "Chuck" Holdway (Montreal). PL-60741 (ex UK-21528 dated 19 May 1945) shows Mr. P.S. Conroy (Chief Executive Assistant to Minister of National Defence for Air) visiting No.417 Squadron, talking to S/L Dave Goldberg and S/L W.J. Murphy (Windsor and Toronto, Officer Commanding Rome Liaison Bureau of RCAF District Headquarters in Italy. PL-60742 shows Conroy and Goldberg.

Squadron Leader Goldberg has completed many successful operations, a number of which have been low level attacks against ground targets. On several of these missions his aircraft has been damaged by anti-aircraft fire. He became flight and later squadron commander, in which capacities he displayed unflinching energy and efficiency. His enthusiasm and gallantry have done much to improve the operational effectiveness of the squadron.

NOTE: Public Records Office Air 2/9150 has recommendation dated 27 January 1945 when he had flown 163 operational sorties (224 hours 55 minutes) including 85 sorties (94 hours 35 minutes) on the present tour; total career flying hours were 1,675.

Squadron Leader Goldberg commenced operations in Northwestern Europe in June 1943. Between then and March 1944 he was continuously engaged on offensive operations, completing 80 sorties and 132:25 hours operational flying. Many of these sorties were low level attacks against ground targets, and Squadron leader Goldberg was several times hit by flak. On the 8th of March 1944 he was shot down by flak and crashed in enemy territory. Despite the fact that his aircraft caught fire and turned over, he evaded capture, reaching Gibraltar two months later.

On 27th August 1944 he joined No.417 Squadron, was quickly given command of a flight, and later, in November, took command of the squadron. During his 3 ½ months service with this Wing [No.244 Wing, Desert Air Force] he has shown outstanding courage and skill as a fighter-bomber leader. He took command of the squadron at a time when it was very deficient of experienced leaders, and by his magnificent example, enthusiasm, gallantry and cheerfulness has kept the squadron operational record on the top line.

He has personally completed 78 fighter-bomber sorties since August, practically always in the face of considerable flak opposition, which, in spite of his previous bad experience, he coolly ignores in pressing home his attack.

I strongly recommend Squadron Leader Goldberg for the non-immediate award of the Distinguished Flying Cross.

FURTHER NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Goldberg, including the following excerpts:

Shot down by ground flak while engaged in low flying sortie over airport near St.Andre, France. Crash landed and fortunately evaded capture by German troops ostensibly sent out to find me.

After a few days made contact with French civilians who put me in touch with the underground and after moving from place to place in the country was finally taken to Paris where I met up with Gord Crosby (a Typhoon pilot who had been

shot down prior to me). After spending a few weeks in Paris we joined up with five other aircrew and travelled by train to Toulouse where he stayed for about ten days in the foothills of the Pyrenees. We started out on our trip across the Pyrenees with a larger group of assorted persons trying to get back to the UK. The trip was aggravated by bad weather and a guide who disappeared after going off for assistance. With the aid of a lad assisting our guide seven of us decided to move on after having been driven into a cave by bad weather, lack of food and many of our party being in extremely bad shape since a number of them were on their second trip over the Pyrenees after having been ambushed on a previous try with some having been on the loose for up to nine months. We were lucky and made arrangements to contact the British consulate in Barcelona and after a week in Barcelona we were taken to the British embassy in Madrid from where we were taken to Gibraltar and subsequently flew back to England.

Public Record Office WO 208/3319 has MI.9 report based on interview of 6 May 1944.

I was pilot of a Spitfire aircraft which left Friston on 8 March 1944 at 1600 hours to carry out a lowlevel sweep near Paris. On the outward journey when somewhere south of Evreux (Northwest Europe, 1:250,000, Sheet 7, R 16) I was hit by flak and tried to crash-land, but crashed about three kilometres southwest of Champigny-la-Futelaye (R 2850) at about 1630 hours.

I found myself in the aircraft upside down. I managed to get out, but had to leave my parachute and harness in the machine, which was smouldering.

I immediately started to run towards a clearing, throwing off my Mae West into the trees. I went in a northerly direction, gradually heading west until I reached a forest. As I saw some Germans in the neighbourhood, I decided to lie in a ditch until dusk. I actually stayed until 2200 hours.

I then started to move west, and walked until 0530 hours (9 March) when I again lay low in a forest, in which I stayed until 2130 hours. I then continued for another hour, when I saw a farmhouse and, having looked into the window, decided to enter and make my identity known. I was given food and shelter for the night. My host went out and returned in a couple of hours looking pleased with himself, but told me nothing that night. I was kept here and given food and shelter all next day (10 March), and at about 1800 hours four men turned up.

From this point my journey was arranged for me.

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GOLDIE, F/L John Kenneth (J5981) - **Distinguished Flying Cross**- No.428 Squadron - Award effective 16 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 16 December 1914 at Grand Coulee, Saskatchewan; home in Yorkton (salesman). Enlisted in Regina, 24 October 1940 and posted to No.2 Manning Depot, Brandon. To No.6 BGS, Macdonald, 17 November 1940 (guard). To No.2 ITS, Regina, 22 December 1940; graduated and promoted LAC, 28 January 1941 when posted to No.15 EFTS, Regina; graduated and 29 March 1941 and posted to No.2 Manning Depot; to No.11 SFTS, Yorkton, 11 April 1941; graduated and commissioned 4 July 1941. To Embarkation Depot, Halifax, 5 July 1941. Embarked 25 July 1941. In Transit Camp, Iceland, 7-11 August 1941. Returned to Halifax, 24 November 1941. To No.39 SFTS, Swift Current, 28 November 1941. The record is muddled here; lists of posting put him at No.39 SFTS, yet assessments originate at No.37 SFTS, Calgary. A general monthly record of flying shows him flying at No.39 SFTS, December 1941 to 27 September 1942, and at No.37 SFTS, 30 September 1942 to 7 November 1942. Promoted Flying Officer, 5 January 1942. To No.11 SFTS, Yorkton, 9 November 1942. Promoted Flight Lieutenant, 15 April 1943. To Halifax, 1 December 1943. Embarked from Halifax, 20 January 1944; disembarked in Britain, 31 January 1944. Attached to No.6 EFTS, 20 March to 11 April 1944. To No.6 (Pilots) AFU, 11 April 1944. Attached to No.1517 Beam Approach Training Flight, 15-23 May 1944. Attached to No.12 OT, 23 May 1944. To No.24 OTU, 11 July 1944. To No.61 Base, 27 September 1944. Attached to No.1664 Conversion Unit, 11 October to 30 November 1944. To No.428 Squadron, 30 November 1944. Promoted Squadron Leader, 29 January 1945. Emplaned for Canada with No.428 Squadron, 31 May 1945 and posted to Yarmouth, 8 June 1945. Retired 12 September 1945. Rejoined RCAF, in Winnipeg, 9 June 1953 with rank of Flight Lieutenant and trade of Chaplain (service number 213672). To Station London, 1 August 1953. To Comox, 20 October 1953. To Sea Island, 23 June 1953. To Comox again, 22 August 1958. To St. Hubert, 7 August 1959. To No.30 Air Material Base, Langar, England, 2 August 1962. Promoted Squadron Leader, 30 June 1963. To No.4 Wing, Grostenquin, 2 August 1963. To Winnipeg, 30 July 1966. Base Chaplain at Winnipeg, 2 February 1967. Retired 25 April 1970. Died in Vancouver, 10 January 1972 as per British Columbia Vital Statistics.

Flight Lieutenant Goldie was pilot of an aircraft detailed to attack Ludwigshaven in December 1944. It was his first sortie as a captain. During the outward flight it was discovered that only one of the guns in the rear turret was serviceable. Nevertheless, Flight Lieutenant Goldie continued to the target and pressed home a successful attack. On another occasion en route to Duisburg part of the oxygen supply failed. Flight Lieutenant Goldie promptly instructed the wireless operator to effect repairs. The latter's oxygen supply also failed and this crew member lost consciousness. With great coolness and presence of mind, Flight Lieutenant Goldie descended to a very low altitude in order to enable his comrades to

recover and then to repair the defective system. He afterwards continued to the target and executed a good attack. Flight Lieutenant Goldie displayed exceptional coolness and devotion to duty on both occasions.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C A.C. Hull dated 20 December 1944 when he had flown three sorties (21 hours ten minutes) as follows:

Flight Lieutenant Goldie was detailed as pilot for the spare crew for the attack on Ludwigshaven, 15th December 1944. At the last moment it was found necessary to use the spare crew even though it took off late. After being airborne it was found that only one gun in the rear turret would fire. Undaunted, Flight Lieutenant Goldie with great courage and determination pressed on to the target and delivered a successful attack, his first as captain of aircraft.

On 18th December en route to attack Duisburg the oxygen supply to his rear gunner failed. Flight Lieutenant Goldie sent the wireless operator back to effect repairs but his oxygen bottle failed and he also lost consciousness. With great coolness and presence of mind, Flight Lieutenant Goldie dived down to 6,000 feet to recover his crew and repair the oxygen system. Then, knowing full well that he would be late, he pressed on to the target with dauntless courage and bombed successfully fourteen minutes late which was eleven minutes after the attack was finished,

For his exceptional courage, initiative and great coolness I recommend the immediate award of the DFC.

The sortie list was as follows:

5 December 1944 - Soest (7.30, second pilot)

15 December 1944 - Ludwigshaven (6.15)

18 December 1944 - Duisburg (7.25)

Training: Course at No.2 ITS was 24 December 1940 to 24 January 1941. Marked in Mathematics (63/100), Armament, practical and oral (74/100), Visual Link (70/100), Drill (85/100), Law, Discipline, Sanitation and Hygiene (77/100). Placed 83rd in a class of 183. "Good type. Keen, cheerful and conscientious."

Course at No.15 EFTS was 28 January to 29 March 1941, Tiger Moth aircraft (30.55 dual, 33.35 solo and 14 hours in Link). "Slow but keen, should do well with careful instruction." (A.W. Ross). Ground courses in Airmanship (172/200), Airframes (76/100), Aero Engines (56/100),

Signals, practical (98/100), Theory of Flight (37/100, rewrote and got 71/100), Air Navigation (195/200), Armament, oral (136/200); personal qualities (150/200). "Quiet and confident" but not deemed suitable for commission. Placed 26th in class of 29.

Course at No.11 SFTS was 10 April to 3 July 1941. Harvard aircraft (39.35 day dual, 42.10 day solo, 2.25 night dual, 8.00 night solo - of this 20.50 on instruments). Also eleven hours in Link. "Steady progress - no outstanding flying weaknesses. Poor navigation." (F/L G.S. Austin, 27 June 1941). Ground courses in Airmanship and Maintenance (171/200), Armament, written (54/100), Armament, practical (77/100), Navigation and Meteorology (134/200), Signals, written (64/100) and Signals, practical (46/50). Placed 14th in a class of 50.

Course at No.6 (Pilots) AFU was 25 April to 11 July 1944. Oxford aircraft (2.25 day dual to first day solo, 25.50 day dual, 28.40 day solo, 14.05 as passenger, 1.40 in formation and 9.20 on instruments. 3.20 night dual to first solo, 8.15 total night dual, 11.45 night solo. Also 10.30 in Link. "This pilot is very keen to learn, is a capable leader and has applied his past instructing experience well. He has obtained a high standard on his course and should do extremely well at OTU." (S/L E. Masefield, 7 July 1944)

Course at No.24 OTU was 11 July to 18 September 1944. Wellington aircraft (5.25 day dual to first day solo, 5.55 total day dual, 5.50 day solo plus 26.15 as day passenger, 5.50 night dual to first night solo (total night dual), 6.35 night solo plus 23.45 as night passenger), 16 hours in Link. Did four day cross-countries over 10,000 feet and four night cross-countries over 10,000 feet. No Nickel raid but one Bullseye, five Fighter Affiliations by day and two Fighter Affiliations by night, dry and wet dinghy drills (12 and two), nine parachute exercises. Marked in Air Tests as follows: General Flying (310/400), Applied Flying (150/200), Instrument Flying (190/200), Night Flying (80/100) and Link (27/50). "An ex FTC staff pilot who is well above the average and a very keen and efficient captain. Crew cooperation a high average. All exercises carried out without a failure."

Notes: Peak months flying as instructor in Canada are January 1942 (68 hours 40 minutes), July 1942 (75 hours), August 1942 (115 hours 20 minutes), all at No.39 SFTS.

Assessed as instructor, 17 July 1942 at No.39 SFTS, by which time he had flown 430 hours as instructor. Tested on Harvard II. Described under the following headings: Sequence (Fair), Voice (Strained), Manner (Determined), Ability to Impart Knowledge (Average), Ability as Pilot ("Average. Aerobatics High Average. Instrument flying average") and Remarks ("This instructor's flying ability and sequence knowledge are average. Demonstrations are lacking in close synchronization, particularly precautionary landings which must be improved.") Awarded "B" Class rating (single engine) by F/L W.J. Harper and S/L William M. Foster of No.2 Visiting Flight.

Assessed again at No.11 SFTS, 2 July 1943 by F/L F.D. McKechnie and S/I A.C. Hull , No.2 Visiting Flight. Reported he had flown 635 hours at No.39 SFTS, 104 hours at No.37 SFTS and 450 hours at No.11 SFTS. Tested on Crane and graded "B" on twins.

Described at No.11 SFTS, 20 November 1943 as follows: "Steady, mature and reliable. Has been doing an excellent job as deputy flight commander. A 'B' Category Flying Instructor who has been on this station since 10 November 1942." (S/L D.A.S. Laing).

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GOLDING, Sergeant (now P/O) William Henry (R139973/J19871) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 27 September 1922 in Saskatchewan; home in Meadow Lake. Enlisted in Saskatoon, 8 December 1941 as "Tradesman". Posted that date to No.1 Manning Depot. To Trenton, 3 January 1942 and classified as Guard. To No.7 SFTS, 24 January 1942; posting changed to Patricia Bay. Promoted AC1, 8 March 1942. Promoted LAC, 8 June 1942. To No.5 BGS, 16 July 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 10 October 1942; embarked from Canada, 27 October 1942; arrived in UK, 6 November 1942; to No.7 AGS, Stormy Down, 22 November 1942; to No.29 OTU, 16 February 1943; To No.1654 Conversion Unit, 17 April 1943; to No.57 Squadron, 24 May 1943. However, the Combat Reports quoted below variously report his training after No.7 AGS as being at No.9 OTU (Suffenhem) and No.25 OTU (Finningly). Two of the reports (14/15 June 1943 and 21 July 1943) state he attended No.1654 HCI, Wigsley, but the report for 22/23 June 1943 says it was No.1660 HCU, Swinderby. Commissioned 24 January 1944. Repatriated 2 August 1945. Retired 10 January 1946. Brother, LAC John Henry Golding (Airframe Mechanic) killed in non-flying accident, 8 August 1944 with No.433 Squadron. Died in Saskatoon, 23 May 2009. Photo PL-35877 is a portrait as an officer. No citation in AFRO.

GOLDING, P/O William Henry (J19871) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944.

This officer has successfully completed numerous sorties on his second tour of operations. One night in July 1944 he was rear gunner of an aircraft which was attacked by a fighter. Early in the engagement Pilot Officer Golding was hit in the leg by a bullet; he also sustained burns to the leg and thigh when his turret caught fire. In spite of this he used his guns with good effect and the enemy aircraft was seen to dive steeply away on fire. His courage and resolution were characteristic of that which he has displayed throughout his tours.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 22 July 1944. He had flown 26 sorties (162 hours) on his first tour and eight sorties (32 hours 15 minutes) on his second tour.

Pilot Officer Golding has successfully completed 34 sorties, eight of them in his second tour of operations with this squadron.

On the night of the 18th/19th July 1944, he was Rear Gunner of a Lancaster detailed to attack Revigny, a mission which met very strong opposition from the whole German night fighter force in the area. On the outward journey, an attack by a Junkers 88 damaged and set fire to the rear turret. Although he had been wounded in the leg by a bullet, and was suffering from second degree burns on his legs and thighs, Pilot Officer Golding continued to engage the enemy with his guns until the attacking aircraft was seen to break away on fire and to dive steeply. This Junkers 88 is claimed to have been destroyed.

It is due to Pilot Officer Golding's great tenacity and cool courage that the attack was beaten off and his crew returned safely to base. His stoical endurance of pain and his fine fighting spirit, unimpaired by his injuries, serve as an example to all

Public Record Office Air 50/190 has the following Combat Report for 14/15 June 1943:

Lancaster M (ED413) of 57 Squadron on way to Oberhausen on night 14/15 June 1943, 22,000 feet [latitude obscured] 08.50 E,, I.A.S.150. Three-quarters moon, many searchlights to port and starboard, no cloud or any unusual phenomena.

Air Bomber saw two twin-engined enemy aircraft which he identified as Ju.88s flying 500 feet below. He reported these to the skipper, who continued in his barrel search. Rear Gunner [Sergeant Haynes] was then heard and seen to fire by Mid-Upper [Golding], but apparently the attack was too sudden for him to give the skipper any evasive action.. Mid-Upper, who was unable to get his guns to bear on either enemy aircraft, then observed that one enemy aircraft climbed up to attack on starboard side and opened fire on rear turret. This fire must have killed Rear Gunner instantly as he ceased firing abruptly.

It is assumed that the second enemy aircraft dived underneath Lancaster to port quarter and turned in to attack from port side. Lancaster was carrying out barrel search at time of attack and then turned to starboard losing about 800 feet.

Damage to Lancaster amounted to:

20 holes in port fin, one cannon shell in tail plane; rear turret riddled, unfortunately killing Rear Gunner outright, tyre of tail-wheel burst, main-plane peppered, also bomb doors, several holes in Mid-Upper turret but Mid-Upper Gunner not injured - all hydraulics rendered unserviceable.

Public Record Office Air 50/190 has the following Combat Report for 22/23 June 1943:

Lancaster Q (ED777) of No.57 Squadron on way to Mulheim on night of 22/23 June 1943, 51.26 N, 06.54 E. at 19,000 feet and at 0152 hours.

Three-quarter moon, broken cloud below, some industrial haze and searchlights to port and starboard, flak gradually increasing as over target area. Rear Gunner [Sergeant Hughes] reported single engine enemy aircraft, identified as a Me.104 [sic - must mean Me.109] moving up from starboard beam level about 75 yards and coming in to attack dead astern.

Rear Gunner immediately opened fire (firing 800 rounds) and a few seconds later Mid-Upper opened fire (firing 200 rounds).

Both Rear Gunner and Mid-Upper observed tracer bullets to enter nose of enemy aircraft (which carried no lights and did not open fire throughout the combat). Enemy aircraft then dipped its wings and broke away diving to port and was not seen again. At this point the flak was getting pretty hot as Lancaster was running up to the target, but both Mid-Upper and Rear Gunner claim enemy aircraft as damaged.

Lancaster was preparing for bombing run at time of attack but as enemy aircraft came in to attack, Rear Gunner told pilot to corkscrew.

Public Record Office Air 50/190 has the following Combat Report for 8/9 July 1943. Aircraft was M/57, FD308, position 50.51 N, 06.49 E, height 19,500 feet, time 0126 hours. Conditions were half moon, 10/10 cloud below, some searchlights below cloud.

Rear Gunner [Sergeant Hughes] and Pilot saw tracer passing under their aircraft; the Rear Gunner then saw enemy aircraft which was identified as a Ju..88, at the same time the Mid-Upper [Golding] saw a single-engine aircraft which he identified as a Me.109. The Ju.88 was dead astern and the Me.109 was on the

starboard quarter. The Me.109 then closed to 200 yards and opened fire with a short burst, the Ju.88 still astern but did not close or open fire. The pilot took immediate evasive action doing a diving turn to starboard with the Rear Gunner firing at the Ju.88 and the Mid-Upper firing at the Me.109. The Me.109 dived under the Lancaster and was not seen again. The Ju.88 was lost for a few moments but was then picked up again by the Rear Gunner breaking away astern and below and was not seen again.

During the action the Rear Gunner fired 1,000 rounds and the Mid-Upper about 100 rounds. No claims were made by the gunners.

Damage to the Lancaster was as follows: Starboard Rudder holed. Starboard outer engine put out of action and starboard mainplane holed.

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GOLDSMITH, F/L John Edward (J85064) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Halifax, 21 February 1922; served in Royal Canadian Artillery; enlisted in RCAF, 21 February 1942. Trained at No.3 ITS (graduated 28 August 1942) and No.8 AOS (graduated 21 December 1942). Commissioned 1944. Served in postwar RCAF; awarded AFC for Operation "POLCO". Goldsmith Channel in the Arctic named for him. Retired 1973. Died 3 November 2010 in Sydney, British Columbia. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 21 August 1944 when he had flown 39 sorties (210 hours 40 minutes).

8 September 1943 - Boulogne
28 January 1944 - Berlin
30 January 1944 - Terschelling
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg

10 April 1944 - Aulnoye
11 April 1944 - Aachen
11 May 1944 - Hasselt
19 May 1944 - Boulogne
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
3 June 1944 - Calais
5 June 1944 - Lens
5 June 1944 - Longues
7 June 1944 - Cerisy
8 June 1944 - Fougères
9 June 1944 - Rennes
11 June 1944 - Tours
16 June 1944 - Renescure
23 June 1944 - Coubronnes
24 June 1944 - Middle Straete
27 June 1944 - Oisemont
7 July 1944 - Vaires
9 July 1944 - L'Hey
10 July 1944 - Nucourt
20 July 1944 - Foret du Croc
22 July 1944 - Coulouvilliers
23 July 1944 - Foret du Croc
27 July 1944 - Chateau Bernapre
30 July 1944 - Battle area

Pilot Officer Goldsmith has completed 39 operational sorties, 24 of which have been with the Pathfinder Force.

This officer is a keen and efficient navigator, and has invariably displayed the utmost determination and courage in his duties. He is a cheerful and valuable member of his crew, and is always willing to fly with any crew when the occasion demands it. He has shown great keenness and zest for operations, and his devotion to duty has been of a very high order. I recommend him for the award of the Distinguished Flying Cross.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM).

This included much information on Goldsmith, of which the following is an excerpt:

On the night of 26 August 1944, while on my 42nd bombing raid, the aircraft was seriously damaged in a night fighter attack over Kiel, Germany. With the aircraft on fire and only one engine operating a ditching was made in the North Sea.

As I sat in an overcrowded dinghy, cold and wet, with six men I barely knew, I was to reflect on my folly in volunteering to replace their sick navigator. The following day RAF air/sea rescue planes located us and dropped a lifeboat which drifted away. By a miracle, in the darkness the next morning, we found it close by. We set course for England but ran into a storm late in the day, and as the boat had been damaged in the drop, it began to break up.

We were losing hope when a Danish fishing boat suddenly appeared, guided by a rescue plane. Once on board we found we were headed for Denmark, and though grateful to be saved, we had no wish to become POWs. The skipper said that if he sailed any further west the Germans would sink his boat, but when the rescue plane dropped a message directing him to take us to England we convinced him that he had no other choice. Two nights later we arrived back in England.

The website "Lost Bombers" offers the following account. Lancaster PB302 (GT-B of No.156 Squadron), target Kiel, was airborne at 2021 hours, 26 August 1944 from Upwood. Badly shot up by a Ju88 which came upon the Lancaster over Kiel, but which in turn was last seen going down crippled by the return fire from the Lancaster. Soon after the engagement the Lancaster was ditched in the North Sea. There followed an exacting rescue operation involving aircraft, a Danish fishing vessel and an ASR launch before the crew were brought home to Grimsby some five days later. Crew were F/L R.M.Etchelle, Flight Sergeant J.D.Gray, P/O J.E.Goldsmith (RCAF), P/O A.J.C.Croome (RAAF), Warrant Officer E.W.Hay, Flight Sergeant J.F.Stearn and F/O S.Freeden.

RCAF Press Release dated 16 September 1944 from F/L W.G. Kennedy, transcribed by Huguette Oates, reads:

WITH THE RCAF IN BRITAIN: -- Johnny Goldsmith, of Halifax, N.S., has never met Don Carmichael, of Carleton Place, Ontario, and Jack Radford, of Toronto, Ontario – but when he does – watch the handshaking. Johnny, otherwise, Flight Lieutenant John Goldsmith, RCAF, 22-year-old son of Mr. and Mrs. C.J. Goldsmith, 283 Oxford Street, Halifax, N.S., doesn't know yet that Flying Officer Don Carmichael and Flight Lieutenant Jack Radford are two of the Canadians

responsible for him being back in action again following a 40-hour unscheduled sojourn in the North Sea.

Goldsmith was the navigator and only Canadian in the crew of a Lancaster that recently had to 'ditch' following a night raid on Kiel from a RAF bomber base in Britain. Carmichael and Radford are two Canadian pilots in a crack RAF Air-Sea Rescue squadron which laid on a successful search for Goldsmith and his fellow airmen and then 'homed' the high speed launch to which the crew transferred following their original pick up by a Danish fishing boat.

"I never saw so much action in such a short space of time," Goldsmith said in recalling his adventures following a short leave. "We got over our target alright, dodged the flak, dropped our stuff and headed for home. Then this Ju88 got on our tail and the fun started. The starboard outer engine packed up and then the Jerry got a burst on the tail that knocked half of it galley west. A shell exploded in the fuselage and put the rear turret out of action. The inner starboard engine caught fire and the skipper, Flight Lieutenant Bob Etchell, RAF, feathered it. Then we found that the bomb doors wouldn't close and that one landing wheel remained down after we had jettisoned the balance of our bomb load in an effort to keep altitude. Before we knew it the port outer caught fire and the skipper said, 'Okay, chaps, we're going to ditch'. You never saw anybody move as fast as we did getting out of that kite into the dinghies."

Forty hours later, they were sighted and picked up by the crew of a Danish fishing boat. In the meantime, they had been sighted by units of Air/Sea Rescue and their position signalled to base where a high speed launch was awaiting word of their position.

The Danish crew couldn't do enough for F/L Goldsmith and his companions in the way of physical comfort but gave them little mental ease when they insisted that they were making course for Denmark and that it was impossible to head for Sweden. As for turning about and going to England – the interpreter in the fishing crew figured that was the craziest thing he had heard in his life.

At this juncture one of the circling Air/Sea Rescue airplanes dropped a message telling the fishing boat to proceed on course such-and-such for England. The skipper shrugged his shoulders and through the interpreter stated that he figured an order was an order. Sixteen hours later, the high speed launch transferred the survivors, all of whom were in excellent physical condition despite their experience, but not before the fishing boat had been lost for

several hours when fog made it impossible for the watching aircraft to keep it in sight.

Flight Lieutenant Radford is the son of Mr. and Mrs. Charles Radford, 4 Norfolk Street, Toronto, Ontario. Flying Officer Carmichael is the son of Mr. and Mrs. N. Carmichael, Carleton Place, Ontario.

Other Canadian airmen who participated in the search were: P/O Jack Smith, Wireless Air-gunner, son of Mr. and Mrs. J. Smith, 930 Sixth Street, Saskatoon, Saskatchewan; F/O Doug Tod, navigator, son of Mr. and Mrs. J.W. Tod, 112 Third Avenue West, Calgary Alberta; P/O Allan Middleton (J85899), son of Mr. and Mrs. B. Middleton, 674 Toronto St. West, Winnipeg, Manitoba; P/O Ronald Chisholm (J87775), son of Mr. and Mrs. Joseph Chisholm, Beulah, Manitoba.

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GOLDSTEIN, Corporal Louis (R81888) - **British Empire Medal** - No.9 Repair Depot - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Montreal, 3 May 1912. Educated at Strathearn Elementary School to Grade VII and then worked as truck driver and garage mechanic. Enlisted in Montreal, 27 January 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.1 Equipment Depot, 14 February 1941. To Technical Training School, 1 March 1941. To No.6 Repair Depot, 26 April 1941. Promoted AC1, 27 April 1941. Promoted LAC, 1 October 1941. To No.9 Repair Depot, 28 October 1941. Promoted Corporal, 14 April 1942. Promoted Sergeant, 1 June 1943. To No.20 Sub-Equipment Depot, 5 June 1943. Promoted Flight Sergeant, 1 February 1944. To No.5 Equipment Depot, 18 July 1944. Retired 11 November 1945. Postwar retailer of men's clothing. Founded Education for Heading Handicapped Children (later Montreal Oral School for the Deaf). Died in Montreal, 10 February 1999.

The enthusiasm with which this airman carries out his duties, coupled with his ability to produce more than ordinary result, has had a marked effect on the productive efficiency of this Depot, as well as setting for his fellows an example of what initiative and industry can accomplish. He has set a high standard of loyalty to his Superiors and to the Service, exemplary in conduct and outstanding in his performance of duty.

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GOLDSTONE, F/O Arthur William (J26425) - **Mention in Despatches** - No.53 Squadron (AFRO

gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 5 September 1913 in Edmonton. Served in 1st Searchlight Regiment, Royal Canadian Artillery, Vancouver, June 1940 to March 1942. Enlisted in Vancouver, 10 March 1942. To No.3 Manning Depot, 31 March 1942. To No.4 SFTS (guard), 22 May 1942. To No.7 ITS Saskatoon, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.6 EFTS, Prince Albert until 26 September 1942; ceased training 17 October 1942 and posted to No.1 Composite Training School; to No.6 BGS, Mountain View, 24 October 1942; to No.8 AOS, Ancienne Lorette, 27 December 1942; graduated 14 May 1943 when promoted Sergeant; later commissioned with effect from that date). Attended No.1 GRS, Summerside, 15 May to 28 July 1943. To No.111 OTU, Nassau, 4 August 1943. To No.31 Personnel Depot, 15 December 1943. Embarked from Canada for overseas, 26 December 1943, arriving in Britain on 3 January 1944. To No.53 Squadron, 25 January 1944, serving in that unit until 19 June 1945. Repatriated 2 August 1945. Retired 11 October 1945. Served in postwar RCAF, 19 June 1951 to 22 July 1952 with No.2442 Aircraft Control and Warning Squadron (Reserve). Postwar he worked for Canadian General Electric, Vancouver, Winnipeg, London (Ontario), Montreal and Ottawa. Died in Vancouver, 12 April 2014.

On a form dated 23 July 1945 he summarized his overseas service as 622 hours 35 minutes operational hours and 202 hours 35 minutes non-operational hours. He had flown 814 hours 40 minutes on Liberators and ten hours 30 minutes on Wellingtons.

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GOLDSTRAW, P/O Herbert Eric (J88659) - **Member, Order of the British Empire** - No.425 Squadron - Award effective 1 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Edmonton, 23 June 1914; home in Winnipeg (salesman). Enlisted 3 June 1942. To No.3 Manning Depot, 22 July 1942. To No.3 WS, 30 September 1942. Promoted LAC, 26 November 1942. To No.2 Manning Depot, 23 March 1943. To No.3 BGS, 21 August 1943. 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 29 July 1944. Repatriated 5 August 1945. Released 9 August 1945.

In July 1944, a Halifax aircraft crashed at White Waltham on returning from operations and caught fire. Pilot Officer Goldstraw's aircraft had landed previously at the airfield and this officer, together with other members of his crew, as well as personnel of the ATA, immediately ran to the crashed aircraft. The unconscious rear gunner was lying partly in the turret and partly in the rear of the fuselage. The turret was jammed. Together with an ATA instructor, Pilot Officer Goldstraw, finding that the turret could not be swung back to release the rear gunner, owing to the position in which he was lying, entered the fuselage

after forcing the normal entrance. At this time heat the starboard wing was blazing furiously and the heat was so intense that the starboard elevator burst into flames. It was necessary to remove the rear gunner's flying equipment before putting him back into the turret which could then be swung, thereby enabling helpers outside to extricate him. This gallant rescue was successfully accomplished in circumstances of great danger. Despite the flames and smoke, there was risk of the petrol tanks, bombs and ammunition exploding and, when the rear turret had been swung and the gunner passed to safety, exit was only possible through smoke and fumes. Pilot Officer Goldstraw showed courage and self-sacrifice in an action which undoubtedly was responsible for saving the life of a comrade.

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GONOR, F/O Abraham (J36924) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 20 May 1923 in Russia; home in Winnipeg (shipping clerk). Enlisted there 23 June 1942. To No.2 Manning Depot, 2 July 1942. To No.11 SFTS (non-flying duties), 14 August 1942. To No.7 ITS, 10 October 1942. Promoted LAC on 18 December 1942. Posted on 9 January 1943 to No.6 EFTS. To No.4 SFTS, 6 March 1943. Ceased pilot training, 29 April 1943 and posted to No.2 Manning Depot. To No.5 AOS, 29 May 1943. Graduated and commissioned on 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Repatriated 7 July 1945. Released 10 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 2/8751 has recommendation dated 11 April 1945 when he had flown 38 sorties (188 hours 45 minutes), 16 September 1944 to 31 March 1945.

16 September 1944 - Leewarden
23 September 1944 - Neuss
27 September 1944 - Calais
28 September 1944 - Calais
2 October 1944 - Westkapelle
5 October 1944 - Saarbrücken
11 October 1944 - Fredrick William
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
24 October 1944 - Essen
25 October 1944 - Essen

28 October 1944 - Cologne
29 October 1944 - Westkapelle
30 October 1944 - Cologne
29 November 1944 - Essen
30 November 1944 - Duisburg
3 December 1944 - Wurtheim Dam
4 December 1944 - Karlsruhe
18 December 1944 - Duisburg
21 December 1944 - Bonn
7 January 1945 - Munich
14 January 1945 - Saarbrucken
22 January 1945 - Hamborn
1 February 1945 - Mainz
2 February 1945 - Wesibaden
5 February 1945 - Goch
5 February 1945 - Politz (Stettin)
13 February 1945 - Dresden
24 February 1945 - Kamen
1 March 1945 - Mannheim
7 March 1945 - Dessau
14 March 1945 - Homburg
16 March 1945 - Nuremburg
20 March 1945 - Heide
22 March 1945 - Hildesheim
25 March 1945 - Munster
31 March 1945 - Hamburg

Flying Officer Gonor has completed 38 operational sorties, 23 of which have been with the Pathfinder Force. The targets have mainly been German areas.

This officer has proved himself to be an extremely reliable navigator. He has a commendable zeal for operations, and is keen and dependable. Beneath his quiet and unassuming manner lies plenty of grit and determination, and is an asset to any crew.

Flying Officer Gonor has shown zest, 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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GONYEA, F/L David Charles (J12557) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 28 May 1921. Home in Calgary; enlisted there 27 June 1941. To No.2 Manning Depot, 22 July 1941. To No.36 SFTS (guard), 30 August 1941; to No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.6 EFTS; may have graduated 13 February 1942; to No.5 Manning Depot, 28 February 1942; to No.13 SFTS, 14 March 1942; graduated and commissioned, 3 July 1942. To No.1 GRS, 17 July 1942. To No.7 BGS, 31 August 1942. Promoted Flying Officer, 3 January 1943. To "Y" Depot, 24 February 1944. Taken on strength of No.3 PRC, Bournemouth, 10 April 1944. Promoted Flight Lieutenant, 3 July 1944. Repatriated with No.431 Squadron, 18 June 1945. To "K", 5 September 1945. To Release Centre, 10 January 1946. Retired 21 January 1946. Appears to have been with Training Command Headquarters, 1955-1956 as Class "E" Reservist. Died in Red Deer, Alberta, 29 April 2012.

This officer has completed numerous sorties as pilot and captain of aircraft. His qualities of courage and determination were well reflected on one occasion in March 1945 when he was badly wounded in the shoulder by anti-aircraft fire. Despite intense pain he flew on to his target which he successfully bombed. On the return flight his arm became completely useless. Although suffering great pain, Flight Lieutenant Gonyea flew his aircraft back to base and effected a safe landing. He afterwards collapsed. This officer set a fine example of courage, fortitude and resolution.

DHH file 181.009 D.5526 (Library and Archives Canada RG.24 Volume 20667) has recommendation drafted 26 March 1945 when he had flown seven sorties (55 hours 55 minutes). Sortie list and submission follows; the document is a faded carbon copy and some text is illegible:

14 February 1945 - Chemnitz (8.12)
21 February 1945 - Duisburg (6.35)
23 February 1945 - Pforzheim (9.13)
27 February 1945 - Mainz (7.29)
1 March 1945 - Mannheim (7.43)
2 March 1945 - Cologne (5.53)
5 March 1945 - Chemnitz (9.50)

This pilot, a captain of aircraft, has shown outstanding ability at all times. On a recent occasion on 5th March 1945 when on a raid to Chemnitz, Flight Lieutenant Gonyea was struck in the shoulder by flak and badly wounded. Despite intense pain he carried on for 200 miles to successfully bomb the target. On the return journey, his arm became useless, so he had to pilot his aircraft with only one

hand. Though suffering great pain and weak through loss of blood, this brave pilot effected a safe landing before lapsing into unconsciousness. Flight Lieutenant Gonyea's cool courage, determination and his complete disregard for his own safety undoubtedly saved the lives of his crew and much valuable equipment. In recognition of this officer's devotion to duty in the face of suffering I strongly recommend that he be awarded the immediate Distinguished Flying Cross.

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GONYOU, F/L Gordon Lloyd (J25985) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 6 January 1914 in Belleville, Ontario; home in Port Colburne, Ontario. Enlisted in Hamilton, 16 December 1940 for General Duties and posted to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To No.5 SFTS, 20 January 1941. Promoted AC1, 16 March 1941. Reclassified as Aero Engine Mechanic, 26 May 1941. Promoted LAC, 16 June 1941. Remustered to aircrew and posted to 18 July 1942 to No.1 ITS; may have graduated 11 September 1942 but not posted to No.9 EFTS until 10 October 1942; graduated 18 December 1942 when posted to No.5 SFTS; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 12 June 1944. Promoted Squadron Leader, 26 August 1944. Repatriated by air, 13 June 1945. To Yarmouth, 30 September 1945. To Greenwood, 5 October 1945. Retired 27 February 1946.

Flight Lieutenant Gonyou has participated in a number of missions against the enemy. As flight commander, his administrative ability and enthusiasm have largely contributed to the operational efficiency of the squadron. He has displayed exceptional ability, great keenness and determination as captain of aircraft. On one occasion an engine of his aircraft was rendered unserviceable. Despite difficulty, he pressed on to the target and successfully completed the mission.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation by W/C A.C. Hull drafted 13 September 1944 when he had flown 21 sorties (114 hours ten minutes), 9 May to 6 September 1944. Recommendation gives name as Gordon Long. Sortie list and submission as follows:

9 May 1944 - Gardening (5.05)
10 May 1944 - Ghent (4.10, second pilot)
12 May 1944 - Gardening (5.00)
14 May 1944 - Gardening (5.30)

21 May 1944 - Gardening (5.30)
24 May 1944 - Trouvale (5.00)
27 May 1944 - Gardening (5.30)
31 May 1944 - Boulogne (3.50)
9 June 1944 - Gardening (5.50)
10 June 1944 - Gardening (9.00)
12 June 1944 - Gardening (6.55)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (3.45)
12 July 1944 - Acquet (4.35)
10 August 1944 - La Pallice (7.30)
14 August 1944 - Falaise (4.55, day)
15 August 1944 - Soesterburg (4.30, day)
16 August 1944 - Stettin (7.40)
18 August 1944 - Bremen (6.25)
27 August 1944 - Mimoyecques (4.05, day)
6 September 1944 - Emden (4.05, day)

Squadron Leader Gonyou has displayed exceptional ability as captain of aircraft with great keenness and determination. On one occasion, despite the loss of one engine, he pressed on to the target and bombed successfully. This spirit of determination has set a fine example for the squadron. As Flight Commander he has shown great administrative ability and he has contributed in all ways to the operational efficiency of the squadron. For his all around ability, I recommend the non-immediate award of the Distinguished Flying Cross.

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GOODALL, FS (now P/O) Gordon Leslie Hennings (R70097/J15445) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Toronto, 18 February 1917; home there (grocery clerk). Enlisted in Hamilton, 21 August 1940. To No.1 ITS, 12 October 1940. Graduated and promoted LAC, 6 November 1940 when posted to No.2 WS; graduated 14 March 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 14 April 1941. Posted that date to Embarkation Depot. To overseas, 18 May 1941. Commissioned 25 October 1942. Promoted Flying Officer, 25 February 1943. Promoted Flight Lieutenant, 13 March 1943. Repatriation date uncertain but posted to No.4 BGS, 16 July 1944. To Mountain View, 5 March 1945. To No.168 Squadron, 1 May 1945. Remained in postwar RCAF, retaining rank of Flight Lieutenant as of 1 October 1946 (20030). Promoted Squadron Leader, 1 June 1952. Photo PL-15726 shows him after investiture. Photo PL-15737, taken after investiture, shows (front row)

P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonaglean (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-25021 shows F/L Goodall, DFM with S/L B.R. Walker, DFC. Died in London, Ontario, 10 June 1997.

Flight Sergeant Goodall has taken part in many operational sorties. He has at all times shown a high standard of devotion to duty and great skill in his roll of bomb aimer. His outstanding enthusiasm has been an example to all.

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GOODERHAM, W/C Douglas (C3170) - **Officer, Order of the British Empire** - Overseas - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in England, 2 May 1912. Enlisted in Regina, 6 November 1940 in Signals Branch and commissioned that date. Promoted Flying Officer, 1 September 1941. Promoted Flight Lieutenant, 15 August 1942. Promoted Squadron Leader, 15 August 1943. Promoted Wing Commander, 1 November 1943. Served in radar work in Britain, Iceland and the Far East. Repatriated to Canada, 9 July 1945. Retired 7 November 1945. Rejoined RCAF as Squadron Leader, 1 May 1948 in Telecommunications Branch. Promoted Wing Commander, 1 June 1949. Promoted Group Captain, 1 January 1955. Retired from the RCAF, 1967, in the rank of Air Commodore. Employed by Bell Canada over the next ten years, then attended Carleton University. Died in Ottawa, 21 January 2001. Public Record Office Air 2/9609 (courtesy Steve Brew) has recommendation drafted in the spring of 1943 for OBE to be included in Birthday Day 1943 awards (2 June 1943). He was then a Squadron Leader with No.224 Group Headquarters, India. The relationship between the 1943 submission and 1945 award is uncertain. RCAF photo PL-60319 (ex UK-19930 dated 12 April 1945) shows group of radio personnel in Calcutta at start of repatriation journey - Standing (left to right) are Sergeant A.C. McInnes (Iroquois, Ontario), W/C C.D. Gooderham (Maryfield, Saskatchewan) and S/L James A. Elliott (Brandon, Manitoba). Seated are (left to right), S/L H 'Tony' Blondal (Winnipeg), Sergeant J.M. Younie (Edmonton), S/L J.H. Rowlatt (Montreal) and S/L A.H. Hill (Winnipeg).

This officer has been senior radio officer at the group and has been responsible for setting up and maintaining the RDF coverage in the Calcutta area. A fairly comprehensive system has now been built up and this can be attributed to the zeal and energy displayed by Squadron Leader Gooderham.

GOODERHAM, W/C Douglas, OBE (C3170) - **Bronze Star Medal (United States)** - Third Tactical Air Force (AFRO gives unit only as "Overseas") - Award effective 24 October 1945 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. Public Records Office Air

2/9103 has recommended citation.

For exceptionally meritorious service during the period 15 December 1943 to 20 February 1945. As Senior Radar Officer, Third Tactical Air Force and Eastern Air Command, Wing Commander Gooderham's supervision of Radar and Aircraft Warning activities demonstrated outstanding foresight, knowledge and efficiency in instigating the planning and operation of the combined British-American Radar and Aircraft Warning network in the Eastern Air Command operational area. He handled both administrative and technical problems with such efficiency that he gained and maintained the utmost respect of both USAAF and RAF officers under his supervision. His devotion to duty and his untiring efforts were an inspiring example to personnel of the closely integrated Aircraft Warning System. His unselfish contribution to the USAAF mission in Burma when American equipment and personnel were inadequate and its accomplishment reflect the highest credit on the Military Forces of the United Nations.

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GOODERHAM, F/L George William (C8327) - **Commended for Valuable Services** - No.1 FIS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Toronto, 10 March 1908 as per RCAF Press Release reporting award of AFC; attended Upper Canada College, Ridley College and University of Toronto. Salesman, 1931-32 (Waddox Engineering) and 1932-33 (Service Station Equipment Company); attorney and in partnership with Draper Dobin, 1933-1940. He had also obtained a Commercial Pilots License. Enlisted 5 June 1940 in Toronto and posted that day to Trenton; classified as Instructor (Sergeant) on Leave Without Pay. To No.3 EFTS, 6 July 1940. To No.1 Manning Depot, 8 July 1941 on recall from Leave Without Pay; to Picton, 1 August 1941; to Conversion Training Squadron, Picton, 8 August 1941; to No.12 SFTS, Brandon, 9 August 1941 for advanced course on Crane aircraft. Commissioned 15 October 1941. To CFS, Trenton, 24 October 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 January 1943. To No.3 Training Command, 28 July 1943. To No.1 Flying Instructor School, 9 September 1943. Promoted Squadron Leader, 1 December 1943. Detached to RAF overseas, 4 April to 13 August 1944, attending Empire Central Flying School. To No.4 Release Centre, Toronto, 5 March 1945. Retired 7 March 1945. Commissioned in RCAF Auxiliary, 15 April 1946 with rank of Squadron Leader (service number 120382); promoted Wing Commander, 1 August 1946. Commanded No.400 Squadron for two years, commencing 24 July 1946. To Class "E" Reserve, 31 October 1948. Recalled to Auxiliary service in Toronto, 15 March 1951 to assume command of No.14 Wing with rank of Group Captain; Queen's Coronation Medal, 1953; on strength of No.14 Wing, 30 June 1955 when transferred to Supplementary Reserve. Died in Toronto, 25 March

1977. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has recommendation which bears no date but was forwarded to No.1 Training Command Headquarters on 21 December 1943. He had then flown 2,010 hours, of which 1,842 were as instructor, and 188 hours in past six months:

Flight Lieutenant Gooderham has been engaged in flying instructional duties for the past four years. He has at all times shown an exceptional keenness for his job and has made a great contribution to the efficiency of No.1 Flying Instructor School. He is an A1 Category Flying Instructor.

This was raised on 10 December 1943 by W/C M. Lipton; endorsed by A/V/M A.T. Cowley (No.1 Training Command) on 21 December 1943 and went on to AFHQ.

GOODERHAM, S/L George William (C8327) - **Air Force Cross** - No.1 FTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. No citation in AFRO or biographical file. DHist file 181.009 D.1721 (PAC RG.24 Vol.20606) has recommendation dated 20 December 1944 when he had flown 2,311 hours, of which 2,200 were as instructor and 133 had been flown in previous six months. Had made two trans-Atlantic delivery flights:

Squadron Leader Gooderham has been engaged on flying instructional duties for the past five years. During this time he has held the positions of Deputy Flight Commander, Flight Commander, Examining Officer and Squadron Commander. He has attended ECFI [?] and completed the course with a distinguished pass. As a member of the staff of this unit, Squadron Leader Gooderham has proved to be an excellent organizer and administrator, and his devotion to duty has been of the highest order and of exemplary manner. This officer has made an outstanding contribution to the success of the BCATP.

Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has official citation which differs slightly from the above.

Squadron Leader Gooderham has been engaged on flying instructional duties for the past five years. During this time he has held the positions of Deputy Flight Commander, Flight Commander, Examining Officer and Squadron Commander. As a member of the staff of this unit, Squadron Leader Gooderham has proved to be an excellent organizer and administrator, and his devotion to duty has been of the highest order and of exemplary manner. This officer has made an outstanding contribution to the success of the British Commonwealth Air Training Plan and has given of himself unstintingly far beyond the normal call of duty.

The above was raised on 20 December 1944 by W/C G.A. Folkins.

Notes: First course as an Instructor at Trenton, 9 June to 26 June 1940. Flew 29 hours solo and 21.35 dual; his previous flying experience was described as 260 hours solo and 40 hours dual on Moth, Taylorcraft and Fleet. "A hard working and reliable pupil, slightly lacking in confidence in himself, clear head, and aerobatics average, instrument low average. Category recommended Temporary 2." (F/O A.J. Shelfoon). Further comments by F/L G.P. Dunlop - "Weak in demonstrations of side-slipping and forced landings. Needs practice in Instrument flying. A good type, however, and should improve rapidly." Categorized as Class II Temporary.

He was re-examined at No.3 EFTS by S/L C.D. MacAllister and confirmed as a Class II Instructor on 16 October 1940, although he still needed practice at Instrument Flying.

On 24 November 1941 he was reassessed by S/L J.G. Stephenson at Central Flying School. Tested on a Harvard aircraft; reclassified as B Category - "An above average pilot whose experience, patten, flying and demonstrations warrant a high category."

Tested again on 23 June 1942 by F/L J.C. Wickett, this time on both Crane and Fleet. Described as "Above average ability as a pilot and instructor." Described under various headings - Sequence ("Excellent"), Voice ("Clear"), Manner ("Convincing"), Ability to impart knowledge ("Above average") and Ability as pilot ("Above average"). Category raised to A-2 Instructor.

Tested again 22 March 1943 by S/L George L. Ingram on Cornell and Crane. By then he had flown 1,157 hours 15 minutes single-engine solo, 49 hours 20 minutes single engine dual, 396 hours 55 minutes twin-engine solo and 42 hours 45 minutes twin-engine dual. "This instructor shows he has plenty of experience together with study and ability." Described under following headings - Sequence ("Very good"), Voice ("Vigorous, Clear"), Manner ("Clear, concise"), Ability to impart knowledge ("Excellent") and Ability as pilot ("Unquestionably good in all departments"). Category raised to A-1 Instructor.

Reported to have flown two aircraft to the United Kingdom (not sure when).

Report on course at Empire Central Flying School, course running 3 May to 2 August 1944. During the course he had flown 104 hours 20 minutes (bringing his total hours to 2,231 hours 55 minutes) and types flown were listed as Oxford, Mosquito, Master, Magister, Wellington, Lancaster, Havoc, Spitfire, Hurricane, Harvard, Tutor, Hudson, Stirling and Hotspur. On some of these he must have been merely a passenger.

A very sound officer who well deserved his distinguished pass and came very

near to obtaining a special distinction. He maintains a high level of all round ability in the air and on the ground, and has shown interest in experimental flying and in the work of the aeronautical laboratory. Has kept a valuable course record. His essay might have been better presented, and deserved a better title, but is otherwise well thought out and expressed. He has both given and received direct first class value. (W/C A.C. Kermode, Chief Ground Instructor).

To this is added the following:

A hard and conscientious worker, who put a lot of hard work into the course and contributed some sound ideas. Very helpful on various committees. An extremely capable pilot in every respect. Would make an excellent executive officer in any flying training unit. (W/C A.J. Shelfoon, Chief Flying Instructor)

A further comment:

This officer has been painstaking over all aspects of the course. He has contributed something towards all activities of the course. A most likeable individual, popular and a good officer. (G/C H.A.V. Hogan, Chief Instructor)

And finally:

A sound, hard working and conscientious officer with a good background and great charm of manner. Would fit in any executive post at a flying unit. (Air Commodore C. McC Vincent, Commandant)

Selected Assessments: "This officer served as an elementary temporary Sergeant instructor (on leave without pay) for a period of a year. This past experience is evident in the caliber of the pupils he graduates." (W/C J.G. Stephenson, Trenton, 13 October 1942)

"This officer is capable of carrying out the duties of a Squadron Leader at any SFTS. This officer was formerly a flight commander who produced excellent results. He has lately assumed the duties of an examining officer in a very competent manner. He possesses above average ability and a pleasing personality." (W/C J.G. Stephenson, No.1 FIS, 1 May 1943).

"A strong member of the FIS staff who takes a sincere interest in flying training. Has been an examining officer for the past five months which is a Squadron Leader post. Recommend promotion to Temporary Flight Lieutenant effective 1 January 1943." (W/C M. Lipton, No.1 FIS, 1 September 1943).

"Wing Commander Gooderham has devoted much time, thought and energy to the

organization and development of 400 Squadron (Auxiliary). Through his leadership and direction the squadron has progressed to a high standard of training. He is tactful but firm and has gained the highest respect from all squadron personnel associated with him." (W/C A.B. Searle, 8 October 1948)

"A loyal and conscientious officer who has given long service to the Auxiliary. He works by persuasion rather than by force and has produced sound results. He is unlikely to remain much longer in Auxiliary activities due to pressure of business and domestic affairs." (G/C V.H. Patriarche, No.2 Group Headquarters, 11 August 1954).

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GOODHEW, P/O Winston Kimberley (J89963) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Gladman, Saskatchewan, 17 November 1914; home in Saskatoon. Enlisted in Ottawa, 30 June 1942. To No.5 Manning Depot, 6 July 1942. To No.8 SFTS (guard), 14 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.1 AOS until 27 December 1942. Graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF Trainee Pool, 26 May 1943. Promoted Flight Sergeant, 16 October 1943. Commissioned 28 July 1944. Repatriated 21 October 1944. To No.2 Air Command, 31 December 1944. Retired 3 April 1945. Died in Saskatoon, 18 December 1996. RCAF photo PL-33991 (ex UK-16300 dated 10 November 1944) is captioned thus: "Pilot Officer W. 'Goodie' Goodhew of Saskatoon, Saskatchewan, a former shift boss with International Nickel at Sudbury, was one of two who survived when his RAF Lancaster crashed in the English Channel at 200 m.p.h. His perseverance in opening Very cartridges with his teeth and firing the signal pistol while bobbing about in the water is credited with saving the life of Pilot Officer Bernard Graves, an RAF rear gunner. The signals were sighted by a British mine sweeper and the weak and numbed airmen taken aboard. Goodhew is shown at his navigator's table, in the Lancaster in which he finished his tour of operations." RCAF photo PL-33992 (ex UK-16301 dated 10 November 1944) has the following caption: "When only himself and an RAF rear gunner survived a crash at 200 m.p.h. in the English Channel, Pilot Officer W. Goodhew of (180 Broadway Avenue) Saskatoon and Sudbury, Ontario, finished his tour of operations on an RAF Lancaster squadron with Lieutenant Bill Adams (68 Cliffe Street), Lexington Massachusetts. Goodhew's perseverance in opening packages of Very pistol cartridges with his teeth and firing signals while bobbing about in the water is credited with saving the life of Pilot Officer Bernard Graves, his English gunner. Lieutenant Adams (right) who trained in the RCAF before transferring to the U.S. air force, baled out the side window of the pilot's seat when his Lancaster was raked with cannon fire by a Nazi night fighter over Stuttgart."

Pilot Officer Goodhew has participated in numerous sorties including attacks against many heavily defended targets in Germany and occupied territory. At all times he has shown outstanding technical skill, resource and tenacity. On one occasion in July 1944 his aircraft was detailed for a mine-laying operation over Kiel Bay. On the return flight while flying low it was forced down on to the sea. As the dinghy was not fully inflated and would only support the wireless operator, Pilot Officer Goodhew swam back to the aircraft where he clung to the wreckage until it started to sink. He cast off the dinghy and after making determined efforts to save the lives of other members of the crew swam after it. Pilot Officer Goodhew was rescued seven hours after his aircraft was forced down on to the sea. Despite his experience, he has continued to show the utmost keenness for operational flying and has rendered valuable assistance in the training of new navigators. The great gallantry displayed by this officer is worthy of the highest praise.

NOTE: Public Records Office Air 2/9038 has recommendation dated 30 October 1944 when he had flown 29 sorties (164 hours 41 minutes); text is more detailed than that published:

4 June 1944 - Maisy (4.02)
5 June 1944 - La Pernelle (5.15)
7 June 1944 - Foret de Cerisy (4.23)
9 June 1944 - Etampes (4.58)
14 June 1944 - Aunay sur Odon (5.21)
16 June 1944 - Doullen (4.08)
21 June 1944 - Wesserling (4.27)
4 July 1944 - Creil (4.57)
7 July 1944 - Creil (5.00)
10 July 1944 - Kattegat (6.00)
14 July 1944 - Villeneuve St.George (7.07)
18 July 1944 - Caen (3.40)
18 July 1944 - Revigny (5.16)
20 July 1944 - Courtrai (3.00)
23 July 1944 - Kiel (5.00)
16 August 1944 - Stettin (7.55)
18 August 1944 - Ile Adam (4.17)
25 August 1944 - Darmstadt (9.00)
26 August 1944 - Koenigsburg (10.47)
29 August 1944 - Koenigsburg (10.52)
31 August 1944 - Bergueneuse (5.09)
3 September 1944 - Deelan (3.49)

9 September 1944 - Munchen Gladbach (4.10)
11 September 1944 - Le Havre (3.28)
12 September 1944 - Stuttgart (7.07)
26 September 1944 - Karlsruhe (6.53)
19 October 1944 - Nuremburg (7.54)
23 October 1944 - Flushing (2.28)
24 October 1944 - GARDENING (8.18)

Pilot Officer Goodhew has completed 29 sorties, including attacks against heavily defended targets in Germany, and targets in enemy occupied territory.

On the 23/24th July, this officer was navigator of an aircraft detailed for mining operations over Kiel Bay. In the return flight, while flying low, the aircraft hit the sea.

Pilot Officer Goodhew at once released the upper escape hatch, climbed out and helped the wireless operator to follow. When they got into the dinghy it was found that as it was not properly inflated it would not carry their combined weight. Pilot Officer Goodhew left the dinghy to the wireless operator and swam back to the aircraft. He clung to the wreckage with the pilot and air bomber until it started to sink. He then cut the painter of the dinghy by rubbing it against a jagged edge of the main plane, and the dinghy started to drift away.

Pilot Officer Goodhew, accompanied by the pilot and air bomber, started to swim to the dinghy, but he was the only one to reach it. Despite his exhausted condition, Pilot Officer Goodhew went back to the aircraft three times, which had not yet disappeared, in an endeavour to find the pilot and air bomber, but without success. On the fourth attempt he was seized by cramp and started to sink, but he managed to return to the dinghy. Holding onto a rope from the dinghy with one hand to keep afloat, Pilot Officer Goodhew worked continuously for two hours trying to open the pack. This he accomplished, extracted the Verrey pistol, and fired Verrey lights to attract attention. While he was doing this the wireless operator died and disappeared under the sea. Pilot Officer Goodhew was rescued by H.M. Minesweeper **Courser** seven hours after the aircraft hit the sea.

This officer displayed great courage, resource, tenacity and disregard for his own safety from the time the aircraft hit the sea until he was rescued. His conduct has set a most praiseworthy example to all other aircrew on the station.

Pilot Officer Goodhew is a first-class navigator, and he has shown marked enthusiasm to operate on every possible occasion. He takes a keen interest in the training of new navigators in the squadron, and by his efforts he has raised the standard of navigation considerably. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" provided the following information. Lancaster PB211 (LE-H), detailed for Gardening (mine laying) had a total of 44 operational hours when lost. Airborne at 2244 hours, 23 July 1944 from East Kirkby to lay mines in Kiel Bay (Wallflowers Region). Outbound, ditched roughly 36 miles NE of Cromer on the Norfolk coast. Those killed are commemorated on the Runnymede Memorial. The two survivors spent seven hours in the water before being picked up by the coastal minesweeper HMS **Corsor**. Crew were F/O R.T.Hayes (killed in action), Sergeant W.Wallace (killed in action), Flight Sergeant W.Goodhew, RCAF, Sergeant J.F.J.Murray (killed in action), Sergeant J.A.Helliwell (killed in action), Sergeant W.Stead (killed in action), Sergeant B.N.Garves .

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GOODHUE, P/O Wilbur Ralph (J87056) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 6 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Lennoxville, Quebec, 31 January 1918; home in Hanover, New Hampshire (clerk). Enlisted in Montreal, 7 September 1942 and posted to No.1 Manning Depot. To Technical Training School, 4 November 1942. To No.1 Air Gunner Ground Training School, 29 March 1943. Promoted LAC, 1 May 1943; to No.9 BGS. 1 June 1943; graduated and promoted Sergeant, 21 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 29 June 1943. Commissioned 16 May 1944. Promoted Flying Officer, 16 November 1944. Repatriated 26 August 1945. Retired 15 October 1944. Died in Sun City, Arizona, 15 June 1995.

Pilot Officer Goodhue is a highly skilled and resolute air gunner. He has participated in very many sorties involving flights over well defended areas and has set a fine example of determination and devotion to duty. On one occasion, when returning from a sortie, his aircraft sustained severe damage in an encounter with a fighter and three of his comrades were wounded. It was only with the greatest difficulty that the pilot could retain a measure of control of the bomber. The situation was serious but Pilot Officer Goodhue remained at his post, unmoved, and watchful against any further interference. His conduct was exemplary.

The original recommendation was raised 15 August 1944 when he had flown 29 sorties (150 hours 50 minutes), found in DHH file 181.009 D.2611 (National Library and Archives RG .24

Volume 20627).

This officer has completed twenty-nine sorties against the enemy, including the German capital and many of the heavily defended targets of the Ruhr. Throughout his tour of operations this officer has shown a keenness in his work and a great desire to come to grips with the enemy. By his watchfulness he has on several occasions been able to inform his captain of the approach of hostile aircraft in time for his captain to evade attack and continue to his target. On the night of 28/29th July 1944, whilst returning from operations against the enemy, the aircraft in which he was rear gunner was engaged by enemy anti-aircraft fire some 70 miles from the enemy coast. The pilot, mid-upper gunner and navigator were wounded and the aircraft was very badly damaged and practically out of control. Despite these handicaps Pilot Officer Goodhue remained at his post and continued to watch for the approach of any enemy aircraft until reaching an aerodrome where a landing could be made.

It is considered that this display of coolness and courage, combined with his splendid operational record, fully merits the immediate award of the Distinguished Flying Cross.

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GOODING, P/O Harold Orville (J10608) - **Air Medal (United States)** - Alaska - Award effective 23 December 1942 as per AFRO 272/43 dated 19 February 1943. Born 11 June 1919; home in Ottawa. Enlisted in Ottawa, 25 May 1941. Trained at No.5 ITS (graduated 27 September 1941), No.22 EFTS (graduated 22 November 1941) and No.13 SFTS (graduated 13 March 1942). Early posting dates unclear including repatriation to Canada from overseas. To No.1 Air Command, 8 May 1945. To No.12 (Communications) Squadron, 7 June 1945. To No.6 OTU, 18 September 1945. To Release Centre, 17 October 1945. Retired 19 October 1945. Died in Toronto, 14 November 2009. RCAF photo PL-29012 (ex UK-8687 dated 18 March 1944) shows him; caption gives date of birth as 11 June 1919; home in Ottawa; educated at Glebe Collegiate; with Department of Transport (civil aviation). Photo PL-35882 is a portrait. Photo PL-48188 shows him with his wife and mother at Government House, 7 November 1949, following investiture with the DFC. Commissioned 1942. See F/O Robert Lynch for citation.

GOODING, S/L Harold Orville (J10608) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 19 February 1945 as per **London Gazette** dated 27 February 1945 and AFRO 625/45 dated 13 April 1945.

Before joining his present squadron this officer took part in many power diving

and low level attacks against enemy gun positions. Since April, 1944, he has commanded a flight and has led the squadron on numerous sorties against a wide variety of targets. He is an exceptionally able leader who has continually displayed the greatest keenness for operational flying. During the period he has been in command the squadron has destroyed forty-three mechanical vehicles and damaged many others.

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GOODLET, F/L David Harrison (J10833) - **Commended for Valuable Services** - No.313 Ferry Training Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 29 December 1919 at Simcoe, Ontario (RCAF press release 4910 announcing award). Educated there including Robinson Business College (accounting). Home in North Bay, Ontario. Was taking lessons for a Private Pilot's License and employed by Imperial Tobacco (office clerk) when he enlisted in Hamilton, Ontario 12 August 1940. Posted that day to No.2 Manning Depot. To No.13 TD (whatever that is), Vancouver, 23 September 1940. To No.2 ITS, 22 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.8 EFTS, Sea Island; to No.3 SFTS, Calgary, 15 January 1941; graduated and promoted Sergeant, 4 May 1941; posted next day to Trenton. To No.16 SFTS, 17 August 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned 31 March 1942. Attached to RAF Ferry Command, 30 June 1942. Promoted Flying Officer, 1 October 1942. Specifically attached to No.45 Group, 21 December 1942. To AFHQ, Ottawa, 1 January 1943 but apparently reassigned to No.45 Group for duties as flying instructor. Promoted Flight Lieutenant, 1 February 1943. To No.301 Composite Unit, Dorval, 1 May 1944. To Lachine, 17 July 1945. To No.4 Release Centre, 8 November 1945. Retired 12 November 1945. Died in Simcoe, Ontario, 1983. No citation in Canadian sources; Public Records Office Air 2/9036 has recommendation drafted when he had flown 1,716 hours including 300 in previous six months.

This officer has been employed as a Flying Instructor with his present unit for the past twenty months. He has done excellent work and his pupils show a consistently high standard.

Note: The Winnipeg **Free Press** of 14 January 1943 carried a headline, WINNIPEG AIRMAN RESCUED IN ARCTIC. The story was that P/O David Goodlet, 23, Simcoe, Ontario was ferrying a Boston to UK. He was pilot. Sergeant Arthur Weaver, 23 (Toronto) was WOP, and P/O Alfred Nash (Winnipeg) was navigator. Radio went dead, winds rose and blew aircraft off course. They landed on a glacier, 100 miles from habitation, but aircraft not heavily damaged. On first night it was -22 degrees. Thought of going out by dinghy, but then radio restored and they got off a message that was acknowledged. Rationed themselves to ½ biscuit per man per day. Then they tried to walk out, but finally returned to aircraft. On Day Eight, seen by search aircraft

which dropped relief supplies and ordered them to move to coast. That took them two days, but they were then picked up by a U.S. Coast Guard ship.

Incident was in Greenland. Further to the above, a medical report dated 2 December 1942 (Edward P. Gall, Surgeon and Medical Officer aboard USCG **Northland**, reads, in part:

1. On 23 November 1942, at 2130, Pilot Officer Goodlet was rescued from the ice cap with two other Royal Canadian Air Force officers. Goodlet was brought aboard the **Northland** for medical examination and treatment.
2. Physical examination revealed: chilblains mildly severe of extremities, upper and lower; mental and physical exhaustion of rather severe nature; back strain.
3. He was treated accordingly and I recommend a month's leave of absence.

An RCAF Medical Report dated 7 January 1943 described the incident as follows: " Force landed on ice-cap on east coast of Greenland in a Boston aircraft No.BZ215. Remained with aircraft for six days and spent eight days walking towards the coast. In those 14 days only about two hours sleep was obtained and ration for first ten days consisted of eight biscuits. Rescued by U.S. Coast Guard cutter on 23 November and remained aboard for 41 days. Landed at Sydney, N.S. and proceeded direct to Montreal." The report confirmed the medical observations of De. Gall, but his own remarks were interesting: "I feel rather jittery and don't sleep well at nights (constantly retrace the whole experience). My feet get cold very easily and get sore with walking. Otherwise I feel fairly fit."

On 21 January 1943, Air Chief Marshal Bowhill wrote to him as follows:

1. I have read with the greatest interest the reports covering your forced landing in Greenland and the most successful rescue arrangements tendered by the Officers and men of the Coast Guard Cutter NORTHLAND.
2. I am bound to say, however, that the success of the rescue was greatly contributed to by the determination, endurance and co-operative spirit displayed by yourself and your fellow crew-members. You conducted yourself in a manner fully equal to the best traditions of the Royal Canadian Air Force/
3. I have directed that an additional copy of this memorandum be kept upon your personal file.

Training: Course at No.2 ITS was 25 October to 27 November 1940. Placed 67th in a class of 192. "Good material and background."

Course at No.8 EFTS was 29 November 1940 to 15 January 1941; Tiger Moth aircraft (25.50 dual, 26.00 solo, five hours in Link). "Above average in flying and aerobatics. Instruments average." (I.F. Hawkidge, CFI). "Quiet, well behaved type. Still rather immature for commissioned rank, with experience should be suitable." (Name illegible). Placed 21st in a class of 25.

Course at No.3 SFTS was 18 January to 5 May 1941. Anson aircraft (33.00 day dual, 29.40 day solo, 3.40 night dual, 6.25 night solo - 14 hours on instruments and 20 hours in Link. "A good pilot, calm, clear and fast thinking." Placed 21st in a class of 45.

Instructor course, Trenton, 16 June to 10 August 1941; flew single engine Moths, Fleets and Harvard (18.50 solo, 20.00 dual) and Anson (6.45 dual, 4.40 solo). "This student has worked very hard and made good progress. Aerobatics in single engine aircraft average. Instrument flying average. Knowledge of patten average. Flying safe but very average. Pleasant manner and good voice." (F/L H.E. Dahl). "Good knowledge of advances sequences. With experience should become capable multi-engine instructor." (F/L J.G. Twist). Ground school courses in Airframes (69/100), Airmanship (69/100), Engines (65/100), Air Navigation (71/100).

Subsequently at No.16 SFTS he was tested by the CFS Visiting Flight (24 January 1942) at which time he had flown 251 instructional hours. Although his voice was described as "not loud enough", he was assessed generally as high average. "This instructor flies smoothly and has a very sincere manner in the air. Does not use correct twin engine procedure for taxiing." (F/L G.K. Chester and S/L William M. Foster

Notes: Accident, Anson 7086, No.16 SFTS, Hagersville, 11 January 1942. Sergeant Goodlet, J6684 P/O W.H. Chappel under instruction, J6180 P/O R.J. Robertson passenger; no injuries. Mechanical failure of undercarriage.

Accident, 12 June 1942, Presque Isle, Maine, Hudson FH458, when he had 110 hours dual and 490 hours solo; weather moderate. Slight bump on head causing slight swelling.

A statement dated 6 July 1945 states that in the first six months of 1945 he flew 248 hours with No.313 Ferry Training Unit (No.301 Composite Unit); the greater part was as first pilot (224 hours by day, 19.40 by night). The monthly tally for all duties (day and night) was as follows: January 1945 - 41.25; February 1945 - 34.10; March 1945 - 66.05; April 1945 - 21.35; May 1945 - 28.45; June 1945 - 56.00.

Assessments: Report from No.16 SFTS, Hagersville, 25 October 1941 where he was a "C" Category Instructor. Various headings included Instructional Ability ("Has a good presentation,

is improving immensely with experience”), Administrative Ability (“Very good, handles special details and men very well.”), Special Qualifications (“Would make a good Flight Commander”) and Character (“Keen and efficient, anxious to do a good job.”)

“A satisfactory officer. Recommended for promotion.” (S/L F.M. Gobeil, Ferry Command, Dorval, 25 December 1942.

“A very efficient officer”. (S/L R.J. Hall, North Bay, 29 May 1943).

“A keen officer who does his work well.” (F/L S.R. Hinks, RAF Transport Command, North Bay, 16 November 1943). Concurred in by A/V/M R.L. Marix, No.45 Group, Dorval).

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GOODMAN, F/L Gilbert Murney (C18336) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Bancroft, Ontario, 19 September 1916; home in Wellington, Ontario (smelter worker, former sea cadet). Enlisted in North Bay, 6 September 1940 as Aero Engine Mechanic. To Technical Training School, 25 October 1940. Promoted AC1, 8 March 1941. To Trenton, 12 March 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 July 1942. To “Y” Depot, 11 March 1942. To RAF overseas, 3 April 1942. Remustered to Flight Engineer and promoted Sergeant, 22 November 1942. Commissioned 16 August 1943. Promoted Flying Officer and Flight Lieutenant, 11 February 1944. Repatriated 1 February 1945. To Flight Engineer School, 17 March 1945. To Eastern Air Command, 31 March 1945. To United Kingdom, 8 May 1945. Repatriated 8 May 1946. Retired 12 June 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 2 July 1944 when he had flown 28 1/2 sorties (188 hours 30 minutes), 2 January 1943 to 9 June 1944. An odd tour with long pauses (including no sorties between 5 September and 25 November 1943 and again none between 25 November 1943 and 24 April 1944). Many hazardous sorties; on 8 March 1943 (Hamburg) airborne ten hours; returned on three engines and port outer developed coolant leaks which forced feathering; severe icing for ten minutes. Aircraft badly shot up by fighters over Duisburg, 12 May 1943; hit by flak on 11 June 1943 and 5 September 1943. RCAF photo PL-31160 (ex UK-12596 dated 21 July 1944) is captioned as follows: “Engineering Leader of the Bluenose Squadron, F/L Gilbert ‘Benny’ Goodman, Wellington, Ontario, has the task of keeping his unit’s giant Halifaxes fit to fly.”

This officer has been with the squadron since its formation and has flown a total of twenty-eight and one-half operations, sixteen of which have been to heavily

defended German targets. He has always possessed coolness and displayed exceptional fearlessness in the face of danger. This courage, outstanding determination and devotion to duty are an example to the entire squadron.

RCAF Press Release No. 2894 dated 6 October 1943 from F/L T.C. McCall, No.6 Group, reads:

Time was when the overcalled erks who labored from dawn to dusk keeping aircraft serviceable, would watch their pets take off and sigh deeply, knowing that they were destined to remain groundlings for the whole of their Air Force careers. But not anymore! Yesterday's "grease monkey" is today a mighty important part of the crews of the RCAF Bomber Group. The new trade of "Flight Engineer" has opened up vistas for ground crew members which promise unlimited adventure and an opportunity to join the ranks of their winged brethren.

Pilot Officer Gilbert "Benny" Goodman of the Bluenose Squadron commanded by W/C C.E. Harris of Annapolis Royal, N.S. is a case in point. He's one of the key men in the Wingco's crew and can hold his own with any member of the squadron in recounting tales of derring-do in the air. With more than 24 trips to his credit as a flight engineer, the former fitter saw service on Hampdens and with the Moose Squadron before joining his present unit as one of the "originals". The trip he remembers best was one to Duisberg when his kite came back with 75 flak holes generously spread along the fuselage.

When the war broke out, he was working with the International Nickel Company at Sudbury, and he joined as a Fitter in September 1940, training at T.T.S., St. Thomas and later going to Trenton. His home is at Wellington, Ontario (Prince Edward County) where his wife and young son live, while his parents reside at Picton, Ontario.

The flight Engineer's job is not all a piece of cake, P/O Goodman will tell you. He must have a general knowledge of every feature of the aircraft, including the fuel systems, engines and airframe. When the aircraft --- in his case, a Halifax --- is in flight, he constantly checks the multitude of gauges situated in his "office" near the pilot, keeps a log of engine operation and maintains a close watch on the fuel consumption, switching on fresh tanks when necessary. In case of trouble he's a jack-of-all-trades and a fixer. "We get a break over the target, though," he says. "All we've got to do then is to look down below and watch it burn."

P/O Goodman is the only member of his family in the RCAF, though he has two

other brothers serving overseas with the Canadian Army.

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GOODMAN, F/L Keith Steward (J8613) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born in Edmonton, 13 December 1921 (obituary notice); home there (lab assistant). In his youth he was a King's Scout and maintained a high regard for the Scouting movement all his life. Enlisted in Edmonton, 7 February 1941 and posted to No.2 Manning Depot. To No.38 SFTS (guard), 5 March 1941. To No.2 ITS, date uncertain; graduated and promoted LAC, 25 May 1942 when posted to No.7 AOS; to No.7 BGS, 18 August 1941; graduated and promoted Sergeant, 27 September 1941 when posted to No.1 ANS; graduated and commissioned, 27 October 1941. To "Y" Depot, 28 October 1941; to RAF overseas, 24 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 27 October 1943. Repatriated 18 April 1946. Retired 14 May 1946. Served again, 10 May 1948 to 30 September 1948. Postwar he attended the University of Alberta and graduated in 1950 with a BSc in Civil Engineering. He was then employed by Materials Testing Laboratories in Edmonton until being transferred to Calgary in 1953 where he opened a second branch of MTL (RM Hardy and Associates) which he managed until his retirement in 1983. Died in Calgary, 27 February 2010.

This officer has proved himself to be a courageous and skilful navigator. During his first tour of operational duty he was mainly engaged in anti-shipping operations and frequently attacked enemy merchant ships and E-boats. Flight Lieutenant Goodman has also taken part in reconnaissances of heavily defended ports such as Brest, Cherbourg, Le Havre, and Boulogne. He has participated in attacks on two enemy submarines, the first in the Bay of Biscay on June 3, 1943 and the second one night in December 1944, when the enemy vessel was presumed sunk. Flight Lieutenant Goodman has always set a fine example to other navigators and by his skill and gallantry has contributed largely to the successes achieved by his crew.

The original submission is in Public Record Office Air 2/9107 (courtesy of Pavel Vancata), drafted 24 May 1945 when he had flown 77 sorties (597 hours). See also DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628).

During his first tour of operational flying while this squadron was engaged on shipping strikes, Flight Lieutenant Goodman proved himself to be a courageous and skilful navigator. On 12 June 1942 he was navigator in Y/407 when a 1,600 ton enemy vessel was attacked at the mouth of the Elbe in the face of flak,

searchlights and enemy aircraft. Off Terschelling on 25 August 1942 a 3,000 ton enemy ship was attacked and damaged despite intense ack-ack put up by the enemy; two bombing attacks were made on Cherbourg harbour on 15 September 1942 in H/407 during which the aircraft was damaged by flak; on 24 October 1942, despite the fact that the bomb release gear on X/407 was unserviceable, an attack with gunfire was pressed home on two E-Boats. In addition to these, several reconnaissance sorties were carried out against such heavily defended ports as Cherbourg, Brest, Le Havre, Boulogne, and the Channel Islands.

Flight Lieutenant Goodman has participated in two attacks on U-Boats, the first in the Bay of Biscay on 3 June 1943 in G/407; the second was assessed as "presumed sunk" following an attack on a schnorkel by L/407 in position 50:05 N 02:29 W during the night of December 29/30, 1944.

In addition to carrying out his duties in an outstanding manner, this officer is, by his splendid example and perseverance, largely responsible for the excellent standard of navigation attained in this squadron. Flight Lieutenant Goodman is well advanced on his second tour and the exceptional qualities of leadership which he has continued to display are worthy of the highest praise.

The Commanding Officer, Station Chivenor, wrote on 29 May 1945, "I strongly recommend this award."

This was further endorsed on 6 June 1945 by the Air Officer Commanding, No.19 Group, as follows:

This officer has proved himself a courageous and skilful navigator under all conditions. He has been engaged on anti-shipping operations in the Southern North Sea and English Channel, and though on every occasion he was subjected to heavy flak put up by the enemy, he has shown a complete disregard to danger. In addition to anti-shipping operations he carried out many recco sorties against heavily defended enemy ports. Later, Flight Lieutenant Goodman has participated in two attacks on U-Boats. Throughout both his tours he has shown exceptional qualities of leadership and is well worthy of the award of the DFC.

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GOODMAN, P/O Robert Murray (J88817) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO

508/45 dated 23 March 1945. Born in Winnipeg, 27 December 1916; home in Toronto (shipping clerk). Enlisted in Toronto, 26 May 1942 and posted to No.1 Manning Depot. To No.3 WS, 28 August 1942. Promoted LAC, 1 October 1942. To No.2 Manning Depot, 23 March 1943. To No.1 Air Gunner Ground Training School, 30 April 1943. To No.9 BGS, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 31 July 1944. Repatriated 15 January 1945. Promoted Flying Officer, 31 January 1945. Retired 29 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 20 October 1944 when he had completed 37 sorties (192 hours 30 minutes) between 15 February and 15 October 1944 as an Air Gunner.

This officer has now completed a tour of operations which was made up of thirty-seven sorties over enemy territory and included raids on such heavily defended targets as Berlin (2), Essen (2), Leipzig and Karlsruhe. He has at all times displayed a fearless and fine offensive spirit which has been a great example to his crew and the squadron in general, and his cheerful courage and cool determination have been an inspiration to all...

The sortie list was as follows:

15 February 1944 - Berlin (6.25)
19 February 1944 - Leipzig (7.00)
7 March 1944 - Le Mans (6.05)
15 March 1944 - Stuttgart (1.35, early return)
22 March 1944 - Gardening (6.50)
24 March 1944 - Berlin (7/35)
26 March 1944 - Essen (5.10)
9 April 1944 - Villeneuve St. George (5.10)
11 April 1944 - Kattegat (5.45)
18 April 1944 - Noisy le Sec (5.30)
20 April 1944 - Lens (5.07)
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (5.00)
27 April 1944 - Alnois (4.05)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Nazaire (5.40)
3 May 1944 - Lorient (4.50)
6 May 1944 - St. Malo (4.35)

9 May 1944 - St. Vallerie en Caux (4.05)
11 May 1944 - Lorient (4.55)
2 June 1944 - Ijmuiden (3.20)
6 June 1944 - Conde sur Noireau (5.30)
12 June 1944 - Arras (4.35)
16 June 1944 - Sautrecourt (4.10)
24 June 1944 - Bonnetot (4.00)
28 June 1944 - Lorient (5.05)
23 July 1944 - Dagnes (5.55)
25 July 1944 - Stuttgart (8.25)
1 August 1944 - L'Hey (2.50)
4 August 1944 - Bois de Casson (4.30)
7 August 1944 - La Hogue (5.10)
27 August 1944 - Mimoyecous (4.20)
11 September 1944 - Le Havre (4.40)
15 September 1944 - Kiel (5.40)
15 September 1944 - Calais (4.15)
28 September 1944 - Cap Gris Nez (3.20)
15 October 1944 - Wilhelmshaven (4.30)

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GOODSPEED, W/C Edward Burnett (C391) - **Officer, Order of the British Empire** - AFHQ, Directorate of Operations - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born at Penniac, New Brunswick, 1906. Graduated in Electrical Engineering from University of New Brunswick. Enlisted in RCAF, 6 June 1927. Award card at DHist says he re-enlisted in Montreal, 2 March 1940 (probably commissioned that date). At Eastern Air Command as of 18 March 1940. To AFHQ in 1941, exact date uncertain. Promoted Flight Lieutenant, 1 December 1940. Promoted Squadron Leader, 1 June 1942. Promoted Wing Commander, 15 October 1942. To RCAF Overseas Headquarters, 25 June 1944. Repatriated 25 October 1945. Retired 30 November 1945. Died at Veterans Hospital, Ste. Anne de Bellevue, 29 June 2003.

This officer has displayed outstanding devotion to duty and marked ability in organizing the Aircraft Detection Corps in Canada which has reached a very high state of efficiency. The successful functioning of this Corps is largely the result of the untiring efforts, sound judgement and qualities of leadership displayed by Wing Commander Goodspeed.

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GOODWIN, LAC Arthur Russell (R139918) - **Mention in Despatches** - Leeming (AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 30 April 1922 Enlisted in Saskatoon, 3 December 1941 as Radio Mechanic. To No.3 Manning Depot on enlistment. To University of British Columbia, 1 February 1942. Promoted LAC, 22 May 1942; to No.1 Manning Depot, 23 May 1942; to "Y" Depot, 11 September 1942; to RAF overseas, 25 September 1942. Repatriated 21 September 1945. Released 6 November 1945. DHist file 181.009 D.5527 (RG.24 Vol.20667) has recommendation from Repair and Inspection Squadron, Radar Section, dated 29 April 1945.

R139918 LAC Goodwin, A.G. [sic] enlisted December 3, 1941, and was posted overseas September 28, 1942. At a time when good Radar mechanics were few, this airman's dependability, technical knowledge and good workmanship did much to maintain a high standard of serviceability. His devotion to duty has been a definite asset to his section as well as contributing in no small way to the efficiency of the section.

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GOODWIN, F/O Donald Wallace (J16942) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born at Maynooth, Ontario, 12 October 1920. Enlisted in Ottawa, 17 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 14 January 1941. To No.31 AOS (guard), 8 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 6 June 1941 when posted to No.14 EFTS; may have graduated 25 July 1941 but not posted to No.12 SFTS until 7 August 1941; graduated and promoted Sergeant, 25 October 1941. To "Y" Depot that date. To RAF overseas pool, 19 November 1941. Arrived in UK, 7 December 1941. Further trained at No.52 OTU. Promoted Flight Sergeant, 25 April 1942. With No.421 Squadron, 14 April to 21 October 1942. To Fairwood Common, 21 October 1942 and thence to Gibraltar. Commissioned 5 February 1943. With No.229 Squadron from 29 October 1942 to 14 May 1943, followed by instructing at No.55 OTU, 3 June 1943 to March 1944. Promoted Flying Officer, 5 August 1943. In Canada, 16 March to 29 April 1944. Posted overseas again, embarking from Canada on 29 April 1944; taken on strength of No.3 PRC, 7 May 1944. He flew with No.442 Squadron, 14 May to 2 November 1944. Returned to Canada, 14 December 1944. To No.2 Training Command, 25 December 1944. To No.9 BGS, Mont Joli, 15 January 1945. Promoted Flight Lieutenant, 5 February 1945. To No.6 Repair Depot, Trenton, 8 April 1945 (test pilot). Released 5 March 1946. Served in RCAF Regular Force, 9 April 1951 to 15 April 1959 including posting to Flying Training School, Gimli, 11 April 1951 to 26 May 1951, No.411 Squadron, 27 May 1951 to 17 April 1954, No.1 (Fighter) OTU, Chatham, 18 April to 6

September 1954, No.3 Wing, Zweibrucken, 7 September 1954 (with No.427 Squadron), returning to Canada, 18 April 1957 and to Air Transport Command Headquarters, Lachine, 21 May 1957 for staff duties (Flying Officer throughout postwar service). Victories as follows: **28 June 1944**, one Bf.109 destroyed, Villers/Bocage; **6 October 1944**, one FW.190 destroyed, Nijmegen area. Died in Arnprior, Ontario, 12 August 1981 as per **Legion Magazine** of December 1981 and **Airforce Magazine** of December 1981. Medals and logbook displayed in RCAF Memorial Museum, Trenton, Ontario.

Flying Officer Goodwin is a relentless fighter. Since the invasion of northern France he has been responsible for the destruction of a considerable number of mechanical vehicles, thirty-five of which he put out of action in one day. In air fighting he has shot down one enemy aircraft.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 18 August 1944 which bears comparison. As of that date he had flown 185 sorties (258 hours 20 minutes):

Since being with the squadron, Flying Officer Goodwin has shown remarkable keenness and determination to engage the enemy both in the air and on the ground. On August 13th, 1944 he destroyed or damaged 35 enemy vehicles and has, since the invasion of the continent, destroyed or damaged over one hundred enemy vehicles. In addition to this he has destroyed one enemy aircraft in the air. His keenness and aggressive spirit has been a fine example to the squadron and he has won the respect and high praise of all.

Public Record Office Air 2/9160 has the above recommendation plus comments by G/C G.R. McGregor:

The destruction of enemy vehicles is regrettably less spectacular than the destruction of aircraft; on the other hand the hazard from enemy return fire and the degree of flying skill required in dealing with ground targets is equal to, if not greater. This officer's extraordinary score of 35 vehicles destroyed or damaged on one day's operations shows a degree of fighting spirit, determination and stamina worthy of the highest praise. It is therefore strongly recommended that he be awarded an immediate Distinguished Flying Cross.

GOODWIN, F/O Donald Wallace (J16942) - **Bar to Distinguished Flying Cross** - No.442 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945.

Since the award of the Distinguished Flying Cross this officer has flown on many

operational sorties. In October 1944 he led a formation of aircraft against a far larger number of enemy aircraft and in the ensuing engagement at least three of the enemy force were destroyed and others damaged. Flying Officer Goodwin destroyed one enemy fighter himself bringing his total victories to two enemy aircraft destroyed. In addition he has inflicted considerable damage on the enemy's mechanical transport and destroyed a complete ammunition train. This officer has always pressed home his attacks with great determination and by his fine leadership and exceptional keenness has set an inspiring example to the other members of his squadron.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 26 October 1944 which bears comparison. As of that date he had flown 252 sorties (318 hours 20 minutes operational time).

Since being recommended for the Distinguished Flying Cross in August 1944, Flying Officer Goodwin has by his inspiring example, his personal ability and his extraordinary keenness contributed largely to this squadron's recent successes. On the 6th of October 1944 he led a small section of aircraft into an enormously superior force of the enemy and his section destroyed three of the enemy and damaged three others, all without loss. Flying Officer Goodwin destroyed one himself, bringing his total to two enemy aircraft destroyed. He has also destroyed and damaged an additional 60 Mechanical Enemy Transport and damaged eleven locomotive, so that his score against ground targets is now over 170. In addition he attacked and destroyed a complete ammunition train consisting of one locomotive and fifteen trucks. Flying Officer Goodwin has led many dive-bombing sorties and at all times has pressed home his attacks on order to obtain the best results. His outstanding leadership and his inspiring keenness and determination are of the highest order.

To this, G/C G.R. McGregor added, on 27 October 1944:

In the comparatively short period of operational flying carried out by this officer since the award of the Distinguished Flying Cross, he has inflicted upon the enemy in damage nearly doubled his previous record. He is an outstanding fighter pilot whose skill, determination and courage are a shining example to his fellows.

Notes: Training at No.52 OTU, 10 February to 14 April 1942, he flew 1.45 dual on Master, 6.30 solo on Master following by 48.20 on Spitfire (1.45 on instruments, 4.50 in formation) plus 12 hours in Link. Fired 3,200 rounds air-to-air and 1,600 rounds air-to-ground. "An average pilot;

keen and tries hard.”

Accident at No.52 OTU, 14 March 1942, Spitfire R6627, category AC, at which time he had nine hours on Spitfire. Had been on an exercise but after 90 minutes became lost and force-landed, wheels up, in a field when down to five gallons. Attributed to faulty navigation by an inexperienced pilot.

Accident at No.52 OTU, 18 March 1942, Spitfire X4770, “for repair at contractor’s works or RAF Depot.” “After practicing forced landings for approximately one hour I returned to the aerodrome (Aston Down) and attempted to land. I was cut off twice by other aircraft. Then a Spitfire turned over on the runway and the runway had to be changed. When this had been done I was again cut off by other aircraft and just as I was completing my final circuit the engine cut due to lack of petrol. I attempted to land on the aerodrome but undershot and hit the barbed wire on the edge of the aerodrome.” Station Commander noted, “Had the pilot used his R/T sooner, the accident might have been prevented, but he had no reason to suspect that he would be continually baulked by other aircraft from landing over a comparatively long period. There was a large amount of Maintenance Unit, in addition to OTU, air traffic at the time.”

Accident on 6 May 1942, Fairwood Common, No.421 Squadron, Spitfire R7194, damage for repair by contractor party or nearest RAF unit. “After completing air-to-ground firing and a sector recco I returned to base and when I tried to select down on undercarriage selector handle I found I was unable to do so. After following the set procedure necessary in this case the undercarriage still would not come down. As my petrol was running low I was ordered by the control officers to make a landing with my wheels up.” Investigation determined faulty undercarriage retract system. “The pilot made a very good belly landing, and showed commendable judgement and discipline both whilst carrying out the directions of his Squadron Commander before landing, and in making the actual landing itself.”

Accident with No.421 Squadron, Fairwood Common, 30 May 1942, Spitfire AB936, Category “E”. Ran out of fuel after one hour and 40 minutes (non-operational training, air-to-ground firing). Oxford on runway so crash-landed on aerodrome which was under construction, hitting a pile of “ashes.” Described as “Gross carelessness”.

Forced down into sea, 29 January 1943 (Spitfire EP691); slight exposure and shock but otherwise unwounded. He was providing escort for Spitfire fighter-bombers. Engine cut at 10,000 feet over Sicily. It picked up occasionally but not enough power to maintain height.

As of 19 January 1944 he had flown 645 hours 50 minutes of which 120 were operational (90 sorties, 50 operational hours in UK, 90 operational hours in Malta.).

He baled out again on 7 June 1944 and may have crash-landed once inside Normandy lines.

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GOODWIN, FS Harold (R66493) - **Distinguished Flying Medal** - No.61 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Also known as Terry Goodwin. Born in Schenectady, New York, 2 August 1920. American citizen. Raised in Wyncote, Pennsylvania, a suburb of Philadelphia. He was an adventurous teenager, spending summers at his grandmother's cottage in Weekapaug, Rhode Island and also in northern Ontario at Camp Keewatin in Temagami. He also spent one summer at a mining camp in northern Quebec. Taking leave from University of Pennsylvania in January 1941, he enlisted in Hamilton, 26 February 1941 and was posted to No.1 Manning Depot. To No.1 SFTS (guard duty), 22 April 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.1 EFTS; graduated 13 September 1941 and posted to No.6 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF trainee pool, 6 January 1942. Commissioned 19 April 1943. Promoted Flying Officer, 19 October 1943. Repatriated 22 October 1944. To No.5 OTU, 24 November 1944. Promoted Flight Lieutenant, 19 April 1945. Retired 23 April 1945. His obituary summarized his wartime experiences as follows: "In January 1942, he left in convoy from Halifax in a blizzard and successfully crossed the Atlantic in 17 days. All in all, Terry the pilot flew 106 trips - an incredible accomplishment given the attrition rate was 5% per trip. After his initial trip in an outdated twin engine Hampden bomber, he then did one tour in Lancaster bombers, aka 'Heavies', then trained pilots how to fly Wellington bombers, then did 75 missions in Mosquitos, a twin engine, fighter bomber - made of wood! It was the fastest plane in the sky. He finished the war instructing on B-24 Liberators on the West Coast." Postwar he flew for American Airlines. Married Evelyn Cook of Toronto (November 1948), moved to Philadelphia where he worked for an air cargo company, named 'Winged Cargo' - flying cattle and freight to the Caribbean and Central America. Relocated to work for Winged Cargo in Toronto. Went into the trucking industry working in sales and tariffs/rates management. He joined Vaughan Township School Board in 1960, and became a Canadian citizen. His community service continued as a local councillor on Vaughan City Council for the better part of 10 years in the 70s. After his political career, he followed the actions of council closely. He also became a great advocate of public transit, presenting ideas and plans to many levels of government, well into his 90s. Up to the age of 95, he spoke to school students on Remembrance Day each year, to tell them of the dangers of war. Died in Toronto, 6 August 2016.

Throughout a very successful tour of operations, Flight Sergeant Goodwin has shown outstanding ability as a pilot. His careful attention to pre-flight planning

has enabled him to avoid unnecessary hazards. His determination over the target in the face of the heaviest opposition has been an example to all, while his observations and reports have been exceptionally reliable and useful. The airman has attacked a wide variety of targets in Germany and Italy, including some of those which are heavily defended. Despite many hazardous experiences Flight Sergeant Goodwin's keenness and his courage and determination continue to be worthy of high praise.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 27 April 1943 when he had flown 35 sorties (28 successful) over 202 hours 15 minutes. Sortie list and submission as follows:

31 July 1942	Dusseldorf (5.10)
19 September 1942	Munich (9.35, 2nd pilot - photo of aiming point)
23 September 1942	Wismar (6.40, 2nd pilot)
24 September 1942	GARDENING (11.20, 2nd pilot)
1 October 1942	Wismar (8.10, 2nd pilot)
5 October 1942	Aachen (6.05, 2nd pilot)
12 October 1942	Wismar (7.30, 2nd pilot)
9 December 1942	Turin (8.50, crash-landed on return)
14 December 1942	GARDENING (2.30, group recall)
8 January 1943	GARDENING, Baltic (6.15)
16 January 1943	Berlin (8.25)
23 January 1943	Dusseldorf (4.10, early return, rear gunner sick)
27 January 1943	Dusseldorf (6.05)
30 January 1943	Hamburg (3.50, early return, rear turret unserviceable)
4 February 1943	Lorient (5.55, photo of aiming point)
11 February 1943	Wilhelmshaven (2.15, unsuccessful, severe icing)
14 February 1943	Milan (8.45)
19 February 1942	Wilhelmshaven (4.30)
25 February 1943	Nuremberg (8.20, photo of aiming point)
26 February 1943	Cologne (5.20)
28 February 1943	St. Nazaire (6.05)
1 March 1943	Berlin (8.05)
3 March 1943	Hamburg (6.05)
5 March 1943	Essen (2.50, starboard inner engine unserviceable)
8 March 1943	Nuremberg (8.15, photo fires)
22 March 1943	St. Nazaire (6.45, photo fires)
26 March 1943	Duisburg (4.55)
27 March 1943	Berlin (7.25, returned from Denmark on three engines)

29 March 1943	Berlin (7.40, photo fires)
3 April 1943	Essen (5.35, photo fires)
4 April 1943	Kiel (5.20)
8 April 1943	Duisburg (5.40, heavily engaged by flak; forced to dive 8,000 feet. Pilot temporarily blinded.
9 April 1943	Duisburg (4.35)
13 April 1943	Spezia (10.05, three runs over target, attacked train and searchlights)
14 April 1943	Stuttgart (6.40, three attacks on trains and two on searchlights)
16 April 1943	Pilsen (9.10)

Throughout a tour of 28 successful sorties this Non-Commissioned Officer has shown outstanding ability as a pilot. His careful attention to pre-flight planning has enabled him to avoid unnecessary hazards, while his determination over the target in the face of the heaviest opposition has been an example to all in the squadron, while his observations and reports on incidents over the target area and en route have been outstandingly reliable and useful.

He has attacked a wide variety of targets in Germany and Italy, including some of the most heavily defended such as Berlin and those in the Ruhr. He has returned from Denmark on three engines; while searching for the target at Duisburg he was temporarily blinded by flak and the aircraft dived 8,000 feet; while on two occasions he has attacked and extinguished searchlights. For his determination and his courage he is strongly recommended for the award of the Distinguished Flying Medal.

GOODWIN, F/O Harold, DFM (J17399) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. NOTE: The citation as published in the AFRO is terribly muddled and should be checked against the **London Gazette** itself for accuracy.

Since being awarded the Distinguished Flying Medal... number of operational sorties. An outstanding captain of aircraft he has consistently displayed skill, determination and courage in the face of the enemy inspiring the members of his crew with confidence.

NOTE: Public Records Office Air 2/8827 has recommendation for this award, drafted 17 August 1944 when he had flown 94 sorties (423 operational hours) including 64 sorties (207 hours) since award of DFM. The number of trips is amazing; Goodwin must rival (if not surpass) John Fauquier for sorties.

* denotes GARDENING (mining) sortie

19 September 1942 - Munich
22 September 1942 - Wismer
24 September 1942 - Baltic*
1 October 1942 - Wismar
5 October 1942 - Aachen
12 October 1942 - Wismer
9 December 1942 - Turin
8 January 1943 - Baltic*
16 January 1943 - Berlin
27 January 1943 - Dusseldorf
7 February 1943 - Lorient
14 February 1943 - Milan
19 February 1943 - Wilhelmshaven
25 February 1943 - Nuremburg
26 February 1943 - Cologne
28 February 1943 - St.Nazaire
1 March 1943 - Berlin
3 March 1943 - Hamburg
8 March 1943 - Nuremburg
22 March 1943 - St.Nazaire
26 March 1943 - Duisburg
27 March 1943 - Berlin
29 March 1943 - Berlin
3 April 1943 - Essen
4 April 1943 - Kiel
8 April 1943 - Duisburg
9 April 1943 - Duisburg
13 April 1943 - Spezia
14 April 1943 - Stuttgart
16 April 1943 - Pilsen
* * * * *
7 February 1944 - Brunswick
11 February 1944 - Brunswick
23 February 1944 - Dusseldorf
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
3 March 1944 - Dusseldorf

5 March 1944 - Hannover
10 March 1944 - Duisburg
13 March 1944 - Frankfurt
14 March 1944 - Dusseldorf
15 March 1944 - Stuttgart
17 March 1944 - Cologne
18 March 1944 - Kassel
20 March 1944 - Munich
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
29 March 1944 - Kiel
30 March 1944 - Kassel
1 April 1944 - Hannover 50
4 April 1944 - Cologne
6 April 1944 - Hamburg
8 April 1944 - Essen
9 April 1944 - Mannheim
11 April 1944 - Hannover
12 April 1944 - Osnabruck
23 April 1944 - Mannheim
26 April 1944 - Hamburg
28 April 1944 - Hamburg
30 April 1944 - Saarbrucken
2 May 1944 - Leverkusen
3 May 1944 - Ludwigshaven
6 May 1944 - Ludwigshaven
8 May 1944 - Osnabruck
9 May 1944 - Berlin
12 May 1944 - Special Mission*
14 May 1944 - Cologne
15 May 1944 - Ludwigshaven
19 May 1944 - Dusseldorf
20 May 1944 - Cologne
22 May 1944 - Ludwigshaven
23 May 1944 - Berlin
26 May 1944 - Ludwigshaven
27 May 1944 - Berlin
29 May 1944 - Hannover
30 May 1944 - Leverkusen

12 June 1944 - Cologne
15 June 1944 - Gelsenkirchen
16 June 1944 - Berlin
21 June 1944 - Berlin
23 June 1944 - Bremen
25 June 1944 - Homberg
28 June 1944 - Metz
4 July 1944 - Buer
6 July 1944 - Buer
10 July 1944 - Berlin
14 July 1944 - Hannover
15 July 1944 - Berlin
16 July 1944 - Homberg
18 July 1944 - Berlin
19 July 1944 - Bremen
5 August 1944 - Wanne Eickel
6 August 1944 - Castrop Rauxel
8 August 1944 - Cologne

Since being awarded the Distinguished Flying Medal this officer has completed a further large number of operational sorties against enemy targets, and is now carrying on an extended tour with the utmost zeal and enthusiasm.

Flying Officer Goodwin has always shown superb captaincy and airmanship and a complete disregard for enemy opposition. His courage, skill and determination in action have been an inspiration to his crew and have led to a fine record of achievement. For commendable courage and gallantry of the highest order he is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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GOODWIN, W/C Ray Walpert (C1277) - **Commended for Valuable Services** - No.5 SFTS - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Sussex, New Brunswick, 9 January 1914; learned to fly at age 17 with the Halifax Flying Club (1931). A flying instructor with Nova Scotia flying clubs, 1933-1937, when he became CFI of the Toronto Flying Club. In 1938 he joined Northern Flying Services Ltd (North Bay and Rouyn). Enlisted in Toronto, 3 October 1939. Later served overseas, and when returned to Canada he commanded Nos.164 and 168 Squadron. Awarded AFC, 1 January 1946. Later a senior DoT official. Also with RCAF Primary Reserve, 12

July 1954 to 1956, apparently as a flying instructor. Died in Toronto, 1995.

Wing Commander Goodwin has consistently shown outstanding devotion to duty. His work as Flying Instructor, Flight Commander, Examining Officer, Squadron Commander and Chief Instructor has always been performed in an exceptionally meritorious and loyal manner. He has completed 628 hours instructional flying of which 227 hours have been flown at this unit during the past 26 months.

GOODWIN, W/C Ray Walpert (C1277) - **Air Force Cross** - No.5 SFTS (now No.168 Squadron) - 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 600 hours of instructor (as at January 1943).

This officer has consistently shown outstanding devotion to duty. His work as Flying Instructor, Flight Commander, Examining Officer, Squadron Commander and Chief Instructor has always been performed in an exceptionally meritorious and efficient manner. His ability as a pilot and a leader are exceptional and have made a marked contribution to flying training in this country.

* * * * *

GORDON, S/L Charles William (C394) - **Air Force Cross** - No.1 Air Command Headquarters - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Reported as Lieutenant, Reserve Unit, University of Manitoba COTC, 4 January 1932 when he took a navigation course at Camp Borden. Appointed to Reserve of Officers, 5 October 1932; resigned commission 25 July 1935; enlisted in Montreal, 22 February 1940; qualified for pilot's flying badge, 5 June 1940. As of 1 October 1940 he held the rank of Flight Lieutenant and as of 19 October 1940 he was at No.3 SFTS. Promoted Squadron Leader, 15 May 1945. To No.4 Training Command, 13 July 1942. To No.3 SFTS, 24 April 1943. To "Y" Depot, 13 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Repatriated 3 December 1944; to No.3 Training Command, 5 January 1945; to No.1 Air Command, 15 January 1945. To No.4 Release Centre, 30 July 1945; retired 1 August 1945. When recommended he had flown 1,4,10 hours, of which 1,150 were as instructor. RCAF Photo PL-1704 taken as Flight Lieutenant, 1941.

This officer, while well over the normal age for active duty as a flying instructor, carried out these duties in a most commendable manner from 1940 to 1943. He has served as a Flight Commander, Squadron Commander and Chief Instructor at a Service Flying Training School and has invariably shown the greatest keenness

and resourcefulness in the training of student pilots. His great devotion to duty, skill and enthusiasm have made a most commendable contribution to the Air Training Plan.

* * * * *

GORDON, F/L Donald Campbell (J16633) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 23 February 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born in Edmonton, 25 February 1920. Home in Vancouver. Enlisted in Vancouver, 25 October 1940. Posted to No.2 Manning Depot, 25 October 1940; to No.6 AOS (non-flying duties), 4 December 1940; to No.2 ITS, 28 January 1941 (graduated 3 March 1941 and promoted LAC); to No.8 EFTS, 3 March 1941 (graduated 22 April 1941); to No.10 SFTS, 2 May 1941 (graduated 16 July 1941 and promoted Sergeant). To "Y" Depot, Halifax, 17 July 1941. Posted overseas on 8 August 1941. On strength of No.3 Personnel Reception Centre, Bournemouth, 31 August to 18 September 1941. To No.53 OTU, 19 September 1941 until 4 November 1941. Posted to No.65 Squadron, 4 November 1941. Promoted Flight Sergeant, 1 March 1942. Taken on strength of Almaza, 21 March 1942. To No.1 ADU, 30 March 1942; to No.25 PDC, 1 June 1942; to No.274 Squadron, 27 June 1942. Promoted WO2, 1 September 1942. Commissioned 16 September 1942; to No.601 Squadron, 6 October 1942; promoted Flying Officer, 16 March 1943; to No.417 Squadron, 30 October 1943; with No.11 FIS, Wadi Fayid, 1 December 1943 to 1 February 1944 when he returned to No.417 Squadron. Returned to Britain, 5 July 1944. Embarked for leave in Canada, 11 August 1944; promoted to Flight Lieutenant, 16 September 1944. Returned to Britain and posted to No.83 Group, 30 October 1944. To No.442 Squadron, 22 November 1944; appointed Flight Commander, 8 February 1945 to 19 March 1945. Posted to No.411 Squadron, 19 March 1945; to No.402 Squadron, 15 April 1945 vice S/L D.C. Laubman (missing). Promoted to Squadron Leader, 15 April 1945. Commanded until disbandment, July 1945. Attended Fighter Leader School, Tangmere, August 1945. Repatriated to Canada, 7 August 1945. On strength of Central Flying School, Trenton, 1 October 1945 to 1 February 1946. Appointed to Permanent Force, 1 October 1946 as Flight Lieutenant. On strength of No.14 (Photo) Squadron, 1 April 1946 to 29 December 1947; with AFHQ, 30 December 1947 to 1 January 1948; with Canadian Joint Staff, Washington, 2 January to 25 April 1948; to AFHQ, 25 April 1948, Died in hospital, Montreal, 26 April 1949, following brain surgery. Chris Shores, **Aces High** (2nd edition) has complete victory list although the claims marked with an asterisk are recorded only in his logbook (not in squadron records): **22 May 1942***, one Ju.87 probably destroyed; **21 June 1942***, one Bf.109 destroyed plus one MC.202 probably destroyed; **14 July 1942***, one MC.202 damaged; **8 August 1942**, one Bf.109 destroyed; **1 September 1942***, one Bf.109 damaged plus one Ju.87 damaged; **4 December 1942***, one Ju.88 probably destroyed; **27 February 1943**, one Bf.109 damaged; **13 March 1943***, one MC.202 probably destroyed; **17 March 1943**, one Ju.87 probably destroyed; **19 April 1943***, one Bf.109 destroyed plus one Re.2001 damaged; **1 January 1945**, two FW.190s

destroyed; **8 February 1945**, three Ju.87s destroyed (one shared); **25 February 1945**, one Bf.109 destroyed; **16 April 1945**, one composite aircraft destroyed on ground (Ju.88/Bf.109, shared with another pilot); **27 April 1945**, one He.115 destroyed; **3 May 1945**, one Fi.156 destroyed. For additional details see H.A. Halliday, **The Tumbling Sky**. Photographs featuring him are PL-18482 (on right), PL-38709 (after investiture), PL-43121 (among German ruins), PL-43122 (more ruins), PL-43123 (more ruins, these all dated 29 March 1945 and respectively UK-19857, UK-19858 and UK-19859), PL-43124 (ex UK-19860) examining a burned-out German tank and PL-55065 (head and shoulders). RCAF photo PL-10261 (10 April 1943) shows "A group of Canucks and their Spitfire, somewhere in the Western Desert". These are FS M.A. Perkins (Melfort), FS E.G. Shea (Moose Jaw), FS Don Gordon (Vancouver), FS W.J. Steele (Montreal) and FS F.D. Schofield (Montreal West). Gordon was with No.601 Squadron at the time and the others may also have been in No.601.

This officer has displayed the highest standard of skill and resolution in his attacks on the enemy. Among his successes is the destruction of four enemy aircraft. Two of these he shot down recently in an engagement against a large force of enemy fighters. Flight Lieutenant Gordon was wounded and his aircraft badly damaged but he effected a successful crash-landing.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation drafted 8 January 1945 when he had flown 275 sorties (335 operational hours. Detail bears comparison with above:

Flight Lieutenant Gordon has taken part in 275 sorties against the enemy in Africa and Europe and has displayed great keenness and determination to engage the enemy at all times, both in the air and on the ground. He has taken part in many bombing and strafing sorties with great efficiency and success. On one occasion recently this officer was returning early by himself from the squadron formation due to his aircraft being unserviceable. Nevertheless on hearing over the radio of enemy activity he went to the vicinity and sighted and attacked 50 or more enemy fighters. He succeeded in destroying two before he was wounded and his aircraft so badly damaged he was forced to crash land. This brought his total number of enemy aircraft destroyed in the air to four and one-half, four probably destroyed and five damaged. He has at all times set a high example to his squadron and has always shown great courage and devotion to duty.

GORDON, S/L Donald Campbell, DFC (J16633) - **Bar to Distinguished Flying Cross** - No.402 Squadron - Award effective 7 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1478/45 dated 21 September 1945. Trained at No.2 ITS, No.8 EFTS and No.10 SFTS.

Both in the air and on the ground this officer has displayed outstanding courage and skill in operations against the enemy. Since the award of the Distinguished Flying Cross he has destroyed five more enemy aircraft bringing his total victories to at least nine enemy aircraft destroyed and others damaged. He has led his squadron in many relentless attacks against enemy road and rail transport in heavily defended areas and has inflicted considerable damage on the enemy's lines of communications. At all times Squadron Leader Gordon has displayed brilliant leadership, a fine fighting spirit and great determination.

NOTE: On 28 September 1949, AFHQ wrote to CJS Washington:

19878 F/L Donald Campbell Gordon (formerly J166633) whose death occurred recently wore ribbon of American Distinguished Flying Cross on his uniform. No record can be found at this HQ of such an award having been conferred on this officer. From verbal information received this award was presumably granted sometime between 1942-44 while he served with a RAF squadron (either 274 or 601) in Africa which liaised closely with American forces in same sector and awards were granted by General Officer Commanding US Forces to a number of personnel in the squadron in appreciation of operational cooperation. Cannot verify this from either Records files or personnel here. Neither can record of actual presentation of insignia be found. Request to contact appropriate USAF department and endeavour to establish whether any record of DFC to F/L Gordon can be found. Next of kin making inquiries regarding presentation and contents of citation.

AFCS wrote to AFHQ, 6 October 1949:

Check of US records in Washington reveals no record of award of American Distinguished Flying Cross to late F/L D.C. Gordon. US authorities continuing search by contacting Records Unit at St.Louis. Information has been received that RCAF officer by name of Perkins served with F/L Gordon in the Middle East and it is suggested that this officer be contacted with view of obtaining helpful information. As soon as additional information is received it will be despatched.

Ink minute on this document, initialled by S/L K.S. Ball, reads:

NOTE: All Gordon's files and honours and awards files have been carefully perused but no record or no mention of an American DFC can be found. Also, statements compiled by Gordon himself, i.e. R.332, etc. on doc. file do not show

award of American DFC.

Note on file indicates that S/L Ball, on TD to Vancouver, discussed this with W/C G.W. Northcott on 29 October 1949:

W/C Northcott was unable to throw any light on the matter, and stated that his association with this officer was after the period mentioned in para 2 above, i.e. as he recollects it was towards the end of the war in France and Germany, and later with the Occupational Forces in Germany. He was not aware of the circumstances surrounding the award of the American DFC.

Letter to F/L Max Perkins (Victoria, 19 November 1949); Perkins replies on 23 November 1949; letter reads in part:

To my knowledge "Chunky" received no award while in the Middle East or Italian theatre. He had left (274) Squadron prior to Americans becoming active in the Middle East. There were no American awards to 601 Squadron during our tour of operations. We also served on 442 Squadron in 126 Wing in Holland. Here again I am not aware of any American citations.

Don became Commanding Officer of either 402 or 412 Squadron TAF in March or April 1945. This is the only place I know where the award could have been received...

I saw "The Chunk" in Saskatoon in October 1946 and at that time he was wearing the American Flying Cross. Don told me that the award was received after the war for liaison work on the Continent while in TAF during the latter part of the war.

Letter to George Keefer, 2 December 1949 and reply of 6 December 1949; unable to supply information; suggests Houle, PRO McGillvary, McBrien, Mitchner, Turner.

2 December 1949 - Air Attache, CJS Washington to AFHQ:

Advice received that further check of USAF and US Army Air Corps records do not reveal the award of American Distinguished Flying Cross to late F/L D.C. Gordon.

However this office is informed by USAF Records Section that during visits of General Spaatz to various theatres of war American DFCs were awarded by him personally without any record being forwarded to the United States. It is

suggested that SCAFLO [?] be contacted in an effort to ascertain if this information might be available at USAF Overseas Record Section.

AFHQ to AMCJS, London, 14 February 1950:

Air Attache Washington has suggested that your HQ contact United States Air Force Overseas Records Section in endeavour to ascertain whether any record can be found of award of American Distinguished Flying Cross to late 19878 F/L Donald Campbell Gordon (formerly S/L J16630). Prior to his death in 1949 this officer wore American DFC ribbon on his uniform but no record can be found here or Washington of such award having been officially conferred on this officer. Washington suggest award may have been made by General Spaatz during visit to various war theatres and no record forwarded United States. Gordon was attached to RAF and served with 274 and 601 Squadrons in Middle East. He also served with 417, 442 and 402 Squadrons in Italian and European theatres. Possibly Air Ministry also may have such record of such an award. Any further details required will be supplied on request. Advise.

AMCJS London to AFHQ, Ottawa, 18 February 1950:

This unit has checked with Honours and Awards Section in Air Ministry and Honours and Awards Section of the American Air Attache's Office in London but there is no record at either of award of American DFC to 19878 F/L Donald Campbell Gordon. The view is held at both offices that if award was given by General Spaatz for an outstanding feat in the field it is possible that through error same would not have been recorded although they point out that this happened on only few occasions. If the latter were the case they further point out that officer would have been given copy of covering orders and citation and same may be in possession of next of kin...

Matter referred to Air Historian to check squadron records (16 February 1950); W/C Hitchins writes (21 February 1950):

1. The record books of Nos.417, 442, 411 and 402 Squadrons have been examined for the pertinent periods. The honours and awards files of RCAF Middle East, Nos.402 and 442 Squadrons have also been searched (No honours and awards files are held for Nos.417 or 411 Squadrons). No mention could be found of the award of an American DFC to the subject officer.

2. The only reference which might have any possible relation to the matter is an item in the daily diary of No.442 Squadron under date 8 February 1945. It mentions that A/M R. Leckie visited the wing (No.126) accompanied by A/V/M R.R. Collard, W/C H.R. Hamilton, and Colonel E. Gerrard, 9th USAAF Liaison Officer.
3. On the day of the visit F/L Gordon destroyed 2 1/2 enemy aircraft. (A month previously, on 1 January 1945, he had destroyed two enemy aircraft - an act for which he was awarded the British DFC). Is it possible that during the visit Colonel Gerrard, in view of F/L Gordon's feat that day, made some mention of an American DFC ? Would he have authority to recommend (on confer) decorations ?...

Minute on the memo says, of para 3, "Considered most unlikely Liaison Officer would have such authority". A minute by S/L K.E. Ball, dated 6 March 1950, indicates that his widow will be asked if she has found anything in his effects "that would be a clue to establishing entitlement to this award". Nothing further on file.

FURTHER NOTES: In 1947 he compiled a list of the types he had flown, together with the last date flown (date in brackets). These were:

Spitfire (6 August 1945) - 719 hours 15 minutes
Hurricane (September 1944) - 211 hours 40 minutes
Anson (March 1947) - 405 hours ten minutes
Harvard (February 1946) - 339 hours 15 minutes
Tiger Moth (September 1941) - 51 hours 20 minutes
Master (September 1941) - one hour 45 minutes
Kittyhawk (June 1944) - 26 hours 50 minutes
Mustang (October 1944) - seven hours 25 minutes
P-47 (June 1944) - eight hours 30 minutes
C-47 (April 1947) - 132 hours 45 minutes
Auster (July 1945) - 18 hours 50 minutes
Blenheim (May 1943) - four hours 40 minutes
Wellington (June 1942) - three hours
Oxford (May 1943) - three hours ten minutes
Typhoon (October 1944) - four hours 45 minutes
Tempest (October 1944) - three hours ten minutes
Taylorcraft (June 1944) - nine hours 20 minutes
Crane (October 1944) - four hours
Junkers 87 (July 1943) - 29 hours 20 minutes

Bf.109 (August 1945) - four hours 20 minutes
FW.190 (August 1945) - three hours 50 minutes
MC.202 (September 1943) - one hour 45 minutes
Meteor (June 1945) - 45 minutes

His documents included a summary dated 27 July 1945 stating he had flown approximately 400 sorties. He claimed eleven aircraft destroyed, three "probables" and four damaged (plus five aircraft destroyed on the ground), two locomotives destroyed and 56 damaged, ten MET destroyed and 80 damaged, plus six barges damaged. His duties had included ferrying aircraft from West Africa to Cairo, to "Far East" and Turkey (January to May 1942). He had been hit by "friendly flak" on 1 January 1945 while engaging Bf.109s (burst in cockpit). On 28 September 1944 he had ground looped and collapsed the undercarriage of Spitfire NH591 (hit by wind gust on return from a sweep).

LOGBOOK NOTES:

His first logbook entry was 9 March 1941 at No.8 EFTS, Sea Island (Tiger Moth 4066) and on 22 March 1941 he first soloed on the same machine, having flown nine hours 30 minutes. His last flight there was on 19 April 1941 (Tiger Moth 4242) by which time he had flown 26 hours 45 minutes dual and 29 minutes 25 minutes solo.

He commenced flying at No.10 SFTS, Dauphin on 9 May 1941 (Harvard 3785) and his last flight there was 8 July 1941 (79 hours 20 minutes dual and 67 hours 30 minutes solo).

At No.53 OTU (Llandow, Wales) he commenced flying on 25 September 1941 (Master 8636) and on 30 September flew Spitfire 6965. His last flight there was 25 October 1941 (Spitfire 4616), having flown 80 hours 15 minutes dual and 107 hours 50 minutes solo.

Posted to No.65 Squadron, commencing flying in November 1941 with first operational sortie on 12 December 1941 (convoy patrol). On 26 December 1941 he was shot down on Cherbourg Rhubarb (baled out over Channel, picked up by ASR launch). Flew his last sortie with the unit on 30 December 1941.

28 February 1942 to 2 March 1942 - en route from Talodi to Cairo via Kano, Maidiguri, Genina, El Tasher, El Obera and Khartoum in a Douglas DB-3 Boston (N18117).

22 March 1942 - passenger in a Wellington, Helipolis to Fiume.

27 March 1942 - practice flight at Wadi Natrum (Hurricane NJ712).

30 March 1942 - practice flight at Wadi Natrum (Hurricane Z5672)

12 April to 22 April 1942 - ferrying Hurricane Z5672 from Wadi Natrun (or Natrrung) to Colombo, Ceylon via Aqir, Habbinyia, Bahrein, Sharja, Jiwami, Karachi, Bombay and Bangalore.

4 May to 6 May 1942 - passenger in DB-3 from Karachi to Lydda (train trip to Karachi had taken six days).

18 May 1942 - first operation with No.274 Squadron.

22 May 1942 - one Ju.87 probably destroyed.

21 June 1942 - one Bf.109 destroyed and one probably destroyed.

3 August 1942 - one Bf.109 destroyed.

1 September 1942 - one Bf.109 damaged and one Ju.87 damaged.

18 October 1942 - flown by Bristol Bombay to hospital in Heliopolis (jaundice).

November 1942 - returned to flying.

4 December 1942 - one Ju/88 probably destroyed.

19 December 1942 - last sortie with No.274 Squadron; posted to No.601 Squadron.

December flying taken up in Hudson, Stuka, Hurricane and Spitfire aircraft.

28 December 1942 - flew in Hudson to Hamariet with W/C Yaxley, DSO, DFC, MC

16 January 1943 - first operation with No.601 Squadron. (sometimes flying a "tame" Ju.87).

27 February 1943 - one Bf.109 damaged.

13 March 1943 - one MC.202 probably destroyed.

26 March 1943 - crash landed after combat with Bf.109s.

2 April 1943 - Logbook endorsed for an accident this day: "P/O D.C. Gordon, through gross carelessness at El Hamma East on 2-4-43, collided with another Spitfire on the runway,

seriously damaging both aircraft" (he was in Spitfire EP694.

19 April 1943 - one Bf.109 destroyed

21 April 1943 - one Re.2001 destroyed

22 May 1943 - to hospital at Tripoli in a Lysander.

Posted to No.103 Movement Unit, Aboukir, testing aircraft (Spitfires, Hurricanes, the occasional Oxford,, Anson and Blenheim) between 8 July and 24 July 1943.

26-29 July 1943 - flew Spitfire BE794 from El Adem to Lentini, Sicily via Marble Arch and Borman to join No.601 Squadron. Flying in Sicily, August 1943.

12 August 1943 - Squadron bombed; 18 out of 21 aircraft unserviceable; last sortie with No.601 Squadron.

28 August 1943 - first sortie with No.417 Squadron

15 October 1943 - last sortie with No.417 Squadron

28 October 1943 - flown by DB-3, Foggia to Tunis via Catania.

Posted to No.73 OTU, Abu Sueir; flying Harvards, Spitfires, Hurricanes from 20 November 1943 to 23 January 1944 when posted to Central Gunnery School, Ballah (Harvards, Spitfires, Kittyhawks) through to 2 June 1944.

3 June to 9 June 1944; attached to No.9 Squadron, South African Air Force before posting to Canada.

23 and 26 August 1944 - flew Crane LX772 at No.10 SFTS, Dauphin while visiting F/O M.E. Gordon.

4-11 November 1944 - flying Spitfires at No.83 GSU, Tangmere before posting to "B" Flight, No.442 Squadron, Volkel, Holland.

26 November 1944 - first sortie with No.442 (Spitfire IXe, EM742)

28 November 1944 - Spitfire EM941 - undercarriage collapsed on landing.

1 January 1944 - Spitfire "L" (NH728) when he recorded, "Returned early with engine trouble and ran into 60 + FW.190s. I got two and then got clobbered. 16 holes in the body. Crash landed in farmer's field." He had been on patrol to Munster.

8 February 1945 - two Ju.87s plus one shared, confirmed on recce north of Ruhr.

25 February 1945 - one Bf.109 destroyed on recce to Munster.

18 March 1945 - last sortie with No.442 Squadron; unit returned to England to re-equip. He was posted to No.411 Squadron.

16 April 1945 - one Ju,88 destroyed on recce to Goldberg.

17 April 1945 - last operation with No.411 Squadron (Spitfire XIV, "D"). Posted to No.402 Squadron to command.

27 April 1945 - one He.115 destroyed on recce to Rostock (possibly flying "K")

2 May 1945 - one Fi.156 destroyed on recce to Kiel (possibly flyng "K").

9 June 1945 - in Auster, "Got lost and ran out of petrol. Force landed in field. Finger Trouble."

12 July 1945 - flew a Meteor.

24 August 1945 - squadron disbanded; returned to Canada.

31 October 1945 - Flying Harvard 271 at Central Flying School, Trenton (instructional flight). Numerous flights in Anson, Cornell, Harvard to 27 January 1946.

Posted to No.14 (Photo) Squadron in No.7 Wing, commencing flying on 18 March 1946 in Anson 756

7-8 May 1946 - ferried Anson 12126 to Regina

14-19 May 1946 - ferried Anson 12126 from Regina to Edmonton-Fort Smith- Yellowknife-Embarras.

1 July 1946 - passenger in Lancaster 1271 to Edmonton (pilot was S/L Wiseman, AFC)

4 July 1946 - passenger in Mitchell 892 to Yellowknife (pilot was F/L Middleton, DFC).

August to October 1946 - on operations with No.4 Detachment, flying Anson 12126. Sent to Rockcliffe in October 1946 but back to Edmonton, 25-29 January 1947, flying Dakotas on photo ops until November 1947/

1 June 1948 on Harvard practicing for airshow.

28 October 1948 - last entry.

RCAF Press Release No. 731 dated 5 September 1942 reads:

A veteran of serial warfare on three widely separated fronts, Flight Sergeant Donald C. Gordon, 22-year-old fighter pilot from West Vancouver, shows definite preferences for his present posting, Egypt, and the Western Desert.

Sky warfare for Gordon has taken him into battle over England and France, against the Japs at Ceylon, and also Germans and Italians in the Middle East theatre. Singapore not having fallen, he would have become acquainted with fighter activities in the Far East, for he was posted in that direction when the island fortress fell, and his travels were thus terminated at Ceylon.

Gordon, son of Mr. and Mrs. R.D. Gordon, 3812 16th Avenue, West Vancouver, studied Arts at the University of British Columbia prior to enlisting in the Royal Canadian Air Force. He did his elementary training in local environment at Sea Island, Vancouver, and gained his wings at Dauphin, Manitoba. His first operational work was with a Spitfire squadron in England, and he engaged in many sweeps over France. Then he headed for a destination which he was never destined to reach Singapore.

"I was in Ceylon in time to take part in the great sky battle of Easter Sunday," admitted Gordon. It was the occasion when the Japs made the mass attack on Colombo, and were turned back by spirited air resistance with heavy losses. "The Japs bombed the airdrome as we took off, but I was away, and managed to gain my height and head for the harbour. I notice a Jap naval "Zero" on the tail of a pal of mine. I immediately jumped him, and fired a few rounds. He blew up in mid-air."

It was his second air victory of the war, Gordon having shot down a ME109 over LeHavre, France, while operating from an English base.

Shortly after, he was posted to the Middle East. He had only been with the squadron a short time before getting into action against Axis opposition, coming to grips during a sweep.

"I saw a ME109F on the tail of Flight Sergeant T.B. Hamilton, of Winnipeg," said Gordon. "I was above him, and jumped him before he could make his move. He went crashing to earth. A week later, I had a go at an Italian, but the best I could do was damage a Macchi202."

"It's been an interesting experience, getting a crack at the enemy from England, Ceylon, and now from Egypt," he added. "For me, this is my preference, hot as it might be."

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GORDON, F/O Frederick Beardsley (J37537) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 28 October 1923 at Gananoque, Ontario; home in Haileybury. Enlisted in North Bay, 4 November 1941 for General Duties and posted to No.2 Manning Depot. To No.1 ANS, 14 November 1941. Promoted AC1, 4 February 1942. Promoted LAC, 4 May 1942. Remustered to aircrew and posted to No.2 ITS, 23 January 1943; graduated 3 April 1943 when posted to No.2 EFTS; ceased training 8 May 1943 and posted to No.2 Manning Depot; to No.5 AOS, 12 June 1943; graduated and commissioned 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Repatriated to Canada, 17 June 1945; to Lachine, 25 June 1945. To No.1 Air Command, 25 June 1945. Retired 7 November 1945. Invested with award at Government House, Ottawa, 14 November 1950. RCAF photo PL-33109 (ex UK-15355 dated 26 September 1944) shows four members of No.424 Squadron awaiting interrogation after raid on Domburg - left to right, Sergeant C.E. Corvec (Rouyn, Quebec), F/O F.B. Gordon (Haileybury, navigator), F/O F.C. Pearson (Toronto, pilot) and F/L J.J.J. Stalberger (St. Cloud, Minnesota, pilot). Photo PL-50464 shows him after investiture with his wife and Second Lieutenant Marcel Joyal. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 21 February 1945 when he had flown 29 sorties (150 hours 45 minutes), 23 July 1944 to 14 January 1945.

This officer has operated as a Navigator over many heavily defended German targets including Essen, Duisburg and Dortmund, and has successfully carried out several mining operations necessitating precision in the flight to and off Norway. His cheerfulness and devotion to duty at all times has been an inspiration to all.

This officer's outstanding work as a Navigator and the ability he has shown under adverse conditions are worthy of the highest praise.

The sortie list was as follows:

25 July 1944 - Donges (6.00)
30 July 1944 - Villers Bocage (4.40)
31 July 1944 - Foret de Croc (3.55)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (4.46)
9 August 1944 - Foret de Croc (4.00)
25 August 1944 - Point Robert, Brest (5.05)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.30)
12 September 1944 - Dortmund (5.25)
17 September 1944 - Boulogne (3.50)
20 September 1944 - Calais (2.45)
23 September 1944 - Domburg (3.30)
25 September 1944 - Calais (4.05)
27 September 1944 - Duisburg (4.55)
6 October 1944 - Dortmund (5.20)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (5.50)
14 October 1944 - Duisburg (5.30)
23 October 1944 - Essen (5.35)
25 October 1944 - Hamburg (4.45)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (6.05)
16 November 1944 - Julich (5.00)
21 November 1944 - Oslo (7.40)
24 November 1944 - Kattegat (6.30)
27 November 1944 - Fredrichstadt (7.10)
13 January 1945 - Saarbrucken (6.50)
14 January 1945 - Oslo (6.20)

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GORDON, S/L James Alexander (C1782) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 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. Home in Vancouver. Born 13 October 1911 (birth date from obituary). Educated in Ottawa. Enlisted in the RCAF in Ottawa as a "Boy", 2 July 1929; trained at Camp Borden as Fitter (Aero Engines); promoted AC2, 13 October 1929. Served at High River, March 1930 to March 1931; served at Ottawa, March to September 1931 including four months at National Research Council on engines. Served at Camp Borden, September 1931 to May 1935. Promoted AC1, 1 December 1932. Reclassified as Armourer, October 1933. Promoted Leading Aircraftman, 1 May 1934. Posted to No.11 Detachment, Vancouver, May 1935. Promoted Corporal, 11 October 1935. Promoted Sergeant, 1 April 1937. Promoted Flight Sergeant, 1 April 1939. Posted to Trenton, January 1939 where he became an Armament Instructor. Commissioned at Camp Borden, 15 March 1940. Posted to Dartmouth, April 1940. Promoted Flight Lieutenant, 1 November 1940. To No.7 BGS, October 1941. To AFHQ, Ottawa, February 1942. Promoted Squadron Leader, 1 June 1942. Posted overseas, June 1944; to No.6 Group Headquarters on arrival, but frequently attached to No.62 Base. Posted to No.63 Base, September 1944. Repatriated to Canada, 19 June 1945. To Greenwood, 31 July 1945. To Western Air Command, 7 September 1945. Served in postwar RCAF, reverting to Flight Lieutenant, 1 October 1946. Promoted Squadron Leader, 1 January 1948. Promoted Wing Commander, 1 October 1952. Retired 30 June 1963. Died in Sooke, British Columbia, 29 June 2002. Photo PL-128010 is a portrait taken at Penhold in 1959 as a Wing Commander.

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GORDON, P/O James Cape (J86308) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Calgary, 11 March 1915; home there; served in Royal Canadian Artillery. Enlisted in Calgary, 2 April 1942. Granted Leave Without Pay until 3 May 1942 when posted to No.2 Manning Depot. To No.7 SFTS (guard duty), 23 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.2 AOS until 24 October 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 3 March 1943; to RAF overseas, 8 May 1943. Commissioned 13 May 1944. Repatriated 28 February 1945. Retired 16 May 1945. Died in Calgary, 3 April 2001 as per **Legion Magazine** of November 2001. Photo PL-34807 is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 14 August 1944 when he had flown 31 sorties (153 hours 45 minutes).

18 March 1944 - Frankfurt
25 March 1944 - Aulnoye
26 March 1944 - Essen
30 March 1944 - Nuremburg

9 April 1944 - GARDENING (Gyndia)

10 April 1944 - Aulnoye

18 April 1944 - Rouen

3 May 1944 - Mailly le Camp

7 May 1944 - Bruz

9 May 1944 - Merville

21 May 1944 - Duisburg

22 May 1944 - Dortmund

27 May 1944 - Aachen

2 June 1944 - Berneval

4 June 1944 - Sangatte

5 June 1944 - Varreville

6 June 1944 - Acheres

15 June 1944 - Boulogne

17 June 1944 - Aulnoye

21 June 1944 - Wissant

24 June 1944 - Flers

6 July 1944 - Foret du Croc

7 July 1944 - Caen

12 July 1944 - Tours

18 July 1944 - Gelsenkirchen

18 July 1944 - Caen

20 July 1944 - Courtrai

23 July 1944 - Kiel

24 July 1944 - Stuttgart

28 July 1944 - Stuttgart

30 July 1944 - Caumont

Pilot Officer Gordon, a Canadian, has completed thirty-one operational sorties as a navigator. He has attacked many of the most heavily defended targets in Germany and such distant ones as Stuttgart and Nuremburg, as well as carrying out a mining operation in the Baltic.

His navigational skill has not only made his attacks most effective, but has contributed largely to the safety of his aircraft and crew. His unquestionable ability and cheerful courage have been very largely responsible for the excellent record achieved by his crew.

I feel this officer's magnificent work fully merits the award of the Distinguished Flying Cross.

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GORDON, F/L James Reid (J36845) - **Mention in Despatches** - Overseas - Award effective 10 January 1947 as per **London Gazette** of that date and AFRO 70/47 dated 7 February 1947. Born 8 April 1916 in Niagara Falls, Ontario (birth date from obituary). Educated at John English School, Mimico, 1923-1929 and Etobicoke High School, 1929-1934. Dairy manager, Islington, 1937-1940. Enlisted in Toronto, 22 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 2 November 1940 when posted to No.5 SFTS; graduated and promoted Sergeant, 28 January 1941. To Embarkation Depot, 22 February 1941; to No.3 PRC, Bournemouth, 2 March 1941; to No.11 OTU, 10 March 1941; to No.218 Squadron, 11 May 1941; to No.15 OTU, 14 July 1941; to Middle East, 14 July 1941. On 22 July 1941, at No.103 MU, Abu Sueir, he touched down in Wellington X9691his undercarriage folded (not fully locked down). At that time he had flown 332 hours 40 minutes (all types) including 58 hours five minutes solo on Wellingtons. Taken on strength of No.37 Squadron, date 31 July 1941. Missing, prisoner of war, 17 August 1941. Detained at Gestapo Prison, Hotel Metropole, Vienna, 7 September 1941. Held at Dulag Luft until mid-October 1941; Stalag Luft 8B from mid-November 1941 to May 1942; moved in cattle cars to Stalag Luft 3, May 1942 and stayed there until June 1943; Stalag Luft 6, June 1943 to April 1944; moved in cattle cars to Stalag Luft 3, April 1944 and on strength of that camp to liberation; moved by cattle cars, 28 January 1945 from Spremburg to Bremen. Marched from Bremen to near Hamburg, 8 April 1945 His various escapes (not precisely dated) were as follows: escaped from train near Maribor (en route from Salonika to Maribor in cattle car), August 1941; recaptured 7 September 1941; escaped from train en route from Dulag Luft to Stalag Luft 8 and was at large nine days (21 days solitary confinement for this); escaped from Stalag 8B on 26 December 1941 and was retaken about 30 December 1941 (21 days solitary confinement); escaped in June 1943 from Stalag 6 and was recaptured several hours later (forced to keep hands in the air for two hours and then given 49 days in solitary confinement). Commissioned 6 December 1943 with effect from 15 August 1941, although he had spent more than two years in NCO Camps. Reported safe in UK, 8 May 1945. Repatriated to Canada, 30 May 1945; on repatriation he reported having flown 14 sorties, 100 hours on operations and 50 non-operational hours while overseas; released 29 August 1945. Died in Toronto, 21 January 1987. No citation other than "In recognition of services while prisoner of war".

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GORDON, F/O John Aaron (J92360) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in London, Ontario, 11 July 1919; home in Wallaceburg (mechanic). Enlisted in Montreal, 2 March 1942. To No.31 OTU, 27 March 1942. To No.5 ITS, 5 June 1942; graduated and

promoted LAC, 15 August 1942 but not posted to No.12 EFTS until 26 September 1942. To 1 SFTS, 5 December 1943. Graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 24 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 26 September 1944. Promoted Flying Officer, 26 March 1945. Repatriated 13 August 1945. Retired 2 October 1945.

GORDON, F/O John Aaron (J93360) - **Distinguished Flying Cross** - No.253 Squadron - Award effective 1 February 1946 as per **London Gazette** dated 15 February 1946 and AFRO 280/46 dated 15 March 1946.

Since June 1944, this officer has led his section on numerous sorties over Yugoslavia, Greece and Albania, inflicting considerable damage on the enemy's rolling stock, mechanical transport and shipping. He has invariably displayed outstanding determination and courage in the execution of his attacks. This was particularly evident in March 1945, when he located two 500 ton enemy ships in the Arsa Channel. Despite intense anti-aircraft fire, Flying Officer Gordon pressed home a telling attack and sank one of the vessels. This officer has destroyed at least thirty-five of the enemy's mechanical transport vehicles and ten locomotives.

NOTE: Public Records Office Air 2/9292 has the above citation but also the original recommendation dated 22 April 1945 when he had flown 666 hours 30 minutes, 191 hours 15 minutes in previous six months, 87 sorties (187 operational hours). The recommendation is much more detailed:

Since joining No.253 Squadron in June 1944 Pilot Officer Gordon has shown himself to be an outstanding operational leader and pilot. He has operated continuously over Yugoslavia, Greece and Albania, bombing and strafing with equal ability and fearlessness.

On one occasion in December 1944, Pilot Officer Gordon was leading his section on an offensive sweep from Sarajevo to Zenica. Of the seven locomotives destroyed on this sortie he personally accounted for five. Several M.T. were also destroyed on this occasion.

The determination which always characterizes Pilot Officer Gordon's attacks was particularly evident in March 1945 when he located two 500 ton ships in the Arsa Channel (Istrian Peninsula). In spite of the most intense flak of all calibre from 20-mm to 88-mm he promptly volunteered to lead a combined R.P. and bombing strike on these two vessels. Diving down through the again intense flak he released his bombs from 1,500 feet hitting and sinking one of the ships. The

other ship was sunk by R.P. fire from the Hurricanes of No.6 Squadron.

On many occasions too numerous to mention in detail he has struck hard and fearlessly at M.T. concentrations and marshalling yards maintaining always an excellent judgement between damage inflicted on the enemy and the safety of his section.

Pilot Officer Gordon has set a very high standard of personal gallantry and is admired and respected by all ranks. Pilot Officer Gordon has personally destroyed more than 35 M.T. vehicles and ten locomotives and damaged 30 M.T. vehicles and locomotives.

Tom Thorne, researching in the Squadron Operational Book, provides the following list of sorties and other details: Although unable to trace a "reporting-in" date, he nevertheless reported that Gordon had logged 90 flights (all but four of these seemed to be operational, the rest are flights between airfields). Up until December 1944 he found it extremely hard to confirm target locations. The Form 541 gives only the type of mission flown and no target. If more than one section was flying the same type of mission on a given day, then he had trouble distinguishing which section attacked which targets! After December 1944 the Form 541 added the target names and a few more details regarding bombs dropped and targets attacked. Therefore, the list before December 1944 does not record targets:

3 July 1944 - FS J A Gordon on offensive sweep.

3 July 1944 - flight from Vis.

5 July 1944 - offensive sweep.

8 July 1944 - strafing.

14 July 1944 - Now a Warrant Officer - bombing mission. 13.45 (4). Bombed town of Lowinac. All bombs seen to cover target area and one building seen to be on fire.

18 July 1944 - weather recce; recce of central Bosnia.

18 July 1944 - escort; top cover provided for two DC-3s to central Bosnia and return to Italian mainland.

23 July 1944 - to Vis

23 July 1944 - Strafing

1 August 1944 - To Vis

1 August 1944 - from Vis

4 August 1944 - bombing and strafing.

5 August 1944 - escort for MTB's. From Korcula-Vis (made no contact with MTB's)

7 August 1944 - bombing mission. Jablanac. Unobserved results.

10 August 1944 - bombing Jablanica railway station. Two direct hits knocked the balance out and one locomotive was destroyed and another damaged. Fairly intense machine

gun fire from the target area damaged the oil system of one aircraft that managed to make Vis.

15 August 1944 - Top cover for DC-3's.

16 August 1944 - escort to Hurricanes

16 August 1944 - shipping recce. Korcula and Mljet for shipping but no sightings. Leaflets dropped.

18 August 1944 - dive bombing.

19 August 1944 - offensive sweep.

25 August 1944 - bombing mission.

31 August 1944 - bombing mission.

29 September 1944 - bombing mission

5 October 1944 - escort

6 October 1944 - offensive sweep

7 October 1944 - escort

11 October 1944 - offensive sweep

12 October 1944 - strafing

13 October 1944 - coastal patrol

14 October 1944 - offensive

16 October 1944 - escort

17 October 1944 - escort

17 October 1944 - escort

17 October 1944 - escort

21 October 1944 - Hurricane escort

22 October 1944 - offensive sweep

29 October 1944 - recce

1 November 1944 - weather recce

9 November 1944 - bombing

18 November 1944 - armed recce

21 November 1944 - bombing

22 November 1944 - DC escort

23 November 1944 - bombing

25 November 1944 - escort

4 December 1944 - armed recce.

Form 541 states: 7 aircraft took off from this armed recce of Zenica-Dobuj. First section airborne at 12.40 down at Vis at 14.45. Second section [in which W/O J Gordon was flying in Spitfire MJ816] airborne 12.40, down at Vis 14.40 - 14 250GP dropped TOT 13.10, 4 bombs on Zenica M/Y NRO - 4 on RR sidings at XM1517. 2 near misses on line, 2 near missed on building west of track - between Zenica and Bitcvlj - 3 trains sighted, 1 heading South, 2 North. 4 aircraft strafed 1 loco dist at XM1717, 2 loco's dist in area XM1615.

On nearest loco 30 wagons laden with MT and tanks - 6 MT destroyed, 4 damaged - 1 loco damaged at XM135125 - 1 loco damaged at XM100115 - 2 loco dist between Kakarj and Doroj in area XM2812 - 1 MT damaged on road near Sutjeska - 3 aircraft bombed MT convoy, 30 vehicles 3 miles North of Zenica - 1 direct hit on road between 2 MT, damaging both - 3 near misses, 2 bombs wide NRO - intense 20 and 40mm from Zenica - intense small arms fire from 3 loco's, 1st attack - 1 aircraft damaged - intense 20 and 40mm from hills on East of MT convoy and light flack from each vehicle - 6 trains sighted in Mojar Station, several bursts 88mm and 20mm from South side of A/D.

Form 540 - 7 aircraft operating in 2 sections were dispatched from Vis to bomb and strafe rail traffic between Zenica and Doboj. The railway sidings at the former town were bombed and sustained 8 direct hits while a further 4 direct hits were scored on other sidings down the line. 2 trains heading North and 1 heading South were sighted between Zenica and Bitowlje. Strafing attacks accounted for the 3 loco's, 1 of which was hauling about 30 wagons laden with MT and tanks. 6 of these MT were destroyed and 4 damaged, a total of 4 more loco's were attacked, 2 being destroyed between Kakanj and Doboj. An MT convoy of 30 vehicles located 3 miles North of Zenica was bombed by 3 aircraft still carrying bombs. A direct hit on the road between 2 of the lorries damaged both. Another MT was damaged near Sujeska, 6 possible troop trains were sighted in Mostar.

19 December 1944 - weather recce

20 December 1944 - offensive sweep

28 December 1944 - offensive sweep

1945:

4 January 1945 - Sweep road and rail Sarajevo-Kaonth. Aircraft strafed, 20 stationary box cars at XM1514, North East of Kaonth - Scant accurate small arms fire from rear most wagon. 5 box cars damaged.

16 January 1945 - Offensive sweep Sarajevo - Zenica - Mostar, 1 MT destroyed at Zeljusa North of Mostar.

25 January 1945 - armed recce

1 February 1945 - offensive sweep

5 February 1945 - armed recce

9 February 1945 - Bombed stores dump at Rajovac, intense heavy accurate flak. Building damaged.

12 February 1945 - Recalled to base from offensive sweep, P/O Gordon damaged aircraft on landing.

13 February 1945 - sweep

14 February 1945 - offensive sweep

15 February 1945 - defensive patrol for DC-3's

28 February 1945 - attacked German HQ.

28 February 1945 - Bombing.

2 March 1945 - bombing.

5 March 1945 - recce

6 March 1945 - From Prkos 0600 - Security patrol 2 ships sighted at RJ056016, moderate light accurate flak, landed 0720.

0855 from Prkos - Bombed 2 500 tonne vessels in Arsa Channel - 2 direct hits, 2 very near misses - ship left on fire on beach - 4 250 GPI released. Scant light flak, landed 1010.

1135 from Prkos - Recce-d Arsa channel - bombed bridge at RJ0408 - 8 250 GPI - road on East side sustained 1 direct hit - 2 MT strafed and damaged at RJ3274.

Form 540 reads: A security patrol was flown at first light and two ships were sighted at RJ058011, an islet in the Istrian Isthmus, from the Gulf of Guarnaro. Accurate light flak, in some quantity, was encountered, but no aircraft were damaged, although violent evasive action had to be taken.

A mission of two aircraft went to bomb two 500 ton vessels in the Arsa channel. Very good results with two direct hits and two very near misses. There was scant light flak and after the attack, one of the ships was observed to be on fire and had to be beached. The second vessel was seriously damaged, the effect of near misses undoubtedly having a lot to do with this result.

A section of four Spitfires carried out a recce of the Arsa channel, three ships were seen but appeared to be derelict so no attack was carried out. The bridge at RJ0408, 5 miles SE of Albona (Istria) was bombed and one direct hit was obtained on the East side. 2 MT, presumably filled with troops, at RJ3234, 15 miles due North of Finne were damaged by cannon fire.

7 March 1945 - road recce

10 March 1945 - From Prkos - Recce Bihac - Sonja - Zagreb - Karlovac - Senj, 1 MT damaged RM6426.

11 March 1945 - 11/3/1945 from Prkos - Recce Zagreb area - 6 JU52 sighted on strip at RE6283 - 0610 flare path still slight, F/O Hindle strafed loading or unloading JU52 aircraft probably destroyed.

11 March 1945 - 0945 from Prkos - Bombed Huts and equipment at Borovnica, 6 direct hits moderate light flak.

11 March 1945 - recce for oil dump.

12 March 1945 - bombing.

14 March 1945 - escort

18 March 1945 - road recce

21 March 1945 - From Prkos - Bombed barracks at Postumia RG1688 - 8 direct hits, 4 near misses. Scant in accurate light flak..

22 March 1945 - attack ammo dump.

22 March 1945 - from Prkos - Bombed Coulin RR station, no hits on railway line or station. 4 bombs in town, 4 bombs wide, no flak.

3 April 1945 - escort

6 April 1945 - recce

6 April 1945 - Bomb MT at ZR3686, 1 MT damaged and 1 house hit.

8 April 1945 - Sweep Senje - Karlovac - Slunj, 3 MT moving east at WO7698 strafed, all damaged - 3 MT moving west at WO 8397 - 2 damaged, 1 flamer - damaged 3 MT moving East at WO8397 and 1 MT going West at BJ8502.

9 April 1945 - Recce Zepce - Brod - Bombed MT at XM1596 - NRO - strafed, 1 flamer, 11 damaged.

11 April 1945 - Mount Vraca - Zepce - Bombed at XM1840, cluster of MT, strafed 7 flammers, 4 smokers, 6 damaged. Fairly accurate, moderate flak.

12 April 1945 - MT South of Zepce, 4 bombs cut road, 2 near misses and 2 wides. Damaged 2 MT - strafed XM255, 1 tank blown up, 1 left smoking - XM2269, 4 MT flammers - XM2260, 5 MT damaged.

13 April 1945 - Armed recce Slumj - Bakovc - Primislje at RK2116, 6 near misses on road, possible damage to road and 6 MT parked at 50 yard intervals - RK2117, 2 wides - between RK1622 and RK1826, 2 MT damaged and 25/30 HDV damaged - 2 dug in tents strafed, moderately accurate flak.

14 April 1945 - weather recce

16 April 1945 - Armed Recce Banova - Jaruga - Brod - Maglaj, 1 train bombed with 15 coaches facing Brod. Cut rail track, strafed and destroyed engine - at BG1303, 6 plus HDV heading South.

18 April 1945 - Bombed railway lines at BG0602, 4 hits online, 4 near misses.

21 April 1945 - tac/recce.

3 May 1945 - tac/recce

5 May 1945 - Tactical recce Generalski Stol - Karlovac - Zagreb - Stask.

May 1945 - Form 540: "P/O Johnny Gordon recalled to his native land - Canada - a very popular young officer this"

A draft RCAF Press Release, circa March 1945, read as follows (some figures markedly different from official recommendation):

With the RAF in Italy - With Luftwaffe opposition in the skies over the Balkans and Italy continuing to remain in the negligible category, pilots of Mediterranean Allied fighter squadrons now operating in the role of fighter-bombers have turned to assessing their "scores" by the number of German locomotives disabled and motor transport destroyed in bombing and strafing attacks, rather than from the number of enemy aircraft shot down.

A leading marksman among Allied pilots flying loco-busting and M.T.-smashing missions in the Mediterranean theatre is Pilot Officer John Gordon, a young RCAF pilot from Wallaceburg, Ontario. Operating from an Italian base with an RAF Spitfire squadron of Balkan Air Force, Gordon has, in the course of a few months, gained official credit for the destruction of twenty (20) locomotives and eighteen (18) motor transport vehicles, in addition to others damaged. Of this score, his log book for one day reads: five locomotives disabled, two damaged and four M.T. destroyed.

That notable field day came in December last when Gordon and his No.2 were patrolling the wild Yugoslav terrain north of Serajevo. In search of enemy movements, the pair were bobbing in and out of the numerous valleys that are so characteristic of Yugoslavia when, on entering one, Gordon realized that he had lost his No.2 in the mountainous country but found below him a dream target of three German trains - two of them mobile, the third stationary. Sweeping down into the steep chasm, unleashing his 250-pound missiles...strafing...then straining his Spitfire in an almost vertical climb up and over the far mountain's perilous grade, he systematically blew up all three of the locomotives - one of which was burdened with an estimated 50 cars loaded with M.T.

Resuming the hunt with round one definitely all his but flying an aircraft that had been liberally holed by flak, Gordon expended the remainder of his ammunition and chalked up the balance of his day's impressive bag on an almost similar target of opportunity that presented itself in one of the adjoining valleys.

On return to base it was found that shrapnel had holed his aircraft in some twenty places. Said Gordon: "The flak played unusual tricks on that mission. I'm damned if it didn't come at me from the rear!"

On an operation over Albania the previous month a flight of aircraft from Gordon's squadron were directed onto convoy of German motor transport by a formation of Allied bombers returning from a mission in the Balkans. Easily locating the convoy from information gleaned from the bombermen, the Spitfires destroyed 15 and damaged eight of the estimated 35 vehicles. With cannon drums empty, machine gun slugs accounted for Gordon's last "flamer" that day. "Pure luck," he smiles.

The squadron with which Gordon flies was one of the first units assigned to dive-bombing and strafing communications targets and transport in the Balkans.

Since that time the squadron has been continuously engaged in relentlessly pounding from the air anything German sandwiched between the advancing Russians, Marshal Tito's blood-hungry combaters and hard-plugging guerilla forces from the other Balkan states. In loco-busting alone it has gained high rating among Allied squadrons based in Italy. Add, too, supply drops to Partisan forces which have added to no small way to the squadron's notable contribution to the Balkans squeeze play.

Gordon joined his present squadron in June 1944. Operations over Greece are numbered among the 120 trips he has flown to date on his first tour.

Warrant Officer Al McEwan of Smith Falls, Ontario is the only other Canadian pilot flying with the squadron.

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GORDON, LAC John Cecil (R167496) - **Mention in Despatches** - No.9 Squadron (ARO gives "Overseas" only as unit) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 14 September 1918 in Grey County, Ontario. Enlisted in Toronto, 3 June 1942 at Radio Mechanic and immediately ranked as LAC. At No.1 Manning Depot, Toronto until 22 July 1942. To No.31 Radio School, Clinton, 23 July 1942. Reclassified as Radar Mechanic, 1 October 1942. To "Y" Depot, Halifax, 2 September 1942; to RAF, 25 September 1942, reporting to No.3 PRC, Bournemouth, 9 October 1942. To No.9 Squadron, 27 October 1942, followed by frequent attachments to Station Conningsby. Promoted Acting Corporal, 19 April 1944. Posted from No.9 Squadron to No.53 Base, Station Waddington, 9 September 1944. Repatriated 27 September 1945. Released 9 November 1945. No citation in AFRO.

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GORDON, F/O John Ralph (J93342) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 16 March 1923 in Schreiber, Ontario; home there (school teacher). Enlisted in Kirkland Lake, 7 September 1942. Granted Leave Without Pay until 3 November 1942 when posted to No.2 Manning Depot. To No.6 SFTS (guard duty), 8 January 1943. To No.7 ITS, 6 March 1943; graduated and promoted LAC, 14 May 1943; to No.6 EFTS, 15 May 1943. Ceased training and posted to No.2 Manning Depot, 9 June 1943; to No.7 AOS, 26 June 1943; graduated and promoted Sergeant, 12 November 1943; to "Y" Depot, 26 November 1943; to No.4 Aircrew Graduate Training School, 25 January 1944; to "Y" Depot, Lachine, 27 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned

10 December 1944. Promoted Flying Officer, 10 June 1945. Dates of repatriation and release not known. Rejoined RCAF, 25 May 1950; further details uncertain.

Throughout numerous operational sorties this officer has displayed praiseworthy courage, skill and devotion to duty. In March 1945 he was navigator of an aircraft detailed for an attack against Chemnitz. Shortly after leaving base most of the navigational aids became unserviceable. Flying Officer Gordon successfully navigated his aircraft to the target. After the bombs had been released the aircraft was attacked by an enemy fighter and so seriously damaged that the captain gave the order to abandon the bomber. The mid-upper gunner was severely wounded and Flying Officer Gordon received a bullet wound in his leg. Despite his own suffering this officer extricated his wounded comrade and got him out of the aircraft before leaving himself by parachute.

The original recommendation, drafted 15 May 1945 when he had flown 30 sorties (195 hours five minutes) read as follows:

On March 5th, 1945, this officer was the navigator of an aircraft detailed to attack Chemnitz. Shortly after setting course from base, most of his navigational aids became unserviceable. Regardless of this, Pilot Officer Gordon navigated the aircraft to the target with skill and determination, arriving at the target on time.

After bombing, the aircraft was attacked from below by an enemy fighter and was damaged to such an extent that it became uncontrollable that the captain ordered the crew to abandon the aircraft. The mid-upper gunner was severely wounded and Pilot Officer Gordon had received a bullet wound in the leg. Regardless of his own safety, Pilot Officer Gordon extricated the mid-upper gunner and got him out of the aircraft successfully. He then baled out himself.

Pilot Officer Gordon's courage, exceptional skill and devotion to duty are worthy of the highest praise, and it is recommended that he be awarded an immediate DFC.

On 19 May 1945, G/C L.H. Lecomte (Commanding Officer, Station Tholthorpe) added his comments:

This officer has displayed great presence of mind and gallantry with courage and coolness of a high order.

His complete disregard for personal safety for the sake of one of his operational

team is a magnificent example of devotion to his duties and those who share them with him. He rose to the occasion and despite physical suffering showed unusual initiative. His navigational skill and his determination to achieve his object was exemplified particularly on the raid to Chemnitz on March 5th. His record of many operations against some of the enemy's most heavily defended targets is proof of his courage and praiseworthy disregard for danger.

NOTE: The incident described was on 5/6 March 1945 (Halifax NP959, PT-N. Airborne 1630 hours from Tholthorpe. Cause of loss and crash-site not established. This raid was part of Operation Thunderclap. F/L V.R.Glover, RCAF, injured, F/O D.M.Mottrick, RCAF ((second pilot) injured; Sgt H.W.Skipper injured; P/O J.R.Gordon, RCAF, injured; F/O V.L.McKinnon, RCAF, injured; WO2 D.F.Broadfoot, RCAF, injured; F/S J.J.M.Kastner, RCAF, fatally injured; reported to have died from his wounds within hours of being admitted to a German hospital; Flight Sergeant H.E.McKenzie, RCAF, injured; F/O D.M.Mottrick, P/O J.R.Gordon, WO2 D.F.Broadfoot, F/L V.R.Glover, Flight Sergeant H.E.McKenzie, Sergeant H.W.Skipper and F/O V.L.McKinnon were confined in hospital due to injuries until liberation - not POWs. P/O Gordon was repatriated 23 March 1945.

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GORDON, F/L John Sinclair (J22418) - **Distinguished Flying Cross** - No.635 Squadron (POW) - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 14 June 1914 in Detroit, Michigan; listed as American citizen on enlistment although home ultimately given as Toronto, possibly due to marriage. Enlisted in Winnipeg, 17 October 1941 and posted to No.1 Manning Depot. To No.12 Equipment Depot, 2 January 1942. To No.3 ITS, 28 February 1942; graduated and promoted LAC, 25 April 1942. Posted on 8 May 1943 to No.17 EFTS; to No.4 EFTS, 6 June 1942; ceased training 5 September 1942; to No.4 BGS, 26 September 1942; graduated 21 November 1942 when posted to No.9 AOS; graduated and commissioned 30 December 1942. To No.1 BGS, 9 January 1943. To "Y" Depot, 19 January 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 30 June 1943. Promoted Flight Lieutenant, 10 March 1944. Repatriated 30 May 1945. Retired 18 July 1945, settling in Winnipeg. 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 20 June 1944 when he had flown 35 sorties (197 hours 15 minutes).

25 November 1943 - Frankfurt (6.40)

26 November 1943 - Berlin (6.45)

2 December 1943 - Berlin (6.25)

3 December 1943 - Leipzig (6.35)

23 December 1943 - Berlin (6.50)
1 January 1944 - Berlin (6.35)
2 January 1944 - Berlin (6.45)
5 January 1944 - Stettin (8.20)
14 January 1944 - Brunswick (5.05)
20 January 1944 - Berlin (7.10)
21 January 1944 - Magdeburg (6.25)
15 February 1944 - Berlin (6.40)
19 February 1944 - Leipzig (6.35)
20 February 1944 - Stuttgart (5.55)
24 February 1944 - Schweinfurt (7.15)
25 February 1944 - Augsburg (6.20)
1 March 1944 - Stuttgart (7.20)
18 March 1944 - Frankfurt (5.00)
26 March 1944 - Essen (4.25)
30 March 1944 - Nuremburg (7.00)
11 April 1944 - Aachen (3.40)
22 April 1944 - Laon (4.05)
24 April 1944 - Karlsruhe (6.20)
26 April 1944 - Villeneuve St. George (4.15)
27 April 1944 - Friedrichshaven (7.05)
1 May 1944 - Malines (2.30)
3 May 1944 - Montdidier - (3.50)
27 May 1944 - Rennes (4.45)
28 May 1944 - Angers (7.05)
31 May 1944 - Trappes (4.20)
5 June 1944 - Oustréham (2.45)
7 June 1944 - Forêt de Cerisy (4.15)
9 June 1944 - Rennes (4.45)
11 June 1944 - Nantes (5.20)
16 June 1944 - Renescure (2.30)

This officer has completed over thirty sorties as an Air Bomber in a heavy bomber squadron. The accuracy and unflagging efforts that he has put into his work have contributed to a very large extent to the outstanding successes obtained by his crew.

The work and keenness of this officer has set a very high standard in the squadron, and I consider him worthy of the highest praise.

NOTE: Station Commander adds, "A cool and reliable operational Navigator II who always

tackles his job with efficiency but without fuss. His skill and care have been major factors in the success of his crew as blind markers."

The website "Lost Bombers" describes the manner in which he became a Prisoner of War. Lancaster ND950 (F2-M) of No.635 Squadron was detailed to attack Kiel, 26/27 August 1944. ND950 had been delivered to No.635 Squadron on 4 May 1944. It took part in the following operations: Hasselt, 12/13 May 1944; Duisburg, 21/22 May 1944; Wizernes, 5/6 July 1944; Bremen, 10/11 August 1944; Kiel, 26/27 August 1944 when lost, at which time it had flown a total of 231 hours. ND950 was one of three No.635 Squadron Lancasters lost on this operation; the others were ND355 and ND693. Airborne at 2016 hours, 26 August 1944 from Downham Market. Cause of loss and crash- site not established. Those killed are buried in the Kiel War Cemetery. The crew consisted of F/L J.D. Wheble, a very experienced bomber pilot with 49 operational sorties to his credit (POW), Flight Sergeant P.Burt (killed), S/L H.C.Lobb, DFC (killed), F/L J.S.Gordon, RCAF (POW), Warrant Officer G.T.Levick (POW), Flight Sergeant R.C.Pitcon (killed), Flight Sergeant R.Cadman (Mentioned in Despatched, killed).

"Questionnaire for Returned Aircrew - Loss of Bomber Aircraft" filed 16 May 1945 has his account:

Take-off from base Downham Mandel normal. Trip to target (Kiel) normal. Fix on H2S Flensburg, 2323. The Air Gunner reported fighter to port 500 yards on Fishpond. Burst of cannon fire raked port side. Intercom dead. Clipped on chute and went to escape position. Aircraft filled with smoke and fire. Engineer lying on hatch. Endeavouring to assist him when aircraft blew up. Found myself in mid-air, free of aircraft. Pulled chute, landed in ploughed field. Found Air Gunner had landed in same field. Left the area. Sprained ankle landing.

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GORDON, F/O John Stewart (J38721) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 6 November 1922 in Toronto; home there (warehouseman). Enlisted in Toronto, 2 October 1942 and posted to No.1 Manning Depot. To Ottawa, 15 January 1943; to No.8 SFTS, 1 March 1943. To No.3 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943 but not posted to No.4 AOS until 10 July 1943. Graduated and commissioned 26 November 1943. To Halifax, 10 December 1943. No 2 AGTS, 16 January 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Repatriated to Canada by VLR aircraft, 16 June 1945. To Debert for Tiger Force, 19 June 1945. To "K", 11 August 1945. To No.4 K Flight, 2 November 1945. To Eastern Air Command Communications Flight, 9 December 1945. To Release Centre, 8 February 1946. Released 14 February 1946. No citation other than

"completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." NOTE: This man may have been overlooked in culling DHist files. One should review the following again - DHist file 181.009 D.1720 (PAC RG.24 Vol.20607); DHist file 181.009 D.1729 (PAC RG.24 Vol.20607); DHist file 181.009 D.2610 (RG.24 Vol.20627). Public Records Office Air 2/8750 has recommendation by W/C E.M. Bryson dated 19 April 1945 when he had flown 30 sorties (194 hours), 6 October 1944 to 21 March 1945.

6 October 1944 - Dortmund (6.15), DNCO
9 October 1944 - Buochum (6.55)
12 October 1944 - Wanne Eickeel (4.55)
14 October 1944 - Duisburg (5.45)
15 October 1944 - Duisburg (6.00)
16 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (5.30)
25 October 1944 - Homberg (5.30)
30 October 1944 - Cologne (5.55)
16 November 1944 - Julich (5.10)
21 November 1944 - Castrop Rauxel (2.50, duty not carried out)
2 December 1944 - Hagen, DNCO
5 December 1944 - Soest (7.05)
6 December 1944 - Osnabruck (6.40)
26 December 1944 - St.Vith (6.20)
28 December 1944 - GARDENING (6.50)
29 December 1944 - Oberlar (6.55)
31 December 1944 - GARDENING (7.05)
5 January 1945 - Hanover (6.00)
12 January 1945 - GADENING (5.35)
14 January 1945 - GARDENING (6.40)
16 January 1945 - GARDENING (7.35)
1 February 1945 - Mainz (5.20), DNCO
15 February 1945 - GARDENING (7.15, DNCO)
18 February 1945 - GARDENING (6.15)
20 February 1945 - Mannheim (7.05)
23 February 1945 - Essen (6.15)
25 February 1945 - GARDENING (6.15)
12 March 1945 - Dortmund (6.15)
15 March 1945 - Hagen (6.45)
16 March 1945 - GARDENING (4.35)
21 March 1945 - Hemmingstedt (5.20)

This navigator has completed thirty heavy operational bombing attacks against the enemy, and in view of his outstanding record of timing and track keeping, he has been sent on some of the squadron's most hazardous mining attacks.

He can depended upon at all times to navigate his aircraft as briefed and he sets his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew.

In view of his splendid record I most highly recommend that he be awarded a non-immediate Distinguished Flying Cross.

NOTE: To the above the CO of Station Leeming (W/C V.F. Ganderton) adds that same day:

A hard-working and capable navigator with a fine operational spirit, Flying Officer Stewart has a splendid operational record. He has earned the respect and confidence of his crew and his devotion to duty has been an example to others. I consider his work merits the award of the Distinguished Flying Cross.

The Base Commander (A/C F.R. Miller) writes on 20 April 1945:

A magnificent record as well as an outstanding ability as a navigator that is worthy of the award of the Distinguished Flying Cross.

Finally, on 24 April 1945 the AOC No.6 Group (A/V/M C.M. McEwen) notes, "Concur. Recommend the award of the DFC (Non-Immediate)."

* * * * *

GORDON, F/L Malcolm James (J7908) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born 26 May 1922 at Daysland, Alberta. Enlisted in Edmonton, 12 November 1940. To No.1A Manning Depot, 9 December 1940; to No.119 (BR) Squadron, 31 December 1940 for general duties. To No.3 ITS, 21 April 1941; graduated and promoted LAC, 8 June 1941 when posted to No.10 EFTS; graduated 27 July 1941 when posted to No.6 SFTS; graduated and commissioned, 7 October 1941. To No.2 SFTS to instruct, 24 December 1941; promoted Acting Flying Officer, 15 May 1942; confirmed in that rank, 1 October 1942. To No.1 OTU, Bagotville, 29 January 1943 for further training. To "Y" Depot, 8 May 1943; embarked 15 May 1943; arrived in UK on 24 May 1943. No.403 Squadron, 20 July 1943 to 10 July 1944, leave in Canada, July to November 1944; taken on strength of No.3 PRC, 24 November 1944 on return overseas; subsequently with No.421 Squadron (10 January to 29 June 1945). Repatriated to Canada, 7

August 1945; to No.2 Air Command, 15 August 1945; to No.7 Equipment Depot, 15 October 1945; to No.6 Repair Depot, 6 November 1945; to No.124 Squadron, 28 December 1945; released 4 June 1946. Died 18 December 1987 in Tsawwassen, British Columbia as per British Columbia Vital Statistics. Credited with the following victories: **23 June 1944**, one FW.190 destroyed northeast of Caen and one FW.190 damaged; **2 July 1944**, two Bf.109s destroyed; **22 January 1945**, one FW.190 destroyed east of Rheine' **23 January 1945**, one FW.190 destroyed, Lipstadt (shared with another pilot). See photographs PL-26571 (standing by a door), PL-26648 (by Spitfire) and PL-26658 (by Spitfire).

Now on his second tour of operational duty, Flight Lieutenant Gordon has participated in many successful engagements with the enemy. He has led sections and flights on fighter patrols, bomber escorts and other sorties from this country and was among the first pilots to operate from bases in Normandy. He has destroyed at least four enemy aircraft and damaged another as well as much enemy transport.

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GORDON, F/L Norman Graham (J27198) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 31 July 1918 in Halifax, Nova Scotia; home there (student). Enlisted in Halifax, 22 April 1939 as Clerk. Posted to Eastern Air Command. Promoted LAC, 29 February 1940. Promoted Corporal, 1 May 1940. Promoted Sergeant, 1 February 1941. Promoted Flight Sergeant, 1 July 1941. Remustered to aircrew and posted to No.3 ITS, 4 July 1942. To No.10 EFTS, 10 October 1942; course completed 4 December 1942 but not posted to No.2 SFTS until 27 December 1942; graduated and commissioned 11 June 1943. To No.1 GRS, 25 June 1943. To "Y" Depot, 11 September 1943. Repatriated to Canada, 23 April 1945. Remained in postwar RCAF (service number 11501). Died in Victoria, 15 August 2009. Photo PL-58374 is a portrait taken August 1953. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". Public Records Office Air 2/9082 has recommendation dated 15 March 1945 when he had flown 34 sorties (199 hours 55 minutes), 27 September 1944 to 15 March 1945. **Note:** Sorties marked with an asterisk (*) were flown in Halifax LV907 "Friday the Thirteenth", described in **Flypast** of December 2008; which includes a table giving take-off and landing times:.

27 Sep 44	Calais (3.58)	Bombed aiming point
30 Sep 44	Bottrop (4.37)	Bombed through clouds.
6 Oct 44	Sterkrade (4.12)	2,500 yards from aiming point.
*25 Oct 44	Essen (5.02)	3,500 yards overshoot. (1229-1731)
*29 Oct 44	Zoutelande (3.31)	Bombed aiming point. (1014-1345)
30 Oct 44	Cologne (6.03)	Bombed through clouds.

2 Nov 44	Dusseldorf (5.55)	Hit by flak; bombed target.
4 Nov 44	Bochum (5.47)	Concentrated fires seen.
16 Nov 44	Julich (4.57)	Bombed aiming point.
18 Nov 44	Munster (5.15)	Bombed through clouds.
21 Nov 44	Sterkrade (7.11)	Good attack.
*29 Nov 44	Essen (5.49)	Bombed through clouds. (0224-0813)
*21 Dec 44	Cologne/Nippes (6.00)	do. (1505-2113)
*28 Dec 44	Opladen (5.47)	do. (0309-0856)
29 Dec 44	Coblenz-Mosel M/Y (6.15)	5,700 yards from aiming point.
*30 Dec 44	Cologne (6.48)	Attacked in cloud. (1716-0004)
*2 Jan 45	Ludwigshaven (6.55)	Bombed aiming point. (1500-2155)
*5 Jan 45	Hanover (5.19)	Cloud over target. (1649-2202)
*16 Jan 45	Magdeburg (5.52)	Bombed as ordered. (1846-0038)
*22 Jan 45	Gelsenkirchen (5.44)	Bombed target; fires seen. (1848-0032)
*1 Feb 45	Mainz (6.28)	Fires in target area. (1621-2249)
*4 Feb 45	Gelsenkirchen (5.43)	Successful. (1705-2248)
*7 Feb 45	Goch (5.39)	Bombed target; fires. (1902-0041)
*9 Feb 45	Wanne Eickel (5.35)	Good attack. (0318-0853)
*13 Feb 45	Bohlen (7.48)	Concentrated fires. (1839-0227)
*14 Feb 45	Chemnitz (7.53)	Many fires. (1704-0057)
*3 Mar 45	Kamen (6.15)	Bombed as ordered. (1815-0030)
*5 Mar 45	Chemnitz (8.31)	Bombed in cloud. (1714-0145)
8 Mar 45	Hamburg (5.34)	3 3/4 miles SW of aiming point.
*11 Mar 45	Essen (5.24)	Bombed in cloud. (1144-1708)
*12 Mar 45	Dortmund (6.03)	do. (1307-1910)
*13 Mar 45	Wuppertal (5.40)	do. (1230-1810)
*14 Mar 45	Homburg (6.08)	Many fires. (1703-2311)
*15 Mar 45	Hagen (6.110)	Good attack. (1704-2315)

Flight Lieutenant Gordon has completed 34 operational sorties as a pilot and captain of Halifax III aircraft with this squadron. His attacks have been made against such targets as Magdeburg, Hanover, Bohlen, Chemnitz, Mainz, Gelsenkirchen and many other objectives in the most heavily defended areas of the Ruhr.

An officer with excellent qualities of leadership, Flight Lieutenant Gordon has instilled a fine offensive spirit into the whole of his crew, and his attacks have been characterized by their determination and courage.

Under the severest enemy fire he has revealed courage and coolness which have

been constant sources of inspiration to all with whom he has flown, and he has frequently pressed on to the target with complete disregard for the safety of his own life. Over Sterkrade, on 6th October, 1944, and over Dusseldorf on 2nd November, 1944, he completed his missions in spite of severe damage by flak.

It is strongly recommended that Flight Lieutenant Gordon's excellent record of operations, his constant courage and unfailing devotion to duty throughout many hazardous sorties be recognized by the award of the Distinguished Flying Cross.

The **Flypast** article also lists further sorties by him flying "Friday the Thirteenth", as follows:

19 Mar 45	Witten Tank (0027-0715)
20 Mar 45	Recklinghausen (1006-1527)
21 Mar 45	Rheine (1456-1943)

The article provides some further details on Gordon and specific sorties. His crew was almost all Canadians (with the exception of the WOP, an American, who may in fact have been a member of the RCAF, and the flight engineer, Sergeant Arnold Hawthorn, RAF). They had joined No.158 Squadron on 20 September 1944. The raid of 22/23 January 1945 was the bomber's 100th sortie and described as bombing carried out on the glow of red Target Indicators through 10/10 cloud. Flak encountered over Rhur area but well below bombing altitude. The raid of 3/4 March 1945 was uneventful but that night German intruders entered British airspace for the last time. On 5/6 March 1945 Gordon and crew bombed at 2146 hours through 10/10 cloud. On the return flight the port outer engine failed. Unable to maintain height, he went down to 2,000 feet and landed at Lavenham. Final raid he bombed on Master Bomber's instructions.

Information via Eddie Fell (historian of No.158 Squadron) further identifies members of the crew, viz: J93663 P/O John Edwin Hyde, RCAF (Air Gunner), R216256 Flight Sergeant Thomas Little, RCAF (WOP and possibly American), J93367 F/O James Ross Murray, RCAF (Navigator, awarded DFC), J36603 F/O William David Peters, RCAF (Air Bomber, awarded DFC) and J92524 P/O Lawrence A. Pye, RCAF (Air Gunner).

RCAF Press Release 5471 dated 22 February 1945 read as follows:

WITH CANADIANS FLYING IN THE RAF:- Graham Gordon, of Halifax, Nova Scotia (20 Flinn Street), pilot of the Halifax "Friday the 13th" which recently set up a record for total operational sorties for this type of aircraft, has been promoted to the rank of Flight Lieutenant.

Gordon's is the third crew to fly in the veteran bomber which recently passed the 100-mission mark. The Halifax has completed more than 550 hours actual operational flying time and in addition to her ominous name carried the insignia of "skull and cross bones."

Despite superstition, "Friday" has returned from every operation - not always unscathed. On one occasion it was thought "Friday" had completed her service, but groundcrew and maintenance men managed to patch up the flak holes in her body and send her out on many additional missions.

With him as crew members of the veteran Halifax bomber Gordon has five other Canadians and an Englishman.

"She's still a good kite and I like to fly her, but she has almost reached the time when she can retire from active duty", says Gordon.

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GORDON, W/C Ralph Allen (C1467) - **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 at Bobcaygen, Ontario, 16 November 1917; attended Lindsay Collegiate and Stevens Institute of Technology (New Jersey). Enlisted in London, Ontario, 2 January 1940. Commissioned January 1940. Engaged in Eastern Air Command anti-submarine operations, 1942 to end of 1943. Posted overseas and eventually given command of No.436 Squadron. Released 9 October 1945. Re-engaged, 13 May 1946. Served on exchange duties with USAF but in 1948 returned to AFHQ (Directorate of Organization and Establishments). At Transport Command Headquarters, Trenton, 1950 to August 1952. Awarded Queens Coronation Medal, 23 October 1953 (Wing Commander, previous service at Station Trenton). Attended USAF Air War College, Maxwell, Alabama, 1953 and returned to Canada to take command of Station St. Johns. To AFHQ, January 1956 (Directorate of Maritime Operations). Appointed Deputy Chief of Staff, Maritime Command Atlantic, July 1959. Retired 27 December 1968 with rank of Group Captain although obituary notice gave rank as Brigadier General. In the public service he was Counsellor for the Environment at the Canadian Embassy in Washington. Died in Ottawa, 8 November 2005. RCAF photo PL-60443 (ex UK-20737 dated 12 April 1945) is captioned as follows: "Lieutenant-General Sir Oliver Leese, KCB, CBE, DSO, Commander of the 11th Army Group, congratulates members of an RCAF transport squadron crew who were forced to parachute into the Burma jungle. All members managed to make their way back to base in 48 hours, none the worse for their experience. Left to right - F/O Malcolm MacLean (J43081, wireless air gunner, Winnipeg), F/L W. Lindsay (J12282, navigator, Toronto), F/O E.G. Lee (J421206, co-pilot, Toronto), S/L R. Denison (C1341, captain, Winnipeg), Sir Oliver and W/C Ralph Gordon (Bobcaygeon, Ontario, Commanding Officer of the Squadron. Photo PL-60509

is group photo in Burma - Captain K.A. McDonald (Perthshire, veteran of Wingate operations), S/L R. Denison of Winnipeg, W/C Ralph Gordon, S/L F.E.W. Smith and F/L R.S. McCartney. Postwar portrait photo is PL-103996. RCAF photo PL-60260 (ex UK-19153 dated 28 February 1945) showed Wing Commander Ralph Gordon (left), Bobcaygeon, Ontario and Wing Commander Don MacDonald, DFC (Westmount and Vancouver); Gordon commanding No.436 Squadron, MacDonald (ex- No.418 Squadron) described as RCAF Liaison Officer with RAF Transport Command in India; Gordon described as formerly with No.162 (BR) Squadron in Canada, then on Albacores and Wellingtons in Britain. Photo PL-60845 (ex UK-22419 dated 4 July 1945) is captioned as follows: "The three squadrons which share this Burma base have a softball league in which no game is ever called on account of rain. If wet ground stopped them, there would not be any games in this season. The batter here is W/C Ralph Gordon of Bobcaugen, Ontario, Commanding Officer of the RCAF Elephant Squadron and a notable slugger. The catcher, member of an RAF unit, is Warrant Officer Jim Thorne (R219626), 31 Lyngrove Avenue, Toronto."

GORDON, W/C Ralph Allen (C1467) - **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.

This officer has a fine operational record. He has completed a large number of operational missions, involving many hours flying over the sea and, more recently, on air supply operations over the Arakan mountains into Central Burma. He is now commanding officer of his squadron and in this position has shown outstanding devotion to duty and efficiency. Most of Wing Commander Gordon's flights have been in unarmed aircraft across mountainous jungle country within range of enemy fighters. His operational flying has always been of the highest standard.

GORDON, W/C Ralph Alan, DFC (C1467) - **Distinguished Service Order** - No.436 Squadron. Award effective 15 January 1946 as per **London Gazette** of 29 January 1946 and AFRO 322/46 dated 29 March 1946.

In directing the operations of his squadron, Wing Commander Gordon has displayed exceptional ability as leader. During the Burma campaign he organized and maintained weather observation aircraft which proved of the greatest assistance to the transport services throughout the monsoon period. Wing Commander Gordon frequently took part in these flights which were of a most difficult and hazardous nature. This officer has also taken part in a large number of operational missions with Coastal Command. In the course of these he completed many successful sorties against enemy shipping. On many occasions his aircraft has sustained damage from the enemy's defences. Wing Commander Gordon has invariably displayed the most outstanding courage and devotion to duty.

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GORDON, G/C Russell Charles (C133) - **Mention in Despatches** - RCAF Overseas Headquarters - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Minnesota, 21 May 1903. Educated in Saskatchewan including University of Saskatchewan. Enlisted in Regina, 13 May 1925 and granted rank of P/P/O to 29 August 1925. Skipped his 1926 term. Appointed P/P/O again, 6 June 1927 to 31 August 1927. Appointed P/P/O again, 4 June to 31 August 1928. Awarded wings, 17 August 1928. To be Pilot Officer, General List, 1 September 1928. On command from Camp Borden to Vancouver, seaplane course, 25 February to 2 October 1929; promoted Flying Officer, 1 September 1929. Granted Leave without pay while continuing university, courses, 13 November 1929 to 30 April 1930. Reported to Station Vancouver from university, 1 May 1930. Granted leave without pay again for purpose of attending university, 6 November 1930 to 31 March 1931. To Air Equipment Depot, Ottawa, 30 April 1931. To Winnipeg, 15 May 1932 for Civil Government Air Operations. Returned to Ottawa 13 January 1934. To Lac du Bonnet Sub-Station, 31 March 1934. Reposted to Camp Borden, 5 January 1935. Active prewar in photo operations and RCMP patrols. Returned to Lac du Bonnet, 28 March 1935. Posted to Trenton, 1 October 1935. Promoted Flight Lieutenant, 1 April 1936. Commended in 1936 as follows: "Flight Lieutenant Gordon is recommended by the Senior Air Officer, Royal Canadian Air Force, and by the Commissioned, RCMP. Flight Lieutenant Gordon carried out a flight of eleven thousand miles with Sergeant Pritchard as crewman, for the purpose of transporting Major-General MacBrien on a tour of inspection of north-western Canada. This flight was carried out in twenty-five days over unorganized territory, despite adverse weather conditions." On exchange posting to RAF, 23 April 1937, and attached to Coastal Command, flying Anson aircraft and taking the coastal reconnaissance course. His final task with the RAF was to fly a short-nosed Blenheim to Habbaniya, Iraq. Promoted Squadron Leader, 1 April 1939. Ceases to be on exchange to RAF, 23 May 1939. To Dartmouth, 6 June 1939. In the summer of 1939 posted to No.5 (BR) Squadron, Dartmouth and engaged on coastal patrols. Commanded No.10 (BR) Squadron from November 1939 onwards. and from April 1941, No.12 SFTS, Brandon. Promoted Wing Commander, 1 December 1940. At Prince Rupert, 21 January 1942. Promoted Group Captain, 1 April 1942. To AFHQ, 11 June 1942. To "Y" Depot, 7 June 1943; to United Kingdom, 29 June 1943. Reported to have commanded a station (Tholthorpe and then Middleton St. George) in No.6 Group. Repatriated 4 May 1944 owing to illness. To AFHQ, 1 June 1944 as Deputy Director of Supply and Organisation. Promoted Air Commodore, 1 May 1945. To Northwest Air Command, 7 September 1946. Appointed in 1947 to be Air Member of the Canadian Joint Staff in Washington. Commander of Maritime Group, 1949. Awarded Queens Coronation Medal, 23 October 1953 while at AFHQ. Died in Ganges, British Columbia, 8 February 1978 (British Columbia Vital Statistics). No citation.

GORDON, A/C Russell Charles (C133) - **Commander, Order of the British Empire** - AFHQ - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946.

This officer is at present Director of Organization and Establishments and has had wide experience during this war both on operations, in training and in Royal Canadian Air Force Headquarters. He was in command of No.10 (BR) Squadron at the beginning of the war and led his squadron in long reconnaissance and anti-submarine patrols far out to sea in the protection of merchant and naval ships. He was then chosen to open and be the first Commanding Officer of No.12 Service Flying Training School, Brandon, and developed this into one of the outstanding schools in No.2 Command, and a great deal of credit is due to this officer for his leadership and direction. He was then posted overseas and was again contributing in an outstanding manner to the work of the Royal Canadian Air Force overseas when he was hospitalized due to a sinus condition and returned to Canada. The conscientious manner in which this officer has carried out his various responsible duties is worthy of the greatest praise.

GORDON, A/C Russell Charles, CBE (C133) - **Legion of Merit (Commander)** - Award effective 23 December 1950 as per **Canada Gazette** of that date and AFRO 629/50. Colonel F.A. Pillett, USAF, writing to National Defence Headquarters, 13 November 1950, provides citation:

Air Commodore Russell Charles Gordon, Royal Canadian Air Force, distinguished himself by exceptionally meritorious conduct in the performance of outstanding services in coordination with American Forces in Western Canada from December 1941 to June 1943 and as Air Attache to the United States from July 1948 to January 1950. Both as a Commander of Royal Canadian Air Force units in Western Canada and as Canadian Air Attache to the United States his friendly attitude and unfailing spirit of cooperation have contributed immeasurably to the maintenance of an effective working relationship between the Royal Canadian Air Force and the Air Force of the United States. His understanding of the mutual problems of our two Air Forces has been a valuable asset in furthering the ends of our mutual defence.

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GORDON, F/O Thomas Haughton (J18972) - **Air Force Cross** - No.54 OTU (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 9 October 1922. Enlisted in Edmonton. 27 June 1941 and posted to No.2A Manning Depot. To No.36 SFTS (guard duty), 15 July 1941. To No.4 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.16 EFTS; graduated 7 November 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 27 February

1942. To "Y" Depot, 28 February 1942; to RAF overseas, 19 March 1942. Promoted Flight Sergeant, 27 August 1942. Promoted WO2, 27 February 1943. Commissioned 5 October 1943. Repatriated 10 April 1945. To Edmonton, 21 May 1945. To Northwest Air Command, 1 June 1945. Retired 11 September 1945. Rejoined RCAF (Auxiliary) in Saskatoon, 1 May 1951 with No.406 Squadron; retired 15 June 1954. Died January 2003. RCAF Photo PL-31938 (ex UK-14112 dated 19 August 1944) is captioned as follows: "Saskatchewan is well represented in the aircrews of the City of Saskatoon Squadron, flying Mosquitos and Beaufighters on day and night patrols. Pictured above under one of the squadron's new Mosquitos are F/L Dick Burgess of Biggar, P/O R.L. Green of Vanguard, F/O Tommy Gordon, now of Edmonton but formerly of Saskatoon, F/O C.J. Kirkpatrick of Saskatoon, and F/O B. Redfern of Qu'appelle, squadron radio officer. Sitting in front is Flight Sergeant Bill Anaka of Conora." No citation for AFC other than one found in DHist file 181.009 D.1765 (RG.24 Vol.20610), "For meritorious and outstanding service while with 54 Operational Training Unit, Fighter Command." Public Records Office Air 2/8771 has citation drafted when he had flown 990 non-operational hours (160 in previous six months).

Flying Officer Gordon has recently completed a tour as Flying Instructor at this unit. Throughout, he has shown outstanding enthusiasm, ability and cheerful readiness to fly in any type of aircraft held on this unit. During one period when a series of failures on a particular type of aircraft might have lowered the pupils confidence, Flying Officer Gordon deliberately concentrated his flying on that aircraft and by his excellent example he succeeded in maintaining complete confidence. He has proved himself to be an efficient pilot and an excellent instructor. Three successive Squadron Commanders have commended his ability.

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GORDON, F/L Wilfred Herman (J5695) - **Mention in Despatches** - No.400 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. See **Field of Honour**, (Bank of Montreal, c.1950). Born in Red Deer, Alberta, 21 March 1919 Home in Red Deer, Alberta; enlisted in Calgary 11 September 1940; to "K", 8 October 1940; at No.1 ITS, 14 November to 21 December 1940; at No.14 EFTS, 22 December 1940 to 9 February 1941; at No.4 SFTS, 22 February to 10 June 1941. Commissioned on 10 June 1941; to "Y" Depot, Halifax, 11 June 1941; To UK via Iceland, reporting to No.3 PRC, Bournemouth, 29 July 1941. To No.400 Squadron, Odiham, 4 August 1941. Missing 2 June 1943 (Mustang AG661, shot down by enemy fighters). As of the time he went missing he had flown 15 operations (24 hours 50 minutes). The mission was a Rhubarb in the Berna/Argentan area; also missing was F/O R/W. Clarke (Mustang AM256, killed). Gordon evaded capture, proceeding via Paris and made it to Switzerland by 19 July 1943 where he was interned until August 1944. When borders were clear of the enemy he was released. Reported Safe in UK, 6 October 1944. Repatriated to Canada, 15 November 1944. Embarked again from Canada, 31 January 1945, arriving back in Britain on 8 February 1945. On

strength of No.61 OTU, 27 February to 8 May 1945; to No.83 Group, 8 May 1945. Repatriated again, 6 August 1945; released 26 September 1945. Served in RCAF Auxiliary, 18 March 1952 to 21 December 1960 (No.2424 Aircraft Control and Warning Squadron). Died in Thornbury, Ontario, 4 December 1980.

MiD for services at Dieppe (**The RCAF Overseas: The First Four Years**, p.311); ORB entry for 8 January 1943 says that on 19 August 1942 "on his second sortie at 1330 hours he noticed his weaver was missing over enemy territory. Believing him to be shot down, he carried out a search for approximately ten minutes endeavouring to find some trace of the missing aircraft. Failing to do this he returned to his base."

As of 20 October 1945 he signed a form stating he had flown 29 hours 55 minutes on operations, but that his total flying time was 556 hours 55 minutes on single-engine aircraft and 75 hours on multi-engined aircraft. Types flown were Tomahawk (218 hours), Spitfire (68 hours), Cessna Crane (75 hours), Mustang (148 hours), Typhoon (five hours), Lysander (seven hours) and Fairey Battle (seven hours).

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GORDON, P/O William Campbell (J16260) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Owen Sound, Ontario, 27 April 1913; home there. Educated at Ryerson School (Owen Sound), University of Toronto and Osgoode Hall (called to the Bar as a solicitor for the Supreme Court of Ontario). Enlisted in Toronto, 22 November 1940. To No.1 ANS, 18 December 1940; to No.2 ITS, 21 February 1941; graduated and promoted LAC, 31 March 1941; to No.5 AOS that date; to No.5 BGS, 22 June 1941; graduated and promoted Sergeant, 4 August 1941; posted next day to No.1 CNS; graduated 1 September 1941. To Embarkation Depot, 2 September 1941; to No.31 OTU, Debert, 27 September 1941; to RAF overseas, 11 October 1941. Taken on strength of No.3 PRC, 24 October 1941. To No.22 OTU, 25 November 1941. To No.101 Squadron, 6 June 1942. Wounded in leg, 17/18 August 1942 by enemy gunfire, being hospitalized at Ely, Cambridgeshire,, 18 August to 12 September 1942. Commissioned 24 October 1942. To No.1662 Conversion Unit, 1 February 1943. To No.156 Squadron, 9 July 1943. Killed in a flying accident, 3 September 1943 (No.156 Squadron, Lancaster JA915 which crashed during an Air Firing Exercise, Kenningall near Thetford, Norfolk). RCAF photo PL-15936 (ex UK-3947 dated 20 May 1943) shows P/O A.W. Stewart, DFC (Noranda) with two of his crew, F/O W.C.S. Gordon (Owen Sound) and F/O Clifford Foderingham (Toronto). Public Record Office Air 2/8964 indicates citation drafted when he had flown 22 sorties (107 hours).

Throughout his operational sorties with this squadron this officer has proved himself to be a very determined and skilful navigator who has displayed

commendable courage and resource in hazardous circumstances. In August 1942 he was one of a crew whose aircraft was forced down at sea following an attack by enemy fighters. After eleven hours in the dinghy they were eventually rescued, though Pilot Officer Gordon was injured. On another occasion while on a sortie to Essen this officer's aircraft was badly damaged by night fighters. The rear gunner was killed and another member of the crew wounded. Throughout all these perilous experiences, however, Pilot Officer Gordon has combined tenacity with endurance and displayed skill worthy of high praise.

Training: Interviewed 9 July 1940 by F/O H. Carnegie who wrote, "Good type. Has necessary qualifications for pilot. Original application submitted in October 1939."

Course at No.2 ITS was 21 February to 26 March 1941. Courses and marks as follows: Mathematics (73/100), Armament, practical and oral (65/100), Signals (50/50), Drill and PT (80/100), Law and Discipline (84/100). Graduated 89th in a class of 163.

Course at No.5 AOS was 31 March to 23 June 1941. Flew in Anson aircraft (23 hours as first navigator by day, 29 hours 55 minutes as second navigator by day, three hours 45 minutes as first navigator by night, three hours 20 minutes as second navigator by night. Described as "At home in the air; has shown a marked improvement with practice." Ground training courses and marks as follows: DR Plotting (114/150), DR Written (154/200), Compasses and Instruments (126/150), DF/WT (99./100), Maps and Charts (81/100), Meteorology (62/100), Photography (68/100), Reconnaissance (62/100). "Good worker, attentive in classes. he knows this work better than results indicate." Place 19th in a class of 41.

Course at No.5 BGS was 23 June to 4 August 1941. Logged 12 hours 35 minutes bombing by day in Battle aircraft and seven hours 20 minutes gunner by day (also in Battles). Average bombing error was 182 yards. Graded as average bomb aimer, above average gunner.

Advanced Air Observer course at No.1 ANS was 4 August to 1 September 1941. Flew five hours 35 minutes as first navigator by day, six hours 40 minutes as second navigator by day, ten hours 30 minutes as first navigator by night, 15 hours 15 minutes as second navigator by night. "Average ability. Tries hard but slow." Ground courses in Astronomical Navigation, Plotting (105/150) and Astronomical navigation, written (71/100). Placed 56th in a class of 103. CFI wrote, "Not brilliant and rather slow but was interested in the subject. Good type."

NOTE: Public Record Office Air 2/8964 has recommendation drafted 20 May 1943 when he had flown 22 sorties (107 hours 55 minutes). Sortie list and submission as follows:

30 May 1942 - Cologne (5.35, successful)

1 June 1942 - Essen (5.00 target bombed)

17 June 1942 - GARDENING (4.10, mines returned owing to poor visibility)
19 June 1942 - Emden (4.45, good trip, fires started)
20 June 1942 - Emden (5.00, poor weather conditions; glow of fires seen on clouds)
22 June 1942 - Emden (4.20, successful)
25 June 1942 - Bremen (5.30, duty carried out; slight flak damage to aircraft)
26 June 1942 - GARDENING (5.50, mines laid)
29 June 1942 - Bremen (5.25, successful)
2 July 1942 - Bremen (5.20, well concentrated attack)
7 July 1942 - GARDENING (4.30, successful)
11 July 1942 - GARDENING (4.50, successful)
21 July 1942 - Duisburg (4.30, duty carried out)
23 July 1942 - Duisburg (4.30, target bombed)
25 July 1942 - Duisburg (4.05, fires started)
26 July 1942 - Hamburg (6.20, very good effort)
28 July 1942 - Hamburg (4.10, successful)
31 July 1942 - Duisburg (4.50, duty carried out)
13 August 1942 - GARDENING (4.35, 10/10 cloud, mines returned)
15 August 1942 - Dusseldorf (4.40, bombs seen to burst in target area)
17 August 1942 - Osnabruck (5.00; came down on sea after attack by fighters; front gunner drowned, remainder rescued)
21 January 1943 - Essen (5.20, aircraft attacked by three fighters. Mid-upper gunner killed, rear gunner wounded).

In carrying out his operational sorties with this squadron, Pilot Officer Gordon, a Canadian, proved himself a very determined and skilful navigator who displayed commendable courage and fortitude under difficult conditions.

On the night of the 17th August 1942, he was a member of a crew of an aircraft which had to come down on the sea following an attack by fighters whilst returning from a raid on Osnabruck. The aircraft disintegrated and immediately sank, one of the crew being drowned. Pilot Officer Gordon, although severely wounded in the leg, managed to right the dinghy which was upside down and he and the remainder of the crew were eventually rescued after eleven hours on the sea without rations.

After two months in hospital this officer returned to the squadron and took part in the attack on Essen on 21st January 1943. On this occasion his aircraft was severely damaged by three enemy fighters and the Mid-Upper Gunner killed, and the Rear Gunner wounded.

Maintaining a cheerful confidence throughout, Pilot Officer Gordon was in no way

deterred by his trying experiences. His courage and endurance has been a splendid example to the squadron worthy of his recommendation for an award of the Distinguished Flying Cross.

NOTE: In the crew 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. Aircraft had come down in Channel and survivors rescued from dinghy.

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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GORDON-COOPER, F/L Harry Herbert (J20364) - **Mention in Despatches** - No.120 Squadron (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 Calgary, 16 September 1912. Educated in Calgary, 191-to 1925 and Chilliwack, 1925 to 1928. Prewar dockhand (one year), bridge messenger for CPR (two years), farming and logging (four years), and physical education instructor (four years with Department of Education, British Columbia). Enlisted in Vancouver, 19 October 1940. To Trenton, 10 November 1940. To No.1 ITS, 27 January 1941; graduated and promoted LAC, 5 March 1941 when posted to No.3 EFTS; graduated 16 May 1941 when posted

to No.1 SFTS; graduated 30 July 1941 and promoted Sergeant. Attended Central Flying School, Camp Borden, 1 August to 5 November 1941. Instructor at No.34 SFTS, Medicine Hat, 7 November 1941 to 22 February 1943. In this period he was promoted Flight Sergeant 30 January 1942, commissioned 10 August 1942. and promoted Flying Officer, 10 February 1943. On 9 May 1942, as Flight Sergeant, he force-landed Oxford AS159 following failure of one engine while giving dual instruction to pupil on local flying practices; he had failed to switch on auxiliary fuel tanks. At that time he had flown 126 hours 10 minutes dual and 574 hours 25 minutes solo. This was not held against him, for on 8 September 1942 the Commanding Officer, No.34 SFTS, wrote of him, "An exceedingly hard working NCO who has a smart bearing and is well mannered. He has demonstrated his ability to instruct. Recommended for an appointment to a commission in the Special Reserve (Flying List". To No.1 General Reconnaissance School, Summerside, 23 February 1943, training there until 2 May 1943. At No.111 OTU, Nassau, 18 May to 12 September 1943. Embarked from Canada, 13 September 1943; arrived in UK, 19 September 1943; to No.1 (C) OTU, 5 October 1943; subsequently at No.1674 Conversion Unit (7 October to 5 November 1943); to No.120 Squadron, 25 November 1943. Promoted Flight Lieutenant, 10 August 1944. Posted from No.120 Squadron to No.2 PDC, 19 February 1945. To No.111 OTU, 19 April 1945 (administrative duties). Repatriated to Canada, 17 June 1945; to Western Air Command, 24 July 1945; released 28 August 1945.

On 22 June 1945, upon repatriation, he signed a form stating he had flown 1,000 operational hours overseas plus 400 non-operational hours for a total of 2,650 hours to that date. He had flown 49 sorties (Western Approaches, Norway, Channel), the last being on 27 December 1944 and had also instructed in his unit. He listed his flying times on overseas types (presumably including No.111 OTU service) as follows: Mitchell (100 hours), Liberator (1,000 hours), Swordfish (one hour), Oxford (30 hours) and Proctor (two hours). However, an application for operational Wings dated 27 February 1945 stated he had flown 50 sorties, 5 November 1943 to 20 February 1945. It estimated his flying hours at 2,400 (611 operational).

Although no recommendation for the Mention in Despatches has been found, his Commanding Officer, W/C J. Avent, assessed him on 20 February 1945. He was recorded as having flown 2,476 hours of which 30 had been in the previous six months. He was graded good to very high in all categories ("Zeal and energy in performance of duties - 8"; "Personality, force of character and leadership - 8"; "Reliability and judgement - 7"; "Initiative - 6"; "Ability at present duties - 8"; "General standard of professional ability - 7") and further wrote:

An extremely sound and reliable captain who has been a definite asset to the squadron. An exceedingly pleasant personality who mixed well with all ranks".

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GORE, FS Howard Meek Garfield (R50103) - **British Empire Medal** - No.124 Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 5 April 1909 in Quebec. Enlisted in Halifax, 13 November 1939 as Equipment Assistant. To Trenton, 25 November 1939. To No.22 Material Depot, 6 February 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. To No.1 SFTS, 19 April 1941. To No.13 Explosives Depot, 9 June 1941. Promoted Sergeant, 1 July 1941. Appointed Acting Warrant Officer, 21 August 1941. Reverts to Sergeant, 14 May 1942 on posting to Newfoundland. Promoted Flight Sergeant, 1 February 1943. To Gander, 15 April 1943. To No.124 Squadron, 26 February 1944. To United Kingdom, 8 April 1946. Repatriated 10 July 1946. Retired 30 July 1946.

Throughout this non-commissioned officer's service, his initiative, resourcefulness and dependability have been outstanding and his devotion to duty under adverse conditions have acquired for him the confidence of his superior officers and the respect of the personnel he directs. His willingness and ability to help others have been a valuable asset to the service.

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GORK, F/L Elgin Graham (J20734) - **Air Force Cross** - No.413 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 26 December 1922 in Riding Mountain, Manitoba (RCAF press release 4910 announcing award). Enlisted at Winnipeg, 15 January 1941 and posted to No.2 Manning Depot. To No.1 ANS for general duty, 20 February 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.6 EFTS; graduated 2 July 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 11 November 1941. To No.1 ANS, 12 November 1941. To No.2 ANS, 20 April 1942. Promoted Flight Sergeant, 11 May 1942. To No.1 CNS again, 2 June 1942. Commissioned 21 July 1942. To No.1 GRS, 7 August 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 21 January 1943. Promoted Flight Lieutenant, 14 April 1944. Repatriated 5 August 1945. Retired 18 September 1945. Died 7 May 1970 in Winnipeg. No citation other than "For outstanding devotion to duty whilst serving with No.413 Squadron". DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) has recommendation when he had flown 940 operational hours but date of submission not given (unit records poor):

As pilot and captain, Flight Lieutenant Gork has completed a large number of sorties. His determination and confidence while on operations has always been an inspiration to the squadron. Throughout his tour this officer has completed his allotted tasks with keenness and exactitude, setting a fine example of devotion to duty. His efforts are worthy of much praise.

NOTE: The Air Force List gives his number as C20734. Public Records Office Air 2/9036 has recommendation as it was at Air Ministry, stating he had flown 1,095 hours including 387 in previous six months. It misspells his name as "Cork" but otherwise is as follows; wording very similar to above:

As pilot and captain, this officer has completed a large number of sorties. His determination and confidence have been an inspiration to the squadron and he has completed his allotted tasks with keenness and exactitude, setting a fine example of devotion to duty.

On 12 February 1944 the Japanese submarine **I-27** torpedoed the troopship **Khedive Ismail** some 700 miles south of Ceylon. The attack was unexpected - the vessel was in a convoy - and costly - some 1,000 service personnel were lost. They were swiftly avenged; **I-27** was crippled by a depth charge and then shelled to destruction. No.413 was assigned to look for survivors. Anti-submarine patrols increased sharply. Nevertheless, on 16 February 1944 the Greek freighter **Epamindondas C. Embiricos** was torpedoed in the One-and-a-Half Moon Channel. On the 18th Flying Officer Gork took part in the search in Catalina A/413 (FF323). He located two lifeboats with a total of 35 survivors, dropped supplies, contacted a ship and remained in contact until dusk when he had to set course for base. He relocated the lifeboats the next morning and this time had the satisfaction of observing their rescue.

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GORMAN, F/L Ogden Chenault (J12461) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. American citizen. Born in Baltimore, Maryland, 30 November 1921. Student including Baltimore School of Aeronautics (one year). Enlisted in Ottawa, 13 August 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard), 13 September 1941. To No.2 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.19 EFTS; graduated 13 March 1942 and posted next day to No.10 SFTS; graduated and commissioned, 3 July 1942. To No.2 Flying Instructor School, 1 August 1942; to No.16 SFTS, 28 September 1942; promoted Flying Officer, 15 January 1943; to "Y" Depot, Halifax, 31 July 1943. Embarked from Canada, 13 September 1943. Disembarked in Britain, 19 September 1943 and posted to No.3 PRC. To No.14 (Pilots) AFU, 2 November 1943. To No.82 OTU, 15 February 1944. Attached to No.1659 Conversion Unit, 22 May to 27 June 1944 when posted to No.61 Base and No.427 Squadron. Promoted Flight Lieutenant, 3 July 1944. To No.63 Base, 14 December 1944. To No.427 Squadron again, 26 December 1944. To RCAF Overseas Headquarters, 3 January 1945. Officially repatriated 6 January 1945 but it appears that due to his father being seriously ill he was permitted to go to Prestwick and on 3 January 1945 returned

to the United States by air (USATC). To No.1 Composite Training School, 9 February 1945. Released 17 May 1945. Joined American forces, expecting to fly Mitchells in the Pacific but war ended before he could do so. Worked for nine years as manager for the Paris office of United States Alliance. Later worked in Luxembourg for Emery Air Freight and then moved to Baltimore and worked for Prudential Alliance, a freight line, from 1965 until the 1970s. Then joined Walker-Wilson Travel Agency in Baltimore and served as vice president until his death. Died at John Hopkins Medical Centre, Baltimore, 12 July 1992. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 30 sorties (159 hours 20 minutes), 27 June to 28 October 1944.

This pilot has completed thirty heavy operational bombing attacks against the enemy. His work in general has been outstanding and he has exceptional qualities of leadership and coolness, setting a splendid example to his crew.

The sortie list was as follows:

27 June 1944 - Wizernes (3.40, second pilot)
28 June 1944 - Metz (7.40, second pilot)
9 July 1944 - Ardouval (4.50)
12 July 1944 - Acquet (5.00)
14 July 1944 - Anderbelck (3.40)
25 July 1944 - Stuttgart (8.20)
30 July 1944 - Amaye (3.15)
3 August 1944 - Nieppe (3.55)
4 August 1944 - Casson (5.15)
5 August 1944 - St. Leu (5.05)
7 August 1944 - La Hogue (5.10)
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, duty not carried out)
17 September 1944 - Boulogne (3.40)
27 September 1944 - Sterkrade (4.50)
28 September 1944 - Cap Gris Nez (4.30)
4 October 1944 - Gardening (7.00)

6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.40)
14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.40)
22 October 1944 - Gardening (6.25)
23 October 1944 - Essen (5.10)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.30)

In application for Operational Wing (15 February 1945) he adds two more sorties, viz:

21 November 1944 - Castrop Rauxel (6.05)
24 November 1944 - Gardening (7.00)

Notes:

Course at No.2 FIS, Vulcan, was 3 August to 26 September 1942. Before reporting he had flown 56.35 single-engine solo, 37.05 single-engine dual, 101.30 twin engine solo and 60.20 twin-engine dual. On course flew single engine elementary (17.35 day solo, 21.45 day dual) and twin-engine advanced (19.35 day solo, 3.00 night solo, 18.10 night dual and 2.00 night solo). Ground school courses in Meteorology (70/100), Flight Administration (78/100), Instruments (69/100) and scored 95/100 in Link. "Above average. Knowledge of pattern very good and delivery clear and orderly. Flying very good, Should become a very capable instructor." (F/L R.H. Burroughs). Tested on Crane aircraft. Classified as a "C -Twin Engine". Tested again, 17 June 1943 by No.1 Visiting Flight (he had 500 hours instructing at Hagersville) and upgraded to "B-Twin Engine"; described as "A capable instructor whose demonstrations are detailed but could be improved by a broader general knowledge."

Assessed 19 January 1943 by W/C R.L. Burnett, No.16 SFTS - "A young instructor who is keen and hard working. Should develop more initiative with experience. Recommended for appointment to Acting Flying Officer."

Training: Course at No.2 ITS was 27 October to 16 December 1941. Courses in Mathematics (109/150), Armament (95/100), Signals (150/150), Aircraft Recognition (96/100), A.T.E. - whatever that is (90/100), Drill (74/100), Law and Discipline (85/100) and Link (81/100). Placed 35th in a class of 140. "This lad is very keen, enthusiastic and with his 21 hours solo should make a very valuable member of aircrew. He stood 35th in his class and will develop very much as he goes along."

Course at No.19 EFTS was 21 December 1941 to 27 February 1942. Tiger Moth aircraft (37.15

dual, 56.35 solo; 9.55 on instruments and 3.20 at night, ten hours in Link). Scored 66 percent at 25-hour test and 75 percent at 50 hour test. "Keen, assimilates instruction readily, no bad flying habits. Instrument flying average. Deportment and personality good." (W.J.M. Fee, CFI). Ground courses in Airmanship (188/200), Airframes (72/100), Aero Engines (73/100), Signals (100/100), Theory of Flight (66/100), Air Navigation (145/200), Armament (169/200). Placed 14th in a class of 79. "Highly intelligent and a consistent and conscientious worker of good appearance and attractive personality. His deportment was good." (Bjorn Stephanson, Chief Ground Instructor, 1 March 1942, endorsed by F/L A.J. Vincent, Chief Supervisory Officer).

Course at No.10 SFTS was 16 March to 2 July 1942 on Cranes. Flew 54.20 day dual, 81.25 day solo, 6.00 night dual, 10.35 night solo; 26.45 on instruments); also 22.30 in Link. "Good type, inclined to be slightly careless in his flying. No outstanding faults." (S/L B.C. Andrew, 30 June 1942). Ground courses in Airmanship and Maintenance (155/200), Armament, written (84/100), Armament, practical (86//100), Navigation (106/150), Meteorology (50/50), Signals, written (40/50) and Signals, practical (95/100). "Smart appearance, good worker, average intelligence." (F/L K.R. Miller, Chief Ground Instructor). Placed 11th in class.

Course at No.14 (Pilots) AFU was 21 November 1943 to 15 February 1944; Oxford aircraft (4.15 day dual to first day solo, 21.00 total day dual, 36.50 day solo, 1.35 night dual to first night solo, 14.15 total night dual, 25.05 night solo - 7.05 on instruments; also 8.00 in Link). Flying tests in General Flying (305/400), Applied Flying (160/200), Instrument Flying (135/250), Night Flying (70/100) and Link (35/50). "This ex-instructor has had no difficulty with the course and maintained an above average standard throughout. He should make an excellent captain of aircraft."

While at No.14 (Pilots) AFU he was attached to No.1542 Beam Approach Training Flight, 15-28 December 1943 (Oxford aircraft, 9.45 plus eight hours in Link). "Instrument flying and knowledge of beam satisfactory. No outstanding faults."

Course at No.82 OTU was 15 February to 1 May 1944; Wellington X aircraft (4.30 day dual to first day solo, 5.30 total day dual, 31.35 solo of which 1.25 in formation; 5.05 night dual to first night solo (his total night dual), 31.15 night solo; also 9.20 in Link). Flying tests in General Flying (290/400), Applied Flying (140/200), Instrument Flying (170/250), Night Flying (75/100) and Link (30/50). Ground tests in Airmanship (258/300), Armament (237/300), Navigation (150/200), Signals (60/100). "Above the average captain and pilot."

At No.1659 Conversion Unit was 9-23 June 1944; he teamed with J14799 F/O H.E. Bronson (navigator) and P/O J29665 D.J. Fraser (air bomber, later DFC) on H2S course. Ground portion was 4-8 June 1944, air course was 17-23 June 1944, flying 5.35 by day and 12.05 by night. "This team did excellent work. Navigator's timing, air plot track adherence very good. Bomb Aimer

really good at plotting his fixes and making good intelligent use of them. Navigator uses A.P.I. very well. A blind bombing exercise needed." (F/L R.E. Jamieson). Others in crew were R124086 FS G.H. Walker (WOP), R208086 Sergeant D.H. McNeil (Air Gunner), 1535179 Sergeant S. Fewster (Flight Engineer) and R208048 Sergeant H.M. Millward (Mid-Upper Gunner, commissioned, awarded DFC). "A very good crew and captain." (W/C H.T. Miles, Chief Instructor).

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GORMELY, WO2 Wilfred (R166811) - **Mention in Despatches** - No.7 (BR) Squadron - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in Bella Bella, British Columbia, 22 July 1915; enlisted in Vancouver, 1 June 1942. To No.2 Manning Depot, 24 August 1942. To No.1 Central Navigation School (general duty), 22 October 1942. To No.3 WS, 21 November 1942; promoted LAC, 23 December 1942; to No.8 BGS, 11 June 1943; graduated and promoted Sergeant, 26 July 1943. To No.3 OTU, 6 August 1943; to Western Air Command, 13 November 1943; to No.9 (BR) Squadron, 17 November 1943; promoted Flight Sergeant, 26 April 1944; to No.7 (BR) Squadron, 23 August 1944, serving there until 21 July 1945. Promoted WO2 on 26 October 1944 and WO1, 1 April 1945. Released September 1945.

Warrant Officer Gormaly [sic] has flown numerous sorties and throughout has displayed a high standard of ability and devotion to duty. On one operational patrol when his aircraft was forced to fly in exceptionally bad weather he did a magnificent job in directing the captain into a strange base by use of the ASV. Had it not been for such splendid work by Warrant Officer Gormaly [sic], the captain would have found it impossible to locate a base at which to land. His outstanding work on several occasions has set a fine example to all ranks.

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GORRILL, F/O Vernon Irving (J18534) - **Distinguished Flying Cross** - No.541 Squadron - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 8 March 1920. Home in Creston, British Columbia; enlisted in Montreal, 27 June 1941 and posted to No.1 Manning Depot. To No.1 ITS, 8 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.9 EFTS; graduated 7 November 1941 when posted gto No.6 SFTS; graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942; to RAF overseas, 14 March 1942. Commissioned 14 July 1943. Repatriated 8 April 1945. With No.135 Squadron, 23 May to 10 September 1945. Released 18 October 1945.

Flying Officer Gorrill has completed a large number of photographic sorties flying over some of the enemy's most heavily defended targets such as Berlin, Stuttgart, the Ruhr Valley, Mannheim, Brest and Bordeaux. His ability as a navigator and the judgement and skill which he brings to his photography have made this officer a most valuable member of his squadron.

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GOSBY, WO1 James Roland (Can 130A) - **Mention in Despatches** - No.4437 Servicing Echelon (AFRO give "Overseas" only as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born in Portsmouth, England, 13 November 1904. Appears to have been educated in England, 1910 to 1918. He was first employed in 1918 in Toronto as a clerk and worked as a motor mechanic from 1921 onwards. Enlisted in Toronto, 16 December 1935 with No.110 (Army Cooperation) Squadron as a Fitter (Aero Engines). As a member of the Auxiliary he continued to be a civilian motor mechanic until 1939 (with the Toronto Transit Commission, 1937-1939). Promoted AC1, 5 April 1937; promoted LAC, 25 May 1938; promoted Corporal, 15 June 1939. To Station Camp Borden, 2 January 1940. Promoted Sergeant, 1 June 1940 and Flight Sergeant, 15 November 1940; to No.4 BGS, Fingal, 2 February 1941. Promoted WO2, 1 September 1942; Reclassified as Master Mechanic, 1 February 1943; to No.2 BGS, Mossbank, 15 February 1944; to "Y" Depot, Lachine, 26 September 1944; embarked from Canada, 4 October 1944; arrived in UK, 12 October 1944; to No.4437 Servicing Echelon, 25 October 1944. Promoted WO1, 1 March 1945. Repatriated 26 June 1946; to Station Clinton, 1 August 1946 Served in postwar RCAF. Awarded Queens Coronation Medal, October 1953, serving at Station Trenton. Retired 25 February 1957. Died in Scarborough, Ontario, 18 August 1984.

While at No.4 BGS he was recommended for an MBE (13 January 1944) by S/L T.A. Spruston, Officer Commanding Maintenance Wing. WO2 Gosby was Warrant Officer in Charge of Maintenance. The submission read:

This Warrant Officer has shown persistent, diligent devotion to duty at all times under varied and trying circumstances and his example has been a source of inspiration and assistance to all airmen under him.

He has cheerfully and enthusiastically given his own time to improve the knowledge and efficiency of the airmen at this station through Trade Improvement Classes, and he is largely responsible for the excellent record and results obtained by his men on Trade Tests, which has resulted in a valuable contribution and benefit to the Service.

Through his loyal efforts Maintenance efficiency at this station has attained a very high standard.

This was supported by A/V/M At. Cowley, Air Officer Commanding, No.1 Training Command (5 February 1944). However, an undated note by A/C H.L. Campbell stated, "Did not reach the priority list Birthday Honours List/44". It does not appear that any resubmission was made.

He continued to be assessed favourably at No.4 BGS until his posting overseas. An assessment by W.C M.G. McNamara, 6 February 1945, stated, "I have recommended his promotion to the rank of WO1 and to be mentioned in despatches" without giving more details. Moreover, on 3 November 1945, F/L W.A. Craig of No.4437 Servicing Echelon described him as "An excellent prospect for the Interim Air Force."

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GOSLING, F/O Dickinson (J28247) - **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 29 August 1917 in Nestow, Alberta; home in Therien, Alberta (garage worker). Served in Royal Canadian Artillery. Enlisted in Edmonton, 5 June 1942 and posted to No.3 Manning Depot. To No.2 ITS, 29 August 1942; graduated and promoted LAC, 29 October 1942; posted on 21 November 1942 to No.2 EFTS; ceased training and posted to No.1 Composite Training School, 8 January 1943; to No.5 BGS, 5 March 1943; graduated 28 May 1943 and posted next day to No.7 AOS; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943; to RAF overseas, 25 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 21 December 1944. To Western Air Command, 31 December 1944. To Sea Island, 4 February 1945. Retired 2 November 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.1750 (PAC RG.24 Vol.20608) has recommendation dated 23 December 1944 when he had flown 30 sorties (151 hours 25 minutes):

This air bomber has successfully completed a tour of operations. His work in the air has been most effective. Anxious to fly at any time under any conditions, he has also rendered valuable service to his section on the ground. Courageous, experienced and a fine leader. Strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

Note: Incident in Halifax NA517, East Moor, 8 August 1944. It was returning to base following a scrubbed operational flight to Caen having taken off from East Moor the previous evening. On their return to East Moor at 01.06hrs (and literally one minute after LW686 had crashed through the boundary fence) this aircraft returned with the full bomb load; it also overshot the

runway and ran through into the overshoot area. The Strensall Road ditch took out both of this aircraft's main undercarriage legs and it came to rest on its belly. The crew were escaped without injury. They were: Pilot - P/O R W Gingrich RCAF (J/85621), of Kitchener, Ontario; Flight Engineer - Sgt E Tait RAF (1004845); Navigator - F/O E R Vaughan RCAF (J/28848); Bomb Aimer - F/O Dickinson Gosling RCAF (J/28247), of Therien, Alberta; Wireless Operator / Air Gunner - F/O J E Winch RCAF (J/27355); Mid Upper Gunner - Sgt H/N Boyce RCAF (R/203808); Rear Gunner - Sgt M H Hosier RCAF (R/212991). Source: <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/na517.html>.

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GOSLING, F/O Leslie Cyril (J9359) - **Distinguished Flying Cross** - No.229 Squadron - Award effective 16 June 1943 as per **London Gazette** dated 18 June 1943 and AFRO 1459/43 dated 30 July 1943. Born at Battleford, Saskatchewan, 5 October 1920. Educated at Battleford public schools. Warehouse boy, 1937-1938. Bus driver, March to November 1939. Tree and bush trimmer for Saskatchewan Power Corporation, October 1940 to April 1941. Also had militia service with Prince Albert and Battleford Volunteers, 30 June 1937 to 24 October 1940. Enlisted in Saskatoon, 24 April 1941. To No.2A Manning Depot, Penhold, 24 April 1941. To No.15 SFTS, Claresholm (non-flying duties), 17 May 1941. To No.4 Training Command, Regina, 18 May 1941; to No.15 SFTS again, 15 June 1941. To No.4 ITS, Edmonton, 22 June 1941; graduated 121st in a class of 183, 8 August 1941, promoted LAC and posted to No.5 EFTS, High River; flew 29.20 hours dual, 29.45 solo (8.10 of this on instruments), all on Tiger Moths and ten hours in Link; graduated 25 September 1941 (19th in a class of 66) and posted to No.7 SFTS, Macleod, Alberta. Graduated 10th in a class of 58, graded as "an above average pupil" and commissioned 19 December 1941. At Macleod he had flown 38.55 (twin-engine day dual), 38.25 (twin-engine day solo), 5.45 (night dual), 8.30 (night solo) of which 28 hours had been instruments. Also had 30 more hours in Link and 19 hours as a passenger. To "Y" Depot, Halifax, 21 December 1941. Embarked from Canada, 7 January 1942; Arrived overseas, 21 January 1942. To No.17 (P) AFU, 16 March 1942; to No.53 OTU, 7 April 1942. To No.222 Squadron, 9 June 1942; promoted Flying Officer, 1 October 1942; to No.229 Squadron, 21 October 1942. Promoted Flight Lieutenant, 28 May 1943. Killed in action 19 July 1943 (Spitfire LZ808). See Chris Shores, **Aces High** which provides the following victories list: **31 July 1942**, one FW.190 damaged; **11 February 1943**, one Z.506B destroyed; **25 March 1943**, one Bf.109 destroyed; **13 April 1943**, one MC.202 damaged; **19 April 1943**, two Ju.88s destroyed (one shared); **7 May 1943**, one Fi.156 destroyed; **13 June 1943**, one FW.190 damaged; **29 June 1943**, one Bf.109 damaged; **5 July 1943**, two FW.190s destroyed; **11 July 1943**, one Bf.109 destroyed; **12 July 1943**, two Bf.109s destroyed. Photo PL-10188 shows him.

This officer has completed a very large number of sorties including attacks on

airfields, port installations and industrial targets. In air combat he has destroyed four enemy aircraft and damaged others. In one engagement he shot down two Junkers 88 which were escorting two merchant vessels. This officer has displayed great skill and keenness, setting a fine example.

NOTE: Public Record Office Air 2/4974 has message passed from Headquarters, Royal Air Force, Middle East to Air Ministry, 3 June 1943.

An immediate award of the Distinguished Flying Cross has been made to Flying Officer Leslie Cyril Gosling, J9359 of 229 Squadron. Flying Officer Gosling has completed 120 hours operational flying, 91 of which have been completed since his arrival in Malta on 24 October 1942. He has carried out 82 operational sorties from Malta bringing his total to 105. His sorties from Malta have included fighter-bomber raids, fighter sweeps and escorts, long range offensive payrols and rhubarb operations with bombs. The fighter-bomber sorties have been carried out against enemy aerodromes, ports and industrial targets in Sicily, often in spite of intense anti-aircraft opposition. He has led many long range offensive patrols during which he has destroyed three enemy aircraft. On 18 April 1943 whilst on patrol near Pantellaria, he saw two Junkers 88s at 1,000 feet escorting two enemy merchant vessels. He climbed from sea level to attack one Junkers 88 from astern, setting it on fire. The enemy aircraft subsequently fell into the sea in flames. He then turned and attacked the other Junkers 88 from the rear quarter, setting same on fire and this aircraft dived into the sea. His total score to date is four enemy aircraft destroyed and two damaged. Flying Officer Gosling has at all times shown great keenness to seek out and attack the enemy and has set an excellent example to the other pilots in his squadron.

The recommendation differs as to date (18 April vs 19 April 1943) with respect to the double victory over Junkers 88s. Queried about this, Chris Shores wrote:

Both my own researches and those of Brian Cull when he did his **Spitfires over Sicily** indicate 19 April as being the date of his claims. These also tie in with the two losses of III/KG 76 Ju 88s - so I will stick my head over the parapet and say that, on this occasion, I think the citation is in error.

GOSLING, F/L Leslie Cyril, DFC (J9359) - **Bar to Distinguished Flying Cross** - No.229 Squadron - Award effective 18 July 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/dated 1 October 1943.

This officer has taken part in a very large number of sorties in the Middle East

and in recent operations over Sicily. He has fought with great skill and determination and within a short period has shot down five enemy aircraft. Flight Lieutenant Gosling has led his flight and at times the squadron with great ability. He has destroyed nine hostile aircraft.

Public Record Office Air 2/4995 has message passed from Headquarters, Royal Air Force, Middle East to Air Ministry, 18 July 1943.

An immediate award of the Bar to the Distinguished Flying Cross has been made to Acting Flight Lieutenant Leslie Cyril Gosling, J.9359, DFC, of No.229 Squadron.

Acting Flight Lieutenant Gosling has completed 178 operational flying hours with 149 hours flown from Malta. He has made 150 operational sorties with 127 of which since arrival in Malta. Sorties have included bomber escort duties, offensive sweeps and patrols and fighter bomber sorties over Sicily, during the last nine days he has destroyed five enemy aircraft.

On 5 July whilst escorting Mitchell bombers over Gebbini he destroyed two Focke Wulf 190s. On 11 July whilst patrolling Sicilian beaches he destroyed a Macchi 202 and on 12 July on patrol he destroyed [a] Messerschmitt 109 over Comiso and another over Syracuse making a total of nine enemy aircraft destroyed and four damaged.

Acting Flight Lieutenant Gosling has fought magnificently during the present battle and his keenness and determination has been outstanding. He has also led his flight and, at times, the squadron with marked ability.

When first interviewed in Saskatoon, 31 October 1940, F/O J.M. MacDonald wrote of him:

Very fine type physically and mentally. Good appearance. Clean and neat in dress. Quick and well-organized mind. Pleasing personality. Alert, keen, always wanted to be a pilot. This was his ambition had there been no war. Desirable candidate for aircrew.

At No.17 (P) AFU he flew 13.30 (day dual) and 2.10 (night dual) on Miles Master aircraft.

Damaged Spitfire X4344, 4 May 1942 at Llandow. Report stated:

This accident occurred in daylight conditions of excellent visibility, Pilot Officer Gosling approached the runway on a fairly steep gliding turn. In so doing, he cut

in front of another aircraft which was making a straight approach and rather slower. Pilot Officer Gosling did not lower his undercarriage and the aircraft made a belly landing on the runway.

The main cause of this accident was gross carelessness on the part of Pilot Officer Gosling in failing to check all the warning devices fitted to the undercarriage. He states that his indicator lights were showing green but an examination by the Engineer Officer has not confirmed this. He apparently forgot all about the indicators in the wings and the warning horn. An almost equally important factor is that he chose to disregard no less than two red Very lights fired in ample time as a warning.

It is not suggested that the pilot forgot his undercarriage as the selector lever had been moved to the rear of the quadrant. The pilot, however, had not taken any action to ensure that lowering of the undercarriage had taken place. His excuse that he thought that the first red Very light might not be intended for him cannot be accepted as all pilots are warned repeatedly that if they see Red Very lights they must go round again whatever the circumstances. Pilot Officer Gosling was consequently guilty of disobedience of orders in addition to gross carelessness.

In spite of the above, the report of his time at No.53 OTU (dated 9 June 1942) makes interesting reading. He had flown 45 minutes (day dual on Masters, followed by 62.55 day solo, partly on Masters and mostly on Spitfires. He had flown 25 hours in formation, fired 1,800 rounds (air to ground) and 4,800 rounds (air to air). When it came to "Flying Aptitude" he was graded as "Above Average" in "Skill in Landing" and "Above Average" in "Aerobatics and Dogfighting". In all other subjects he was graded as "Average" - the headings being Natural Aptitude, Airmanship, Cockpit Drill, Formation Flying, Map Reading and Air Firing. Under "Distinctive Qualities" he was graded as "Above Average" in "Persistence"(Does he keep on trying or is he easily disheartened ?), "Endurance" (Does he put up a consistently satisfactory performance under conditions of strain ?), "Enterprise"(Does he want to try things on his own ?), and "Dash" (Is he quick and decisive in action ?) and. In all other areas he was graded as "Average", these fields being "Sense of Responsibility" (Has he common sense or is he over-confident ?), "Leadership" (Has he taken the lead in any activities ? Would he make a good captain of aircraft ?), "Method" (Does he work systematically to a plan ?), "Deliberation" (Does he act decisively for reasons or on impulse ?), and "Self-Control"(Does he get flustered ?). The "General Assessment" was "Above Average".

On 10 November 1942, as he was posted to No.229 Squadron, S/L E.F.J. Harrington wrote of him, "A keen, capable and most useful member of this squadron. A Canadian pilot with a

pleasing personality whom I was sorry to leave 222.” He had at that time flown 368 hours 20 minutes (180 hours in previous six months).

He was lost ten miles north of Mount Etna at 0755 hours (local time), 19 July 1943. Circumstantial report of action read:

Flight Lieutenant Gosling was leading a Section of Spitfire fighters whilst carrying out a sweep of the East Coast of Sicily. Four Me.110s were sighted at 11,000 feet and immediately attacked. In the ensuing combat his aircraft was hit and as he turned in the direction of the land. Black smoke could be seen pouring from his aircraft. He was seen to bale out and it is presumed he landed on enemy occupied territory. Flight Lieutenant Gosling was posted “Missing”. His aircraft classified Cat. III.

On 6 August 1943, S/L Graham J. Cox, No.229 Squadron, wrote to his mother:

You will have heard by now from the Air Ministry the official news regarding your son. “Goose” as we knew him had been on a show over enemy territory. He chased a formation of enemy aircraft and presumably his aircraft was hit by return fire and as he turned in the direction of the land was seen to bale out.

The whole squadron carried out an intensive search, but could find no trace of him.

I can well understand the weight of your anxiety and all the members of the squadron and myself send our sincerest wishes to you during this difficult period.

“Goose” was awarded a Bar to his DFC the day before he was shot down and there was never a better earned one.

I am enclosing his brevet which I thought you might like to have; the rest of his effects are being dealt with by the Committee of Adjustment who will be in touch with you.

If I get any more news I will let you know immediately.

Contrary to reports that he had baled out, the Mayor of Gallodoro, Italy reported he had been in his aircraft when it crashed. He was not identified at the time and was buried as an “unknown” - a machine gun from the wreckage was interred with him. Once identified, he was re-interred in the British Military Cemetery, Catania. This news was communicated to the

family on 5 February 1946; his Operational Wings were mailed on 25 September 1946.

By 25 April 1944 the lapse of time that he had been missing led authorities to conclude that he was indeed dead and this was communicated to his mother on 7 May 1944. He left one surviving brother and four sisters. His mother was subsequently invited to attend an investiture at Government House, 27 June 1945. She was in ill-health, and asked that transportation be provided for a daughter to accompany her. This was refused.

The Gosling family received a special Royal Letter from the King, having lost two sons. His brother, James Philip William Gosling (born 21 February 1918) had been killed 13 December 1940 in Northrop Nomad 3512 (mid-air collision with Nomad 3521, No.1 SFTS, - five killed).

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GOSMAN, F/L Henry Gordon (J15224) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Portage la Prairie, Manitoba, 9 October 1914; home there. Took two years of Mining Engineering at University of Manitoba; employed by Central Manitoba Mines (1933-1934, under ground), Manitoba Power Commission (1934-1935, electrician), Manitoba government (1935-1936, surveyor), Lake of Woods Milling Company (1936-1937, Fireman Engineer and Sampler Miner) and Gunnar Gold Mines (1937-1940, miner and agent); also served as NCO in Manitoba Mounted Rifles, 1928-1940, attending annual camps in 1928, 1929, 1930 and 1931. Home address may be either Dauphin or Portage la Prairie, Manitoba. Enlisted in Winnipeg, 19 July 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 30 September 1940 when posted to No.2 Manning Depot, Brandon; to No.6 EFTS, 6 October 1940; graduated 26 November 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 12 February 1941. Posted that date to No.16 Explosives Depot, Debart. Embarked for UK, 25 March 1941. To No.12 OTU, 14 April 1941. To No.103 Squadron, 15 June 1941. Commissioned 19 February 1942, To No.29 OTU, 21 June 1942. Promoted Flying Officer 1 October 1942. Promoted Flight Lieutenant, 9 October 1942. To No.84 OTU, 3 October 1943. Special leave in Canada, 20 January to 24 March 1944. Arrived back in Britain, 2 April 1944. Attended Battle School, Dalton and then detached to No.1664 Conversion Unit, 2 May 1944. To No.405 Squadron, 4 June 1944. Promoted Squadron Leader, 2 July 1944. Repatriated 9 November 1944. To No.5 OTU, Patricia Bay, 13 December 1944. Released 13 December 1945. Accepted for interim force, and posted to AFHQ, 29 March 1946; to No.1 Composite Training School, 12 April 1946. To No.1 Air Command, 10 June 1946. To No.6 Repair Depot, 6 July 1948. Retired 4 July 1949. Appointed to Canadian Army (Cadet Services) for Dauphin, 1 March 1953 to 5 October 1955. Died 23 July 1968; buried in Dauphin, Manitoba.

GOSMAN, F/L Henry Gordon (J15224) - **Distinguished Flying Cross** - No.405 Squadron - Award

effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 20 August 1944 when he had flown 54 sorties (261 hours 32 hours) as follows:

First Tour

11 June 1941 - Nickel (4.00)
24 July 1941 - Rotterdam (5.30)
17 August 1941 - Duisburg (5.15)
23 August 1941 - Invasion barges (4.20)
28 August 1941 - Invasion barges (4.50)
12 September 1941 - Amsterdam (5.15)
27 September 1941 - not stated, DNCO (2.00)
30 September 1941 - Cherbourg (4.50)
12 October 1941 - Boulogne (4.30)
13 October 1941 - Dusseldorf (4.30)
31 October 1941 - Hamburg (5.45)
16 December 1941 - Wilhelmshaven (5.45)
27 December 1941 - Wilhelmshaven 6.00)
21 January 1942 - Bremen (5.45)
26 January 1942 - Brest (7.10)
13 February 1942 - War ships (7.45)
14 February 1942 - Mannheim (4.00)
2 March 1942 - Paris (6.30)
25 March 1942 - Essen, DNCO (3.00)
27 March 1942 - St.Nazaire (8.30)
2 April 1942 - Poissy (6.45)
15 April 1942 - Dortmund (7.30)
17 April 1942 - Hamburg (6.40)
24 April 1942 - Rostock (8.10)
26 April 1942 - Rostock (7.50)
6 May 1942 - Stuttgart (7.30)
8 May 1942 - Warnemunte (7.45)
19 May 1942 - Mannheim (6.35)
30 May 1942 - Cologne (6.35)
1 June 1942 - Essen (5.10)
3 June 1942 - Bremen (6.35)
5 June 1942 - Essen, DNCO (2.55)

6 June 1942 - Emden (5.00)
8 June 1942 - Essen (5.10)

Second Tour

27 June 1944 - Oisement (2.32)
30 June 1944 - B-Bocage (2.41)
2 July 1944 - Oisement (2.43)
5 July 1944 - Wizernes (1.57)
6 July 1944 - Coquereaux (2.43)
7 July 1944 - Caen (2.39)
9 July 1944 - L'Hey (1.48)
10 July 1944 - Nucourt (2.39)
12 July 1944 - Paris/Vaires) (3.15)
15 July 1944 - Nucourt (3.34)
17 July 1944 - Cagny (2.25)
28 July 1944 - Hamburg (4.45)
30 July 1944 - Battle area
4 August 1944 - St.Maximim (3.07)
5 August 1944 - Bordeaux (7.13)
7 August 1944 - TOTALIZE 5 (2.41)
8 August 1944 - Lacheux (2.17)
9 August 1944 - Foret du Croc (1.56)
10 August 1944 - La Pallice
14 August 1944 - TRACTABLE 21 (2.27)
15 August 1944 - Mesibroek (4.35)
18 August 1944 - Sterkrade (3.34)

Flight Lieutenant Gosman is a very capable and courageous captain of a highly successful crew. He is on his second tour of operations, and has taken part in many sorties against heavily-defended enemy targets. He is an exceptional leader, with an utter disregard for his own personal safety when engaged in offensive action. His fine fighting spirit and determination to make his mission successful ones has been an inspiration, not only to his own crew, but all members of the squadron. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Notes: Accident, 16 April 1942, No.103 Squadron, Wellington R1344. "On retuning from operations at 0645 hours on 16.4.42 the oil temperature and pressure of the starboard engine dropped. The second pilot was instruction to pump oil and look for oil leaks. The engine

recovered to normal but some ten minutes later the temperature and pressure again dropped to zero. Soon after, and when at a height of 1,000 feet, the engine caught fire. The fire extinguisher failed to work and a few moments later the reduction gear and airscrew dropped off. Fire went out soon after the reduction gear dropped off. As I was then at only 600 feet and the light was improving, I made a landing in a field." Although no blame was attached to him, it was noted, "Pilot erred in his judgement in making a forced landing since two aerodromes were within a radius of ten miles."

Application for Operational Wing dated 7 December 1943 stated he had flown 31 sorties (196 hours) with No.103 Squadron, 15 June 1941 to 16 June 1942.

Questionnaire on repatriation dated 26 October 1944 confirms 67 sorties (34 as Pathfinder, 33 bombing). Non-Operational Training hours - 62.00. Operational hours - 303.30. Training Hours - 655.25. Total to date - 1,028 hours 55 minutes.

Selected Assessments: 11 August 1942, No.103 Squadron, having flown 568 hours 55 minutes (230.45 in past six months) - "This officer has a good operational record. He is of a cheerful disposition and with more experience in his responsibilities as an officer he should do well." (W/C J.F.H. Du Boulay).

31 July 1943, No.29 OTU, having flown 924 hours (216.20 in past six months as instructor). "A first class instructor and a keen and hardworking officer. Goos personality and has plenty of zeal and drive." (G/C R. Taaffe).

22 March 1944, No.84 OTU, having flown 975 hours (98 in previous six months). Deputy Flight Commander "Has the ability to lead and influence those under him. Untiring in his desire to carry out his duties. A good disciplinarian of above average ability." (W/C D.A. Cracknell). "An extremely smart and efficient officer. A good disciplinarian." (G/C G. Lowe)

21 October 1944, No.405 Squadron. "Has done a good job on this unit up until he decided to stop operating before he had completed his second tour, at which time he rather let the unit down as his experience was needed rather badly." (W/C H.A. Morrison).

Air Force Cross Recommendation: On 13 September 1945, W/C W.B. Hodgson, No.5 OTU, Boundary Bay, recommended him for an AFC. He was then Chief Flying Instructor. Flying hours were 1,625 to date (510 instructional, 325 operational in 67 sorties) and he had flown 480 hours in previous six months. Text as follows:

After an impressive operational record and OTU instructional record in the United Kingdom, this officer was placed Officer Commanding test flight in an effort to achieve some sort of standard serviceability. He attacked this job with

such zeal and enthusiasm, with a very small staff, that it is considered the ensuing liaison between Maintenance and Flights which in turn increased serviceability, was due in no small manner to the energy and organizing ability of this officer. On top of this, this officer was giving each new staff pilot a short course in the methods of OTU instruction. His services since arriving at this unit have been invaluable.

This was endorsed on 31 October 1945 by G/C R.S. Turnbull ("This officer has displayed outstanding ability not only in the air but all tasks connected with flying. Devoted to his work, efficient in his trade, this officer is highly recommended for the AFC.") However, at AFHQ it did not reach the Priority List.

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GOSSEN, F/O Louis Morgan (J22390) - **Mention in Despatches** - No.38 Squadron (AFRO gives unit only as "Overseas" - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Dalmeny, Saskatchewan, 15 November 1922. Educated in Edson, Alberta. Enlisted in Edmonton, 10 November 1941. To No.3 Manning Depot, 30 November 1941. To No.7 SFTS, 13 February 1942 but then posted on the same day to No.36 EFTS (general duties). To No.2 ITS, 28 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS until 18 July 1942; graduated 11 September 1942 and posted next day to No.11 SFTS; graduated and commissioned 30 December 1942. Further trained at No.1 GRS, Summerside, 23 January 1943 to 17 April 1943. To "Y" depot, Halifax, 18 April 1943; to RAF Manning Pool overseas, 8 May 1943. To No.15 (P) AFU, 15 June 1943; to No.18 (P) AFU, 27 July 1943; to No.6 (Coastal) OTU, 31 August 1943; to No.303 FTU, 7 February 1944; emplaned for North Africa, 6 March 1944; to No.38 Squadron, 18 March 1944, serving in that unit to 27 September 1944. Flew 39 or 43 sorties (331 or 342 operational hours), 22 March to 5 September 1944. To No.203 Group (Middle East), 27 September 1944; to No.78 OTU, Ein Shimer, Middle East, 9 October 1944 for instructional duties; to No.22 Personnel Transfer Centre, 29 May 1944; emplaned from Palestine 8 June 1945 to Britain. Repatriated 31 July 1945. Released 29 September 1945. Photo PL-27577 - dated 7 June 1944 shows "Flying Officer Louis Gossen (Vancouver)". Caption described him as "a pilot with a squadron somewhere in the North African desert. F/O Gossen got most of his geography out of books prior to his enlistment, but he's a world traveler-at-21 now and has seen these places for himself."

On a form dated 10 July 1945 he stated he had flown 39 sorties (331 operational hours) plus 481 non-operational hours. His work had taken him over the Mediterranean. He reported having flown 77 hours 15 minutes on Oxfords and 734 hours 45 minutes on Wellingtons.

An RCAF Press Release drafted by F/L Don MacMillan and dated 20 September 1944 describes

an action in which he was involved:

With the RCAF, Middle East - Out in the Middle East, along the sandy shores of the Mediterranean Sea, at lonely desert stations and in the cafes and clubs of Egypt, they're telling the story of three young Canadians who were the key men behind one of the biggest trouncings a Jerry convoy has suffered in the Mediterranean theatre in this war.

The principal actors in this drama of valour above the grim and sullen waters of the Aegean Sea are three solid young gentlemen named "Gus", "Ges" and "Hod".

"Gus" is pilot F/O Louis Gossen of Vancouver (4236 Triumph Street); "Ges" is second pilot Warrant Officer Elmer Gossner of Moncton, New Brunswick and "Hod" is navigator Warrant Officer Bruce Hodgins of Clandeboye, Ontario.

The boys were stooging about the Aegean on the night of May 31 [1944] in a Wellington from a well-known RAF desert squadron. The general idea was to find an elusive Jerry convoy.

This convoy had been the object of intensive search for a very long time. In fact, some of the desert men had about decided the convoy was a figment of the imagination of some intelligence officer who had been too long in the desert and had, consequently, been completely "around the bend" for some time.

English, Australian, New Zealand and South African fliers had all had a "go" at finding it but its whereabouts remained a mystery. Then came the night of May 31 and "Gus", "Ges" and "Hod" and their RAF crew mates were appointed to find the Jerry ships.

It was around midnight and the boys' thoughts were just starting to wander back to their warm billets at camp when they suddenly noticed some black specks on the moon path on the water below them. The black specks were the phantom convoy.

"We stooged around and counted seven ships," "Gus" remarked. "It was a bit hard to tell because the water was choppy. Anyway we signalled back to base that we'd found the convoy and gave its position.

"I guess the Jerries knew we were there," he continued, "but they must have hoped that we hadn't seen them because they didn't show a light or make a

sound. Then we decided we wanted a better look so we dropped some flares. They must have been waiting at their guns because boy did they open up on us then !

“We kept in touch with base and kept hanging around and then decided to try a bombing attack. We had noticed that some of the ships had balloons up so we knew we’d have to be careful. Our first run wasn’t too good, so we decided to try another. We let the bombs go on our second run but I don’t think we scored any direct hits, but I’ll bet we shook them. Anyway, we stuck around until our gas got low. Then we sent a final fix and hit for home. We landed back at base about six in the morning.”

That is the plain, unvarnished story as related by “Gus”, “Ges” and “Hod”. They did, however, fail to mention a few important points. One is that keeping a convoy in sight in that part of the Aegean and at that time of the moon is no mean feat. [Transcriber’s note: the moon was about half way between first quarter and full moon]. They didn’t say, either, that hanging around a convoy for several hours is not a healthy pastime, especially when you are within easy range of land-based enemy night fighters.

Finally, so accurate were the signals sent back to base that, smack at dawn, Baltimores, Beaufighters and other aircraft of the desert air force took off and arrived over the convoy at the precise spot where “Gus”, “Ges” and “Hod” said it would be. What happened then made Mediterranean history and, right in the thick of things were two more Canadian types from the Dominion’s smaller centres.

One of these was F/O Ted MacIntosh of Lunsden, Saskatchewan. Ted is six-feet of good nature and a first class Beaufighter pilot. “Yes, I was there,” he told an interviewer. Then he smiled a self-deprecating smile and refused to discuss the matter further.

It turned out that he had just missed one of the ships with his rockets. He was so burned up at this that, after breaking off his attack, he shot an enemy aircraft which was careless enough to cross his path so full of holes it resembled a very, very ancient Rocquefort cheese. Thus it may be seen that, despite Ted’s own personal view, his effort was a long way from a total loss.

Also in the effort was P/O Hiram “Steve” Stevenson of Chipman, British Columbia. “Steve”, a blond and curly-haired young man, went whistling in with a

South African group. "I don't know just exactly what happened," Steve said. "I came in at about 800 feet and let my rockets go. Then I scrambled out of there - and just in time. I got a shell in the tail as it was."

Whatever the particular part played by F/O MacIntosh or P/O Stevenson, the attack on the convoy was spectacular and successful and, in the opinion of informed observers, Hitler will have to chew up several more rugs before he tries it again in this war. When the smoke cleared, there just wasn't any convoy worthy of the name.

High praise and decorations have been passed around for the effort on the convoy, but a certain war-wise RAF Wing Commander who has been in the desert practically since the shooting started seemed to sum things up quite neatly when he remarked, "The actual attack on the convoy was so spectacular that it would be very easy to overlook the fact that if it hadn't been for Gossen and his crew, there wouldn't have been any attack."

Meantime, "Gus", "Ges" and "Hod" have finished an operational tour and are awaiting posting elsewhere. "Gus" isn't saying much but "Ges" will discourse at great length on his milk business in Moncton while "Hod" has it all figured out that, having seen the world, he can think of no place he'd rather be than back on the little farm near Clandeboye, Ontario. Many of the boys who have seen a great deal of this old world are inclined to agree that "Hod" and "Ges" have got something there.

Further to the story of the attack on the convoy, the following is extracted from issue No.7 (April to June 1944) of **Royal Air Force Mediterranean Review**:

By the last week of May [1944] it was obvious that something was afoot, for no fewer than four ships - "Sabine" (4,700 tons), "Gertrude" - "Gerda Toft" masquerading under another name (2,000 tons), "Tanais" (1,500 tons) and "Anita" (1,200 tons) - with appropriate escorts were ready to sail from Piraeus. On the 31st all these vessels except "Anita", totalling some 6,000 tons, sailed for Crete under the protection of an unusually strong escort comprising four destroyers, four corvettes and two "E" boats, as well as air cover. All these precautions, as will be seen, were to prove fruitless.

For a week before the sailing, Beaufighters, Baltimores and Wellingtons had averaged twelve reconnaissance sorties daily in the western Aegean, to watch for any movements, and a formidable striking force had been standing by.

At 0030 hours on 1st June the first sighting of the convoy was made by a Wellington at the southern end of the Mandri Channel, on a south-easterly course. For the rest of the day, until after 1700 hours, the convoy was shadowed by a total of eight Baltimores, in spite of attempts made by the air escort to chase them away.

The final sighting at 1725 hours reported the convoy to be 40 miles north of Canadia [Crete], escorted by Ju.88s, Me.109s and Arados.

Previously, between 1628 and 1700 hours, a striking force was airborne consisting of eighteen SAAF and RAAF Baltimores and twelve SAAF Marauders, covered by eighteen Spitfires and four Mustangs, and a mixed force of 26 Beaufighters. Of these aircraft one Baltimore and two Beaufighters returned early.

At 1857 hours the convoy was sighted 27 miles north of Canadia, flying eight or nine balloons and covered by Me.109s and Arados. The first attack by the Marauders came at 1903 hours, followed two minutes later by that of the Baltimores. Altogether 105 x500-lb and 42 x 250-lb bombs were dropped.

No definite results were observed from the Marauder's attack, but bombs from the first box of Baltimores straddled "Gertrude", scoring a direct hit on the stern, while the second box claimed near misses on "Sabine", smoke and flames issuing from amidships. Both these vessels were stationary after the attack.

One Me.109 that attempted to interfere was shot down by two of the Baltimores, two more 109s were driven off by the Spitfires and a further four were chased away from the main bomber formations by Mustangs.

Meanwhile, the Beaufighters arrived on the scene. The striking force of ten aircraft scored RP and cannon hits on "Gertrude", "Sabine" and two of the escorts, all of which received damage. The other Beaufighters damped down the flak from the destroyers, obtaining many RP and cannon strikes, and also attacked the rear merchant vessel, "Tanais", which was left burning fiercely, with the crew jumping overboard. Of the four Arados encountered, one was seen to crash into the sea in flames, another was diving too steeply near the water to be able to recover and the remaining two were damaged.

Although no definite sinkings as a result of these various attacks could be proved until later, the three merchant vessels, two destroyers and two other escorts

were all claimed as damaged. Our losses were four Beaufighters.

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GOUCHER, WO1 Archibald Charles (R59511) - **Mention in Despatches** - No.437 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. AFRO gives unit only as "Overseas". Born 28 January 1907 in Brandon, Manitoba; home there. Garage foreman (1922-1926), farm labourer (1926-1927), railway bridge man (1927-1929) and police constable in Brandon (1929-1940). Enlisted in Winnipeg, 16 July 1940 as Disciplinarian and posted to No.1 Manning Depot. Commences a Disciplinarian Course there, 22 July 1940 and graduated 26 September 1940. Retained at No.1 Manning Depot as an Instructor, Promoted Corporal, 1 October 1940. Promoted Sergeant, 5 July 1941. Promoted Sergeant, 1 March 1942. To No.2 AOS, 28 April 1942. To "Y" Depot, 14 May 1942. To RAF overseas, 31 May 1942. Disembarked in Britain, 11 June 1942. To RCAF Reception Centre, 31 October 1942. Promoted Flight Sergeant, 19 December 1942. To Station Leeming, 7 September 1943. To No.427 Squadron, 22 November 1943. To No.63 Base, 9 September 1944. To No.437 Squadron, 27 September 1944. Appointed WO1, 1 January 1945. Repatriated 10 September 1945. Retired 25 October 1945. Died in Saanich, British Columbia, 19 March 1979. RCAF photo PL-45801 (ex UK-23367 dated 1 September 1945) shows Warrant Officer A.C. Goucher (Brandon) and Warrant Officer C.J. McCuaig (Ottawa), both members of No.437 Squadron, looking about the grounds of the chapel of a Belgian convent school where they are billeted. PL-45800 (ex UK-23366) shows same men (Goucher on right, McCuaig on left). DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has a recommendation from No.427 Squadron dated 11 July 1944: "This NCO enlisted on the 16th July 1940 and was posted overseas in October 1942. He came to the squadron in November 1943 as Squadron Disciplinarian; his work in general is of the highest calibre. He is an outstanding example of loyalty and devotion to duty". However, the award of this date is based on recommendation for an MBE from W/C J.A. Sproule, No.437 Squadron dated 9 June 1945 found in DHist file 181.009 D.4855 (RG.24 Vol.20657).

Warrant Officer Goucher has served under my command as Squadron Disciplinarian since the formation of this unit. His previous service is one portraying the highest ordeals [sic] of the service. Many of the officers and NCOs now in the service received their basic training from this Warrant Officer and it is due in no small way to his untiring effort that so many of them have played such a glorious part in bringing the war in Europe to a successful conclusion.

Since he has been under my command he has been instrumental in assisting the airmen, advising them and yet dealing firmly with them. He is respected and admired by all personnel who come in contact with him.

During the formation of this squadron and its subsequent operational roles his enthusiasm, determination and exceptional devotion to duty have been worthy of the highest commendation.

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GOUCHEY, F/L Hans Henry (J28237) - **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 13 August 1918 in Sexsmith, Alberta; home ther (farm hand). Enlisted in Edmonton, 10 April 1942 and posted to No.3 Manning Depot. To No.1 ANS (general duties), 1 June 1942. To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.2 EFTS until 6 November 1942; to No.11 SFTS, 9 January 1943; ceased training and posted to No.2 Manning Depot, 9 February 1943; to No.2 BGS, 6 March 1943; to No.7 AOS, 19 May 1943; graduated and commissioned, 7 July 1943. To No.1 BGS, 24 July 1943. To "Y" Depot, 3 September 1943. Taken on strength of No.3 PRC, 9 October 1943. Promoted Flying Officer, 9 January 1944; promoted Flight Lieutenant, date uncertain. Repatriated 7 July 1945. Retired 19 September 1945. Commissioned 1943. Died at Sherwood Park, Alberta, 13 December 2004 as per **Legion Magazine** of March 2005. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 41 sorties (185 hours ten minutes), 1 August 1944 to 13 February 1945.

1 August 1944 - L'Hey (3.45)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Cassant (4.45)
5 August 1944 - St.Leu d'Esserant (4.55)
8 August 1944 - Chantilly (4.10)
16 August 1944 - Kiel (4.15)
18 August 1944 - Bremen (5.25)
25 August 1944 - Brest (5.30)
27 August 1944 - Mimoyceques (3.35)
28 August 1944 - Oeuf de Ternais (3.30)
26 September 1944 - Cap Griz Nez (2.30)
27 September 1944 - Bottrop (3.15)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Sterkrade (3.10)
15 October 1944 - Wilhelmshaven (4.15)
19 October 1944 - Stuttgart (5.20)

23 October 1944 - Essen (4.20)
25 October 1944 - Homberg (3.15)
28 October 1944 - Cologne (4.40)
29 October 1944 - Walcheren (2.20)
6 November 1944 - Gelsenkirchen (3.30)
16 November 1944 - Julich (3.25)
16 November 1944 - Julich (3.40)
18 November 1944 - Wanne Eickel (4.30)
2 December 1944 - Hagen (5.25)
6 December 1944 - Merseburg (6.20)
12 December 1944 - Essen (4.25)
17 December 1944 - Ulm (6.10)
22 December 1944 - Bingen (4.25)
27 December 1944 - Rheydt (3.50)
28 December 1944 - Bonn (4.30)
29 December 1944 - Scholven (4.40)
30 December 1944 - Cologne (4.10)
2 January 1945 - Nuremburg (6.15)
5 January 1945 - Royan (5.00)
14 January 1945 - Saarbrucken (4.45)
16 January 1945 - Magdeburg (5.40)
22 January 1945 - Duisburg (3.45)
28 January 1945 - Stuttgart
1 February 1945 - Mannheim (5.10)
7 February 1945 - Cleve (4.05)
13 February 1945 - Dresden (7.55)

Flight Lieutenant Gouchy is now well on in his second tour of operations as a Bomb Aimer. At all times and in the face of the fiercest opposition the enemy can muster, he has nevertheless displayed unflinching courage and great determination in pressing home his attacks. He has attacked Nuremburg, Duisburg and Cologne amongst many other targets and his zeal for operations is undiminished.

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GOUDIS, FS Harold George (Can 2630) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 27 February 1916 in Beaverton, Ontario. Automobile mechanic for seven years and spent two years taking courses in "Aircraft Mechanics" at Central Technical School. Home in Toronto;

enlisted there 17 July 1939 for General Duties and posted to Camp Borden. Promoted AC1, 17 January 1940. To Rockcliffe, 24 March 1940. Reclassified Armament Assistant, 1 June 1940 and returned to Camp Borden. To Embarkation Depot, Debert, 24 March 1941. Promoted LAC, 1 April 1941 when reclassified as Armourer. Promoted Corporal, 1 September 1941. To No.125 (Fighter) Squadron, 5 November 1942. To "Y" Depot, 12 March 1943. To RAF overseas, 1 May 1943; disembarked in Britain 24 May 1943. To No.429 Squadron, 8 June 1943. Promoted Sergeant, 1 September 1943. Promoted Flight Sergeant, 2 November 1943; to No.9429 Servicing Echelon, 9 December 1943. Promoted WO1 (paid), 22 August 1944 on posting to No.63 Base. Attached at various times to No.10 School of Technical Training (6-13 September 1944; 28 March to 4 April 1945). Repatriated 2 June 1945 and posted to Dartmouth. To Mountain View, 3 November 1945. Retired 20 December 1945. Died in Beaverton, Ontario, 17 October 1970. No citation in AFRO. It is interesting to note that in 1942-43 in Eastern Air Command he was tinkering with modifications to Harvard aircraft; see DHist file 181.009 D.3061 (RG.24 Vol.20635).

GOUDIS, WO1 Harold George (Can 2630) - **Mention in Despatches** - Station Leeming (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an MBE drafted by S/L A.J. Bond (Station Administrative Officer), dated 5 May 1945, when Goudis was Warrant Officer in charge of Repair and Inspection Armoury.

Enlisting 17.7.39, Warrant Officer Goudis was posted overseas 16.5.43. Since August 1943 he has been at Leeming. During this period he has shown himself to be an outstanding tradesman and an NCO of the highest order. His organizing ability is extremely efficient and his knowledge of service matters is remarkable. Warrant Officer Goudis through his most cheerful manner and exceptional personality along with a canny way of handling men efficiently enabled him on many occasions to carry out extremely important phases of servicing with notable success despite grave shortages of personnel. New regulations and organization, sudden demands have all been met by this NCO and problems thus created have been overcome so smoothly that their existence was difficult to detect. Is respected and admired by all ranks. He voluntarily works long hours far beyond ordinary requirements and his devotion to duty is worthy of the highest praise. He is undoubtedly one of the most outstanding all round NCOs in the service. Highly recommended by his superiors...

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GOUDREAU, P/O Joseph Albert Gerard (J88027) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944

and AFRO 293/45 dated 16 February 1945. Born 6 December 1922; home at Roberval, Quebec (shipping clerk). Enlisted in Quebec City, 18 June 1942. To No.5 Manning Depot, 28 June 1942. To No.7 Manning Depot, 7 July 1942. To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.9 AOS; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 17 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 2 October 1943. Commissioned 2 June 1944. Repatriated 9 November 1944. Promoted Flying Officer, 2 December 1944. To No.13 EFTS, 16 December 1944. To AFHQ, 2 May 1945. To No.1 Air Command, 17 May 1945. To No.12 Equipment Depot, 21 May 1945. Retired 22 August 1945. Photos PL-32913 (ex UK-15096) and PL-32915 (ex UK-15098), dated 20 September 1944 taken at Lincoln Field's Inn showing (front row) P/O Claude Bourassa (Trois Rivieres), Corporal Walter Sullivan (Valleyfield), and S/L Gerry Philbin, DFC (Valleyfield); standing behind are P/O Gerald Goudreau (Quebec City), P/O Leo Gaudry (Winnipeg) and Warrant Officer Elarie Pressault (Hawksbury, Ontario).

Pilot Officer Goudreault has participated in numerous sorties against many heavily defended targets. He has consistently displayed outstanding skill, exceptional keenness and devotion to duty which have contributed in a large measure to the successes achieved by his crew. In August 1944 his aircraft was detailed to attack a target in Foret de Nieppe. Shortly after the take off the compasses became unserviceable. Undaunted, this navigator directed his pilot to the target which was successfully bombed. He then skilfully navigated the aircraft safely back to base.

The original recommendation and sortie list by W/C Hugh Ledoux, found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603), was drafted 18 September 1944 when he had flown 35 sorties (165 hours 30 minutes), were as follows:

19 April 1944 - sea search (4.20)
30 April 1944 - Somain (4.55)
1 May 1944 - St. Ghislain (4.30)
10 May 1944 - Ghent (4.15)
12 May 1944 - Louvain (5.25)
22 May 1944 - Le Mans (5.25)
27 May 1944 - Bourg Leopold (5.00)
9 June 1944 - Le Mans (6.00)
10 June 1944 - Versailles (5.25)
12 June 1944 - Cambrai (5.40)
23 June 1944 - Bientiques (4.35)
24 June 1944 - Bonderes (3.50)
27 June 1944 - Foret d'Eary (4.50)

1 July 1944 - Biennais (3.45)
3 July 1944 - Biennais (4.05)
6 July 1944 - Coqueraux (4.30)
12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.20)
17 July 1944 - Caen (4.05)
20 July 1944 - Ferme-de-Forestel (4.25)
3 August 1944 - Foret de Nieppe (5.00)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - La Hogue (4.35)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.20)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.40)
14 August 1944 - Bons Tassily (4.10)
16 August 1944 - Kiel (5.20)
25 August 1944 - Brest Cornouailles (5.05)
27 August 1944 - Marquis Mimoyecques (3.40)
31 August 1944 - Ile de Cezembre (4.40)
3 September 1944 - Volkel (3.35)
10 September 1944 - Le Havre (4.10)

An outstanding navigator, Pilot Officer Goudreault has successfully participated in 35 operational sorties over heavily defended targets.

On the night of August 9th, 1944, the crew of which Pilot Officer Goudreault was navigator, were detailed to bomb a target in Foret de Nieppe, France. Shortly after take-off, the D/R compass and the P.4 compass became unserviceable. Undaunted by these conditions, the navigator displaying great determination, directed the pilot to the target which was successfully bombed. The aircraft was navigated back to base without further incident.

Throughout his tour of operations, Pilot Officer Goudreault has displayed exceptional, unswerving devotion to duty. His keen appreciation of situations and his remarkable ability as a navigator have been largely responsible for the fine record set up by his crew.

In recognition of his fine leadership and gallant service, I recommend that he be awarded the non-immediate Distinguished Flying Cross.

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GOUDY, Sergeant Cameron McKenzie (R139157) - **Distinguished Flying Medal** - No.77 Squadron - Award effective 13 July 1943 as per **London Gazette** of that date and AFRO 1949/43 dated 24 September 1943. Born 12 June 1917 in Galt, Ontario; educated at St. Andrew's School, Galt and Galt Collegiate (commercial); home in Campbellford, Ontario. Salesman, chauffeur and soldier. Did a lot of game hunting and liked handling firearms. Enlisted in Hamilton, 7 November 1941 for General Duties and posted to No.2 Manning Depot, Brandon. To No.5 BGS, Dafoe, 20 November 1941. Promoted AC1, 15 March 1942. Promoted LAC, 15 August 1942. Married Dorothy Louise Hayes on 16 June 1942 at Dafoe. Remustered to aircrew, 29 August 1942 and posted to No.3 BGS, Macdonald, Manitoba, 30 August 1942. At the time of remustering he was described as "Alert, responsive, cooperative. Moderately aggressive" and "Eager to train for Air Gunner." Graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, Halifax, 5 December 1942. To RAF Trainee Pool, 13 December 1942 when he embarked for overseas. Disembarked 29 December 1942; to No.3 PRC, 30 December 1942. To No.24 OTU, 23 February 1943. To No.1652 Conversion Unit, 3 May 1943. Promoted Flight Sergeant, 20 May 1943. To No.77 Squadron, 28 May 1943. Halifax JB856 attacked by fighter with cannon and machine gun fire, 3/4 July 1943; Goudy (still reported as a Sergeant) severely wounded (bullet wound through pelvis entering through neck of femur; later described as "perforations of veins small gut and bladder."). Admitted to Radcliffe Infirmary Hospital, Oxford. Died of wounds, 17 July 1943. Cited with F/O John Hall, RAF (awarded DFC).

One night in July 1943, Flying Officer Hall and Sergeant Goudy were captain and rear gunner respectively of an aircraft detailed to attack Cologne. When nearing the target area the bomber was intercepted by an enemy fighter but Flying Officer Hall evaded it. A few minutes later the aircraft was illuminated by a cone of searchlights and hit by anti-aircraft fire but Flying Officer Hall held to his course and pressed home his attack. Almost immediately the bomber was hit by gun fire from an enemy fighter and sustained severe damage. Skilful evading action enabled Flying Officer Hall to fly clear of the defences and course was set for base. At the beginning of the action Sergeant Goudy was seriously wounded, sustaining a fracture of the hip bone and pelvis, splinters of which pierced organs in his abdomen. In spite of this, Sergeant Goudy refrained from informing his captain of his injuries until another wounded comrade had received attention. During the return flight he remained constantly alert to the possibility of enemy interferences and gave reassuring replies to his captain's repeated enquiries as to his welfare. On reaching the English coast morphia had to be administered to him as the pains from his injuries were unendurable. Flying Officer Hall succeeded in reaching an air field where he landed without the assistance of

flaps. In the face of a trying ordeal he displayed outstanding skill, courage and determination while Sergeant Goudy's indomitable spirit, fortitude and tenacity were worthy of the highest praise.

A report from No.77 Squadron to Air Ministry, dated 9 July 1943, read as follows:

The aircraft [JB856], piloted by Flying Officer Hall, took off on an operational sortie over enemy territory on the night of 3rd/4th July 1943. On the bombing run, the aircraft was hit by flak. It was held by searchlights, but these were eventually evaded after turning from target. The aircraft was afterwards attacked by a fighter, with cannon and machine gun fire, and the wireless operator, Sergeant Cuthbertson, was killed. The Air Gunner, Sergeant Goudy, was seriously injured. The aircraft landed at Benson on return.

The members of the crew were:

127061 F/O Hall, J - pilot and captain
134678 P/O Blackwell, R.A. - air bomber
800604, Sergeant Morley, A. - flight engineer
1392766, Sergeant Williams, J.T. - navigator
1384688, Sergeant Cuthbertson, A. - WOP/AG
1105961, Sergeant Whiteley, A. - air gunner
R139157 Sergeant Goudy, C.M. - air gunner.

Curiously, he was a discipline problem while at Dafoe. On 22 December 1941 he was awarded three days confined to barracks, seven days "R.P." and stoppage of pay for \$ 10.00 for offence on 12 December 1941 ("Wilfully damaging government property in Civilian Recreation Room in Barrack Block No.19"). On 17 February 1942 he was awarded seven days confined to base with one hour pack drill each day, also seven days "R.P." and forfeited three days pay ("AWL from 0615 hours 14-2-42 until 0205 hours 17-2-42.") On 1 May 1942 came his most serious conviction, being awarded 120 hours detention (1 May to 6 May 1942) and 14 days "R.P.", by the Commanding Officer, G/C Delhaye ("Did act in a disorderly manner in the Chinese Cage at Dafoe, Sask.").

He was tall for an air gunner (6 feet one inch). Course at No.5 BGS lasted 31 August to 20 November 1942. He placed 56th in a class of 62. Flew 18hours ten minutes in Battle aircraft. On ground he fired VGO guns plus Fraser-Nash, Boulton-Paul and Bristol turrets. In the air he fired VGO guns but had no turret experience. Courses and marks at **Stage One** training were Armament, Oral (57/100), Armament, Written (207/300), Anti-Gas (60/100), Aircraft Recognition (80/100), Navigation (55/100), Maths, Hygiene, Administration (96/150, wrote supplemental and got 137/150), Signals (45/100, wrote supplemental and got 60/100) and Drill

(74/100). **Stage Two** involved the flying and turret drill. He exposed two roles of film. On the ground he spent 11 hours 35 minutes in "turret manipulation". Fired 40 rounds on skeet range, 600 rounds on 25-yard range, 900 rounds on 200-yard range, 600 round air-to-ground, and 2,775 rounds, air-to-air (0.9 percent hits). Further Stage Two tests were Armament, written (96/150), Armament, Practical and Oral (111/200), Aircraft Recognition (66/100), Ability as Firer (92/100). Described as "Average - Happy-go-lucky type who does enough to get through and has a goodtime as he goes along. Had two supplementals from Stage I; very likeable type.

Public Record Office Air 50/194 has the following Combat Report for night of 12/13 June 1943; pilot was F/O Hall, mid-upper gunner was Sergeant Whiteley:

Halifax "T", JB857, No.77 Squadron, detailed to attack Bochum on the night 12th/13th June 1944, was flying at 19,500 feet, heading 121 degrees Magnetic in the Zwolle area at 0110 hours, when the Mid-Upper Gunner (Sergeant Whiteley) sighted a Ju,88 on parallel course, port bow, slightly up. The enemy aircraft moved to port beam and attacked from 300 yards. Rear Gunner (Sergeant Goudy) told captain (F/O Hall) to dive in to the attack, at the same time firing a short burst. Enemy aircraft broke away port quarter up and disappeared. Moon on starboard beam.

At 0145 hours, in the target area, height 18,500 feet, heading 205 degrees Magnetic, an Me.109 passed on reciprocal and pulled up on starboard beam, diving to attack from 500 yards. Rear Gunner told his captain to corkscrew to starboard and fired a short burst. Enemy aircraft broke away, port beam up, and was lost. Searchlight and flak activity at the time, but not directed against the bomber.

At 0208 hours, height 19,500 feet, heading 360 degrees Magnetic, ten miles North North-East of Hocholt, Mid-Upper Gunner saw single engined aircraft, silhouetted against the moon, 800 yards port beam up. Enemy aircraft attacked from port quarter level and Halifax dived in to the attack. As the bomber took evasive action, the Rear Gunner noticed another single-engined aircraft on starboard quarter level at 500 yards. At the same time a Ju.88 was seen diving to attack from astern up, opening fire at 500 yards. Rear Gunner fired a long burst, instructing his captain to corkscrew violently. Ju.88 attempted to follow and Rear Gunner gave another burst, causing enemy aircraft to break away port quarter up. The other two enemy aircraft were lost during evasive action. Before this attack, lights on the ground and fighter flares were seen indicating Halifax track.

At 0230 hours, five miles northwest of Heppel, height 19,500 feet, heading 300 degrees Magnetic, Rear Gunner noticed a single engine aircraft port quarter up at 800 yards, overtaking slowly. When it was on the port beam at 600 yards, Rear Gunner instructed his captain to dive to port and gave a short burst. Enemy aircraft broke away starboard beam up.

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GOUIN, W/C Wilfred Peter (C2442) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Prud'Homme (Howell), Saskatchewan, 10 December 1912 (RCAF Press Release 4907 reporting award). Home in Saskatchewan. Attended St. Paul's School (Saskatoon, 1918-1925), Nutana Collegiate (Saskatoon, 1925-1929) and University of Saskatchewan, (1929-1933, Lieutenant, COTC, Mechanical Engineering). Inspector of Aircraft Instruments, S. Smith, London, September 1934 to May 1935. Civil Servant (Technical Officer), Royal Aircraft Establishment, Farnborough (Physics and Instruments Department). May 1935 to July 1940 (worked on experimental projects with RAF). Enlisted and commissioned as Flying Officer, Ottawa, 2 August 1940. Retained at AFHQ. Promoted Flight Lieutenant, 15 August 1941. Promoted Squadron Leader, 1 June 1942. Promoted Wing Commander, 1 June 1943. Remained in postwar RCAF (20360), retaining rank of Wing Commander and becoming Director of Equipment Research. To United Kingdom, 16 October 1946 as Chief Engineering Officer. To Air Transport Command, Rockcliffe, 6 July 1949. To Air Material Command, 24 August 1951. Promoted Group Captain, 1 September 1951. To National Defence College, Kingston, 4 September 1951. To Air Material Command Headquarters, Ottawa, 24 August 1952. Queens Coronation Medal, 23 October 1953 (AMCHQ). Promoted Air Commodore, 12 July 1958. To AFHQ, 25 October 1958. To National Defence College, Kingston, 1 April 1960. To Canadian Joint Staff, London, 21 August 1963. Retired 10 December 1967 with rank of Air Commodore, F.C.A.S.I.; died in Ottawa, 16 February 1993.

This officer, an outstanding technician, has consistently exhibited an exceptional degree of initiative, drive and forethought, exercised in the entire field of aircraft instruments and accessories and personal equipment for aircrew. He has in large part been personally responsible for specifying, bringing into production, and introducing to the Service a very large variety of highly technical stores. By his resourcefulness and ability he has made an exceptional contribution to the success of the training plan and operations in this country.

Recommended for OBE, 18 February 1944 by G/C A.O, Adams (Directorate of Aeronautical Engineering), as follows (he was Deputy Director of Equipment Development):

Has shown great energy and sound judgement in the technical development and manufacture of aircraft and instruments in Canada. Over 100 different types of instruments have been brought into service with his assistance, since September 1940, when he joined the RCAF. Has been in charge of Deputy Directorate of Equipment Development since April 1942, and has shown unremitting zeal and energy in directing his staff, which has been consistently inadequate to meet the numerous tasks demanded.

Recommended again, 28 August 1944 by A/V/M. A. Ferrier, suggesting MBE or OBE, as follows:

This officer has consistently exhibited an exceptional degree of initiative, drive and forethought in the development of personal emergency equipment and other types of aircraft equipment which has contributed in large measure to the war effort of the RCAF.

He described his wartime work as that of directing development of aircraft instruments, bomb sights, electrical equipment, personal and airborne safety equipment, oxygen equipment, flying clothing, Link trainers, armament, radio and radar. In 1944-46 these extended to photographic equipment.

Selected Assessments: "Wing Commander Gouin is a thorough, hard working officer. He has a sound knowledge of engineering, keeps up to date on new developments and has lots of organizing ability and initiative. His staff work is first class and he is capable of presenting his views or arguments in a forthright, clear, concise manner verbally and in writing. His coordination of logistical planning for this Command has been very good. He has lots of self-confidence and his judgement is mature. He commands the respect of all ranks. I consider this officer well qualified to fill any Group Captain (Technical) position and recommend strongly his promotion." (Air Commodore A.D. Ross, Air Transport Command, 2 November 1950)

"Group Captain Gouin has, until recently, been Senior Aircraft Officer and is now being transferred to the Assistant Chief of Staff Officer position. Group Captain Gouin has the experience to make him an excellent logistician, as he is well versed in engineering, supply, and is rapidly becoming conversant with financial problems. He is a very easy mixer and gets along well with most people. He certainly has definite opinions and is not afraid to express them, but will accept direction cheerfully and carry out policies which may not always be in accordance with his own appreciation. He is intensely loyal. This officer is an asset to any staff and a man who could be posted to most Group Captain positions in the Air Force. Very versatile." (Air Commodore O.A. Cook, Air Material Command Headquarters, 10 June 1955).

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GOULD, Sergeant Beattie Adelbert (R111350) - **British Empire Medal** - Station Sydney - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 10 May 1920. Home in Brockville, Ontario; enlisted in Ottawa, 8 July 1941 as Clerk (General) and retained at AFHQ with rank of LAC. Promoted Corporal, 1 November 1941. To No.6 Repair Depot, 14 March 1942. To No.1 OT, 21 September 1942. Promoted Sergeant, 1 December 1943. To No.4 Repair Depot, 2 October 1944. To Scoudouc, 14 July 1945. To Eastern Air Command Headquarters, 1 November 1945. To AFHQ, 17 March 1946. Retired 8 July 1946, returning to Brockville.

Throughout his service in the Administration Branch as a clerk, this non-commissioned officer has at all times carried out his duties in a most conscientious manner. He has cheerfully accepted responsibilities over and above the normal requirements of his position and rank and has made considerable personal sacrifice in order to promote harmony and efficiency at the units where he has been stationed.

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GOULD, F/L Rodmond Melville (J23070) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 4 December 1916 in Winnipeg; home in St.Boniface (messenger clerk, textile salesman). Enlisted in Winnipeg, 22 November 1940. To No.1 ANS (guard), 18 December 1940. To No.2 ITS, 21 February 1941; graduated and promoted LAC, 8 April 1941 when posted to No.13 EFTS; graduated 28 May 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 20 August 1941. To Trenton, 22 August 1941. To No.32 SFTS to instruct, 1 December 1941. To No.15 SFTS, 12 January 1942. Promoted Flight Sergeant, 24 February 1942. To No.2 Flying Instructor School, 2 August 1942. Commissioned 11 November 1942. Promoted Flying Officer, 11 May 1943. To "Y" Depot, 31 October 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943 but did not embark from Canada until 16 November 1943. Disembarked in Britain, 24 November 1943. Attached to No.7 EFTS, 18 December 1943 to 10 March 1944; promoted Flight Lieutenant, 11 January 1944. To No.6 (Pilots) AFU, 4 April 1944. Attached to No.1517 Beam Approach Training Flight, 9-15 May 1944. To No.82 OTU, 20 June 1944. To No.61 Base, 6 September 1944. Attached to No.1659 Conversion Unit, 14 September to 31 October 1944. To No.427 Squadron, 31 October 1944. Repatriated 8 June 1945. Retired in Winnipeg, 11 August 1945. Died in Burlingame, California, 29 October 1991. RCAF photo PL-42962 (ex UK-19422, 12 March 1945) is captioned as follows: "Interrogating these two pilots after an attack on an oil refinery at Wanne Eickel, Germany, is W/C V.F. Ganderton, DFC, Wainwright, Alberta, officer commanding the Lion Squadron. Smoking a cigarette is F/L R.M. Gould, St.Boniface, Manitoba, and enjoying a cup of coffee, F/L A.E. MacKay, Calgary." PL-

43754 shows F/L R.M. Gould (pilot, St. Boniface) with his navigator, F/O R.A. Graham (Toronto).

Flight Lieutenant Gould has completed a large number of operational attacks against many heavily defended targets. On several occasions his aircraft has been damaged by anti-aircraft fire and three times he has flown it safely back to base on three engines. While attacking Duisburg in November 1944, his aircraft was attacked by a hostile fighter. By skilful combat manoeuvres, Flight Lieutenant Gould succeeded in evading the attacker and afterwards pressed home a telling attack. This officer's skill and devotion to duty have always merited high praise.

The original recommendation (DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was drafted 19 April 1945 when he had flown 31 sorties (202 hours 15 minutes) and was as follows:

2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.20)
16 November 1944 - Julich (5.05)
18 November 1944 - Munster (6.05)
30 November 1944 - Duisburg (6.40)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (5.45)
18 December 1944 - Duisburg (6.40)
26 December 1944 - St.Vith (6.45)
28 December 1944 - Opladen (5.55)
30 December 1944 - Cologne (6.30)
2 January 1945 - Ludwigshaven (7.35)
6 January 1945 - Hanau (6.30)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mainz (7.00)
2 February 1945 - Wanne Eickel (6.20)
4 February 1945 - Osterfeld (6.05)
7 February 1945 - Goch (6.25)
17 February 1945 - Wesel (5.50)
12 March 1945 - Dortmund (6.10)
14 March 1945 - Zweibrucken (6.35)
21 March 1945 - Hemmingstedt (5.10)
22 March 1945 - Heldeshein (6.00)

23 March 1945 - Bottrop (5.50)
25 March 1945 - Hanover (5.55)
31 March 1945 - Hamburg (5.50)
4 April 1945 - Meisburg (9.15)
13 April 1945 - Kiel (6.05)
16 April 1945 - Schwindorf (8.10)

This captain has completed 31 heavy operational attacks against many heavily defended targets. His work at all times has been of an exceptionally high calibre. While attacking Karlsruhe on December 4th, one of his engines packed up just after leaving the target. Again while attacking Osnabruck on December 6th, an engine failed on the return over the North Sea and on February 7th, while attacking Goch, another engine had to be feathered. This pilot through excellent airmanship was successful in bringing his aircraft back to base on all three occasions.

When attacking Duisburg on November 30th his aircraft was shot up by an enemy fighter which made two separate attacks on the bomber, this captain through splendid evasive action managed to evade the fighter and bomb the target and return safely to base.

In view of Flight Lieutenant Gould's splendid record I most highly recommend he be awarded a non-immediate Distinguished Flying Cross.

Notes:

Accident, 15 May 1941, No.13 EFTS. St. Eugene - Fleet 4641. Flying alone, had engine trouble, force-landed at 0850 hours. "Plane bounced on landing, one wing tip touched ground and plane ground looped." Poor judgement.

Accident, 12 July 1941, No.,8 SFTS (Moncton): Anson 6508; also in aircraft were R86120 LAC C.W. Taylor (safety pilot) and R77467 LAC R.N. Poats (lookout). Instrument flying exercise - "overshooting - pilot overshot runway and aircraft struck ditch."

Instructor course at Trenton, 4 October to 6 November 1941. "An average pilot, possessing good voice and manner. Is inclined to underestimate his ability. Instrument flying very good. Has worked hard in the course and should make a good instructor."

Assessed 11 November 1942 at No.2 FIS, Vulcan by W/C F.R. West - "An extremely hard worker and keenly interested in his work. Can be relied upon to gett a job done. Should make a

capable officer.”

Report dated 28 January 1943 from No.2 FIS - “A competent instructor in all respects. With a better attitude would be more useful.”

Report dated 21 June 1943 from No.2 FIS - “This officer’s attitude has improved tremendously. Recommended for the acting rank of Flying Officer.” (W/C F.R. Sharpe).

Visiting Flight Assessment, 31 August 1943: “An above average pilot and very capable instructor who warrants a raise in category.”

Accident, 24 October 1944, No.1659 HCU, Topcliffe, 1951 hours, Halifax LL232 (FD-M). Doing night circuits and landings. Crew (all uninjured) were J23070 F/O R.M. Gould (pilot), J14087 F/L T. Coughlin (second pilot), J39984 F/O R.A. Graham (navigator), R221574 Sergeant E. Manzo (WOP), R280833 Sergeant G.R. Holstrom (air gunner), J38816 F/O C.H. Robson (bomb aimer), R252961 Sergeant J.P. Dixon (air gunner), R183104 Sergeant K.C. Embree (flight engineer) and 1895649 Sergeant J. Robbins (RAF flight engineer). Crash landing following engine failure and making three-engine landing.

On repatriation form dated 18 May 1945 he stated he had flown 31 sorties (200 hours ten minutes) on operations and 308 non-operational hours. Last sortie was 16 April 1945. Types flown overseas were Tiger Moth (16.50), Oxford (87.00), Wellington III (78.55), Halifax II, V and III (47.00) and Lancaster (278.25).

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GOULET, P/O Narcisse Alban (J85351) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 5 January 1918 in Chandler, Quebec; home in Dalhousie, New Brunswick. Served in army; enlisted in RCAF at Moncton, 22 October 1941. To No.1 Manning Depot, 11 November 1941. To No.3 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942; to No.5 Manning Depot, 23 May 1942; to No.17 EFTS, 5 June 1942; graduated 14 August 1942 and posted next day to No.8 SFTS; 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 19 February 1944. Promoted Flying Officer, 19 August 1944. Repatriated via Moncton, 31 December 1944. To No.1 Release Centre, 1 March 1945; retired 9 March 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 22 July 1944 when he had flown 37 sorties (188 hours five minutes), 16 November 1943 to 20 July 1944 (108

"points").

This officer has completed a total of thirty-seven operations. He is a keen and aggressive operational pilot. His outstanding fearlessness in carrying out his sorties, his quiet manner and offensive spirit, have been an inspiration to his crew and an example to the entire squadron.

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GOURDEAU, F/L Joseph Emile Henri (J28993) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 16 March 1921 in Quebec City; enlisted there 10 August 1940. To No.13 TD (whatever that is), 23 September 1940. To No.2 ITS, 22 October 1940; graduated and promoted LAC, 28 November 1940 when posted to No.6 EFTS; graduated 14 January 1941 when posted to No.1 SFTS; to No.1 Manning Depot, 31 March 1941; to Trenton, 12 May 1941; to No.14 SFTS, 1 September 1941; graduated and promoted Sergeant, 21 November 1941. To Trenton, 22 November 1941. To No.13 SFTS to instruct, 1 March 1942. Attained rank of WO2, 21 November 1942. Commissioned 2 July 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 2 January 1944. Repatriated 1 February 1945. Promoted Flight Lieutenant, 2 February 1945. Retired 19 March 1945. Rejoined RCAF, 28 August 1951 as pilot (131557). To Goose Bay, 15 October 1951. To Air Transport Command, 10 October 1952. Remainder of career uncertain.

This officer has participated in attacks on a wide range of enemy targets, including Sterkrade, Dusseldorf and Hamburg. On one occasion, when attacking Kiel, his aircraft was hit by anti-aircraft fire whilst illuminated by searchlights. Despite this, Flight Lieutenant Goudreau pressed home a successful attack. He afterwards flew the badly damaged aircraft back to this country. His skill and resolution were characteristic of that which he has shown throughout his tour.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 11 November 1944 by W/C Hugh Ledoux when he had flown 29 sorties (155 hours 35 minutes); text as follows:

When detailed to attack Kiel on September 15th, 1944, this pilot experienced very considerable anti-aircraft fire when he made three orbits to identify the genuine target.

Despite the fact that he was coned for five minutes, after completing the third orbit, where the flak was so intense causing the starboard wing main spar to

break and rendering the fuselage unserviceable for future operations, this officer, with cool courage, resolutely pressed home a most telling attack. He then showed his superb airmanship and fortitude when he brought his crew and aircraft safely back.

In addition to Kiel, his objectives have included Stuttgart, Hamburg, Wanne-Eickel, Castrop Rauxel, Sterkrade, Dortmund, Bergen, Dusseldorf and in other heavily defended targets. The exceptional determination which Flight Lieutenant Goudreau has invariably displayed to complete his allotted tasks, regardless of adverse weather or enemy opposition, has proved him to be an outstanding captain of aircraft who inspires the utmost confidence in his crew. The remarkable fighting spirit, skill and initiative of this officer is worthy of high praise and I strongly recommend that he be awarded the immediate Distinguished Flying Cross.

The sortie list was as follows:

25 July 1944 - Stuttgart (8.25)
28 July 1944 - Hamburg (6.10)
8 August 1944 - Foret de Chantilly (5.35)
9 August 1944 - Foret de Nieppe (4.10)
10 August 1944 - La Pallice (6.45)
14 August 1944 - Bons Tassily (4.25)
15 August 1944 - Brussels (4.15)
18 August 1944 - Connantre (6.45)
3 September 1944 - Volkel (3.50)
9 September 1944 - Le Havre (4.30)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Castrop Rauxel (5.15)
12 September 1944 - Wanne Eickel (5.25)
13 September 1944 - Osnabruck (4.40)
15 September 1944 - Kiel (6.05)
17 September 1944 - Boulogne (4.15)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (4.20)
27 September 1944 - Bottrop (5.45)
28 September 1944 - Cap Gris Nez (3.55)
30 September 1944 - Sterkrade (4.55)
4 October 1944 - Bergen (7.10)
6 October 1944 - Dortmund (6.25)
14 October 1944 - Duisburg (5.25)

14 October 1944 - Duisburg (5.55)
1 November 1944 - Oberhausen (6.05)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.20)

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GOURLAY, F/O James Lauren (J21811) - **Distinguished Flying Cross** - No.44 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born in Ladysmith, British Columbia, 31 July 1921; educated there; home there. Enlisted in Vancouver, 15 August 1941 and posted to No.3 Manning Depot, Edmonton. To No.11 Equipment Depot, 2 September 1941. To Station Calgary, 16 September 1941. To No.4 ITS, Edmonton, 11 October 1941; graduated and promoted LAC, 6 December 1941; posted next day to No.18 EFTS, Boundary Bay. To No.15 SFTS, Claresholm, 29 March 1942. Ceased training 12 June 1942 and posted to No.1 Composite Training School, Trenton; to No.2 Manning Depot, Brandon, 18 July 1942; to and No.7 AOS, Portage la Prairie, 30 August 1942; graduated and commissioned 18 December 1942. To "Y" Depot, 3 January 1943. Disembarked in Britain, 13 February 1943. To No.29 OTU, 20 April 1943. Promoted Flying Officer, 18 June 1943. To No.1660 Conversion Unit, 30 July 1943. To No.44 Squadron, 9 September 1943. Shot down and taken prisoner, 18/19 March 1944. Promoted Flight Lieutenant, 18 December 1944. Repatriated to Canada, 8 July 1945. To No.3 Repair Depot, Vancouver, 20 July 1945. To No.7 Reserve Equipment and Maintenance Unit, 31 October 1945. To No.6 OTU, Comox, 3 December 1945. To Dartmouth, 28 May 1946. Retired 30 May 1946. Attended law school at UBC, practising in British Columbia until 1952 when he went to Ottawa with Department of Taxation; returned to Victoria in 1982. Died in Victoria, British Columbia, 28 November 1985. Photo PL-45009 shows him. No citation other than "...completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9149 has recommendation dated 14 February 1944 when he had completed 17 sorties (111 hours three minutes), 22 September 1943 to 30 January 1944 as follows:

22 September 1943 - Hanover (4.57)
23 September 1943 - Mannheim (6.30)
29 September 1943 - Bochum (2.21, DNCO)
3 October 1943 - Kassel (6.13)
4 October 1943 - Frankfurt (6.39)
8 October 1943 - Hanover (5.36)
22 October 1943 - Hanover (5.57)
3 November 1943 - Dusseldorf (4.35)

18 November 1943 - Berlin (8.13)
22 November 1943 - Berlin (6.41)
23 November 1943 - Berlin (1.39, DNCO)
26 November 1943 - Berlin (7.12)
2 December 1943 - Berlin (1.50, DNCO)
3 December 1943 - Leipzig (7.04)
29 December 1943 - Berlin (6.53)
1 January 1944 - Berlin (1.57, DNCO)
14 January 1944 - Brunswick (5.08)
20 January 1944 - Berlin (6.56)
27 January 1944 - Berlin (8.08)
30 January 1944 - Berlin (6.38)

Flying Officer Gourlay is an extremely courageous and efficient navigator, who has now completed seventeen successful operational sorties, all of them against heavily defended German targets. He has visited Berlin on seven occasions, Hanover three times and also Mannheim and Frankfurt.

This young officer is marked out by his eagerness to operate and an untiring energy in addition to great cheerfulness on all occasions. The latter quality has served well on occasion to steady the newer and less experienced personnel when circumstances have been difficult.

Flying Officer Gourlay also occupies the post of Deputy to the Squadron Navigation Officer into which appointment he has put the same solid, efficient work as to his duties in the air. He has taken a particular interest in the coaching of new navigators.

I strongly recommend Flying Officer Gourlay for a Non-Immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" has details of the sortie on which he was captured. Lancaster LM306 (KM-L), No.44 Squadron, target Frankfurt, lost 18/19 March 1944. LM306 was built as a Mk.I but converted to Mk.III and first issued to No.49 Squadron, June 1943 before transferring to No.44 Squadron on 10 December 1943. When lost this aircraft had a total of 493 hours. LM306 took part in the following raids with raids. Those with No.49 Squadron (as EA-F) they were: Dusseldorf, 11/12 June 1943; Bochum, 12/13 June 1943; Oberhausen, 14/15 June 1943; Cologne, 3/4 July 1943; Turin, 12/13 July 1943; Hamburg, 24/25 July 1943; Hamburg, 27/28 July 1943; Peenemunde 17/18 August 1943; Berlin, 3/4 September 1943; Berlin, 18/19 November 1943; Berlin , 2/3 December 1943. With No.44 Squadron (KM- L) these were: Berlin, 16/17

December 1943; Berlin, 23/24 December 1943; Berlin, 29/30 December 1943; Berlin, 2/3 January 1944; Brunswick, 14/15 January 1944; Berlin, 27/28 January 1944; Berlin, 30/31 January 1944; Berlin, 15/16 February 1944; Leipzig, 19/20 February 1944; Schweinfurt, 24/25 February 1944; Stuttgart, 15/16 March 1944; Frankfurt 18/19 March 1944 when lost. Airborne at 1900 hours, 18 March 1944 from Dunholme Lodge. Flying at 19,500 feet outbound, shot down by a night-fighter. Both air gunners (Flight Sergeant S D.Curtis and Warrant Officer T.E.Dowling, RAAF) are buried in Hannover War Cemetery even though it is probable that the aircraft crashed at Altenkirchen, approximately 38 km ESE of Bonn. F/L F.H. Phillips (POW) had a miraculous escape from death in that he unpacked his parachute during free fall from the Lancaster, the rip-cord having failed to deploy the canopy. Other crewmen were Flight Sergeant H.W.Carter (POW), F/O J.L.Gourlay, RCAF (POW), Flight Sergeant W.R.Taylor (POW), and P/O R.K.Bennett (POW). F/O J.L.Gourlay was held in Camp L1, POW number 3815.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 17 May 1945. He stated he had flown 27 sorties. Although "Lost Bombers" mentions an enemy night fighter, the account below suggests a "friendly fire" incident.

We took off at 7.00 p.m. on Saturday night, March 18/44 from Dunholme Lodge. We were wind finding, consequently we reached the enemy coast as briefed about ten minutes ahead of main force, back tracked and then crossed the coast on time with first wave of main stream. The trip was quiet and uneventful until 2141 when the WOP reported a plane 600 yards to port and down. We immediately began a slight corkscrew while the gunners attempted to sight the aircraft. The two gunners immediately sighted the aircraft, range I don't know but they did recognize that it had four engines. They had just communicated this fact to the skipper when this aircraft began shooting. The intercom with the gunners ceased and I looked back along the fuselage and noted that it was ablaze under the mid-upper. The skipper gave the order to prepare and abandon aircraft so I put on my chute and moved out to behind the engineer. The port wing was blazing furiously at this time. The Bomb Aimer had just left the aircraft and the engineer was moving up when the aircraft turned on her side and exploded. The next thing I remember I was falling through the air so I pulled the rip cord and landed about two minutes later.

Training: At No.4 ITS, 10 October to 5 December 1941. Courses in Mathematics (79/100), Armament, practical and oral (81/100), Signals (70/100), Drill (78/100), Law and Discipline (99/100). Placed 91st in a class of 177.

At No.18 EFTS, 8 December 1941 to 13 February 1942. Flew Tiger Moth aircraft (39.05 dual,

36.25 solo of which 12.10 on instruments; also logged ten hours in Link. "Student of fair ability in flying. Has considerable trouble with aerobatics, especially loops and slow rolls. Is keen and willing to learn. With further instruction will make a good service pilot. Good instrument pilot." Ground courses in Airmanship (152/200), Airframes (69/100), Engines (68/100), Signals, Practical (50/100), Theory of Flight (58/100), Air Navigation (174/200), Armament, oral (125/125) and Aircraft Recognition (75/75). Placed 39th in a class of 85.

At No.15 SFTS flew Cranes (33.00 day dual, 25.10 day solo, 4.55 night dual and 20 hours in Link. "A student who has tried hard but is apparently unable to bring his flying up to the standard required for a Service Pilot."

Course at No.7 AOS was 31 August to 18 December 1942. Flew in Ansons (28.25 as first navigator by day, 28.25 as second navigator by day, 22.05 as second navigator by day, 18.20 as second navigator by night). Courses as follows: Navigation, Air Work (553/100), Photography, Air Work (84/100), Elements of \Navigation (416/500), Magnetism and Compasses (89/100), Instruments (49/50), Signals, Practical (60/100), Signals, Written (43/50), Maps and Charts (42/50), Meteorology (72/100), Photography (35/50), Reconnaissance (45/50), Aircraft Recognition (90/100), Armanent (38/50). Placed second in a class of 25. Air work described as follows: "This man is very capable and his air work has always been first class." On ground, "Clever and applies himself well. Has done some good original work." Overall, assessed as follows: "He has carried out his duties as class senior very efficiently. Pleasing personality and well like by the class."

Course at No.29 OTU was 20 April too 13 July 1943. Flew 10.40 as first navigator by day, 5.40 as second navigator by day, 24.10 as first navigator by night, 11.25 as second navigator by night. Assessed as above average. "Proved himself willing and able to deal with difficult conditions on a Nickel raid." (S/L P. Lester, 30 July 1943).

Notes: His service file has a sortie list that differs to some degree from that given above, viz:

23/24 September 1943 - Mannheim
3/4 October 1943 - Kassel
4/5 October 1943 - Frankfurt
8/9 October 1943 - Hanover
18/19 October 1943 - Hanover
3/4 November 1943 - Dusseldorf
18/19 November 1943 - Berlin
22/23 November 1943 - Berlin
26/27 November 1943 - Berlin
23 December 1943 - Berlin

3/4 December 1943 - Leipzig
2930 December 1943 - Berlin
1/2 January 1944 - Berlin
14/15 January 1944 - Brunswick
20/20 January 1944 - Berlin
27/28 January 1944 - Berlin
30/31 January 1944 - Berlin
15/16 February 1944 - Berlin
19/20 February 1944 - Leipzig
20/21 February 1944 - Stuttgart
24/25 February 1944 - Schweinfurt
25/26 February 1944 - Augsburg
1-2 March 1944 - Stuttgart
18/19 March 1944 - Frankfurt - missing.

Described on 29 October 1945 as follows: "The conduct and service attitude of this officer is outstanding. I have no doubt that this officer will do very well." (G/C J.A. Verner, recommending him for Staff College).

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GOURLEY, F/O Daryl Millard (J86353) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 26 November 1918; home in Watson, Saskatchewan. Enlisted in Saskatoon, 18 October 1941. To No.2 Manning Depot, 28 December 1941. To No.14 SFTS (guard), 13 February 1943; to No.6 ITS, 11 April 1942; graduated and promoted LAC, 17 July 1942 but not posted until 15 August 1942 when sent to No.20 EFTS. Ceased training and posted to Trenton, 18 September 1942; to No.5 BGS, 10 October 1942; graduated 4 December 1942 and posted next day to No.1 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 4 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 24 March 1944. Promoted Flying Officer, 24 March 1944. Repatriated 21 December 1944. To No.1 Air Command, 31 December 1944. To Release Centre, 15 March 1945. Retired 19 March 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 13 November 1944 when he had flown 35 sorties (173 hours 40 minutes), 6 March to 4 November 1944.

This officer, as Air Bomber, has successfully completed one tour of operations, comprising thirty-five sorties. He has been engaged in operations over

Dusseldorf, Duisburg, Sterkrade, Frankfurt, and many other heavily defended areas. Pilot Officer Gourlay has shown coolness and devotion to duty of the highest order and his continued courage and keenness to operate is deserving of the finest praise. He sets a high standard of efficiency on operations, and his cheerfulness and courage have been an inspiration to his crew and an example to all, in keeping with the best traditions of the squadron. I strongly recommend that Pilot Officer Gourlay's exceptionally fine operational record be recognized by the award of the Distinguished Flying Cross.

The sortie list was as follows:

6 March 1944 - Trappes (4.50)
7 March 1944 - Le Mans (4.55)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.20)
9 April 1944 - Villeneuve St. Georges (5.40)
10 April 1944 - Ghent (4.05)
18 April 1944 - Noisy le Sec (5.10)
20 April 1944 - Lens (4.10)
1 May 1944 - St. Ghislain (4.30)
8 May 1944 - Haine St. Pierre (4.05)
9 May 1944 - Calais (3.30)
12 May 1944 - Louvain (4.55)
22 May 1944 - Le Mans (5.00)
31 May 1944 - Au Fevre (4.35)
5 June 1944 - Houlgate (4.15)
9 June 1944 - Le Mans (6.00)
12 June 1944 - Arras (4.50)
14 June 1944 - Cambrai (4.00)
16 June 1944 - Sterkrade (4.50)
1 July 1944 - Biennais (4.00)
5 July 1944 - Biennais (3.55)
18 July 1944 - Caen (4.25)
6 August 1944 - Caen (4.40)
8 August 1944 - Foret de Chantilly (5.00)
12 August 1944 - La Neuville (4.00)
15 August 1944 - Soesterburg (4.10)
16 August 1944 - Kiel (4.55)
18 August 1944 - Bremen (5.50)
25 August 1944 - Brest (4.50)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (5.55)
14 October 1944 - Duisburg (5.15)
1 November 1944 - Oberhausen (5.30)

2 November 1944 - Dusseldorf (5.35)

4 November 1944 - Bochum (5.45)

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GOURLEY, FS Ronald James (R50079) - **British Empire Medal** - Station Rockcliffe - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 17 May 1920 at Parry Sound, Ontario (RCAF press release 2659 announcing award). Enlisted in Halifax, 30 October 1939 as Armament Assistant. To No.4 Repair Depot, 6 January 1940. To Trenton, 4 March 1940. Promoted AC1, 27 May 1940. Promoted LAC, 1 June 1940. To No.4 Repair Depot, 7 June 1940. To Trenton, 6 July 1940. Promoted Corporal, 18 September 1940. To No.2 SFTS, 24 September 1940. Reclassified Fitter, 1 October 1940. To No.9 EFTS, 4 October 1940. To No.6 BGS, 23 June 1941. Promoted Sergeant, 1 October 1941. To AFHQ, 3 March 1942. To Mountain View, 4 August 1942. Promoted Flight Sergeant, 1 October 1942. To AFHQ, 27 November 1942. Reclassified Armourer, 1 January 1943. To Rockcliffe, 1 February 1943. To No.1 SAG (whatever that is), 11 February 1943. To Rockcliffe, 29 November 1943. To No.1 Manning Depot, 3 April 1944. To No.1 ITS, 3 June 1944. Qualified as Navigator, 25 August 1944. To Mountain View, 8 September 1944. To No.2 ANS, 3 November 1944. Commissioned 29 March 1945 (J52400). To No.2 Air Command, 7 July 1945. Retired 8 September 1945. Later with Canadian Army (ZC-3220).

This NCO, a senior instructor of aircraft recognition, has become one of the outstanding instructors of this subject as a result of his intense interest and untiring efforts to improve his knowledge of teaching methods. The high standard of the instructors graduating from this school is largely due to his exceptional ability, initiative and devotion to duty.

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GOW, F/O Gordon James (C3784; name also rendered as James Gordon Gow) - **Member, Order of the British Empire** - No.204 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 410/43 dated 12 March 1943. Originally published as "effective 23 December 1942" (AFRO 232/43, 12 February 1943). Effective date corrected in subsequent order. Home in Lethbridge, Alberta. Enlisted in Calgary, 27 January 1941 as Radar Officer; commissioned as Flying Officer that date. Posted to RCAF Overseas Headquarters, 6 April 1941. In South Africa as of January 1943. Promoted Flight Lieutenant, 1 March 1943. Repatriated 19 October 1943. To No.5 Radar School, 2 January 1944. To RAF Delegation, 5 March 1944. To No.2 Technical Support Unit, 16 December 1944. To No.10 Repair Depot, 1 September 1945. Retired 9 October 1945. Genealogical website lists a James Gordon Gow, born in Ontario, 28 February 1911, died in Guelph, Ontario, 9 August 1967 who may (or may not) be this man. No citation found in Canadian sources. Public Records Office Air 2/8871 has recommendation.

By his exceptional knowledge of RAF and Unit radio, Flying Officer Gow has

always achieved a high standard of results in No.204 Squadron, both when his squadron was embarked in the Depot ship, Dumana, and ashore in Gambia, working under most difficult and arduous conditions. He has devised and constructed a radio beacon far in advance of any other in West Africa enabling aircrews to find convoys and return to base under the worst weather conditions. He has worked night and day, personally supervising the construction of the set and training operators, and during the past twelve months, by his personal example, has built up a radio section that would be hard to equal, let alone surpass in the RAF. As well as being an exceptional technician he is a very keen officer who treats his station duties with the same spirit of enthusiasm as he does his specialist work.

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GOW, F/O Lorne Duncan (J89847) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born in Ottawa, 3 August 1920. Enlisted in Ottawa, 7 September 1939 as an Aero Engine Mechanic, serving with No.8 (B) Squadron from 28 October 1939. Promoted AC1, 1 April 1940. Remustered to messman, 21 June 1941. Promoted LAC, 30 November 1941. To Sea Island, 31 March 1942. Remustered to aircrew, 11 April 1942 and posted to No.4 ITS; graduated 15 August 1942 when posted to No.5 EFTS; graduated 10 October 1942 when posted to No.3 SFTS; graduated and promoted Sergeant, 14 February 1943 when posted to No.3 AOS. To No.8 BGS, 25 March 1943. Promoted Flight Sergeant, 5 August 1943. To "Y" Depot, Lachine, 29 February 1944. Left Halifax, 30 March 1944; arrived in Britain 7 April 1944. To No.21 (P) AFU, 25 April 1944; to No.18 OTU, 4 July 1944; commissioned 25 August 1944; to No.11 Base, 30 September 1944. To No.71 Base, date uncertain; to No.150 Squadron, 25 November 1944; promoted Flying Officer, 25 February 1945; to Rufforth, 27 June 1945; to No.63 Base, 2 July 1945; to "R" Depot, 4 July 1945; attached Dishforth, 4 July to 22 July 1945. Repatriated via Yarmouth, 31 July 1945. To Trenton, 5 September 1945. Retired 31 December 1946. Served in Primary Reserve as instructor, 22 June 1956 to 31 March 1958 (London Flying Club, 235459). Died 16 July 1969 as per DVA letter of 21 July 1969. 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."

On a form dated 4 July 1945 he stated he had flown 29 sorties (190 operational hours) plus 240 non-operational hours. His last sorties had been 11 May 1945. Types flown were Oxford (70 hours), Wellington (75), Halifax (45) and Lancaster (240).

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GOWAN, P/O Harry A. (J17018) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 7 October 1943 as per **London Gazette** dated 22 October 1943 and AFRO 2507/43 dated 3 December 1943. Born in Jarvis, Ontario, 10 November 1915; home there. Enlisted in Hamilton, 11 February 1941 and posted to No.1 Manning Depot. To Trenton, 9 April 1941. To

No.1 ITS, 21 June 1941; graduated and promoted LAC, 26 July 1941; to No.1 Manning Depot that date; to No.20 EFTS, 10 October 1940; graduated 6 December 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 28 March 1942. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 27 September 1942. Commissioned 11 March 1943. Promoted Flying Officer, 11 September 1943. Promoted Flight Lieutenant, 29 August 1943. Promoted Squadron Leader, 1 November 1943. Repatriated 22 October 1944. To No.5 OTU, 24 November 1944. Retired 18 September 1945. Died in Jarvis, Ontario, 2000.

As captain and pilot this officer has participated in very many sorties including attacks on Berlin, Dusseldorf, Cologne and Hamburg. On one occasion when attacking the latter city in July 1943, his aircraft was badly damaged by anti-aircraft fire. Despite this, Pilot Officer Gowan successfully completed his attack and afterwards flew the damaged bomber to base. This officer has set a high standard of skill and resolution.

GOWAN, S/L Harry A. (J17018) - **Bar to Distinguished Flying Cross** - No.405 - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944.

Squadron Leader Gowan has completed two tours of operational duty. He has attacked some of the enemy's most heavily defended targets including Berlin, Cologne and Hanover. At all times he has displayed courage, skill and determination of a high order. An exceptional pilot and organizer, he has played no small part in the successes achieved by his squadron.

Note: For a Combat Report from his career (3/4 December 1943) see entry for G.D. Hirschfield.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/dt737.html> provides the following account:

HALIFAX DT737 AT WOMBLETON AIRFIELD

On 30th April 1944 this 1666 Heavy Conversion Unit aircraft was in the process of taking off from Wombleton airfield at 17.25hrs for the pupil's initial flight in a Halifax with an instructor. On the take-off run the aircraft suffered a burst tyre, the aircraft became airborne and a ten minute fly around was carried out to allow the instructor and ground control time to consider the problem and make ready for an emergency landing. At 17.35hrs a landing was made with the instructor at the controls, he managed to stay off the effected wheel for much of the landing but had no option but to settle on it after the aircraft slowed down. The aircraft then ran off the runway and onto soft ground and the damaged wheel hub then dug into the ground. After two violent ground loops the aircraft's tail broke off. The two pilots were unhurt but the aircraft was deemed too badly damaged that it was not repaired. I list the pupil's crew below as it is likely that they were also in the aircraft at the time. Crew were: Instructor Pilot - S/Ldr Harry Gowan, DFC and Bar RCAF (J.17015) of Ottawa, Canada; Pupil Pilot - Sgt Samuel Huston RCAF (R.160295); Navigator - F/Sgt A F Adams RCAF (R.163742); Bomb Aimer - Sgt I M Bernhardt RCAF (R.168299), of Preston,

Ontario; Wireless Operator/Air Gunner - Sgt L H Hartje RCAF (R.180208), possibly from Cavalier, North Dakota; Air Gunner - Sgt D J Hill RCAF (R.168151); Air Gunner - Sgt K S Grant RCAF (R.199276); Flight Engineer - Sgt Frederick William Puttock RAFVR (1451383).

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GOWANS, F/L John Robert (J12820) - **Distinguished Flying Cross** - No.413 Squadron - Award effective 20 December 1944 as per **London Gazette** dated 2 January 1945 and AFRO 471/45 dated 16 March 1945. Born 23 October 1918 in Grand Forks, British Columbia; home there. Educated in British Columbia and Washington State University; former member of COTC. Seasonal work in a jam factory in Kelowna, 1937 and 1938, cook in a forestry camp, 1939-1940 and storeroom clerk in Victoria. Enlisted in Vancouver, 28 August 1941 and posted to No.1 Manning Depot. To Trenton, 25 September 1941. To No.5 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.14 EFTS; may have graduated 13 March 1942 but not posted to No.11 SFTS until 28 March 1942; graduated and commissioned, 17 July 1942. To No.31 GRS, 2 August 1942. To "Y" Depot, 24 October 1942. To RAF overseas, 27 October 1942; disembarked in Britain, 5 November 1942. To No.131 OTU, 30 November 1942. To Station Killadeas, 1 December 1942. Promoted Flying Officer, 17 January 1943. To Stranraer, 1 March 1943. To No.302 Ferry Training Unit, 10 March 1943. To No.413 Squadron, 19 March 1943, arriving at Koggala, 20 April 1943. Detached to Addu Atoll, 29 June 1943. Returned to Koggala, 2 July 1943. Detached again to Addu Atoll, 16-18 July 1943. Promoted Flight Lieutenant, 21 December 1943. Struck off strength of No.413 Squadron, 16 January 1944, supposedly to Home Establishment, but this seems to have been cancelled as he returned to No.413 Squadron, 1 March 1944. Embarked from India, 16 January 1945, arriving in United Kingdom 21 February 1945. Repatriated 8 April 1945. To Western Air Command, 17 April 1945. To No.3 Repair Depot, 26 June 1945. Retired 6 July 1945. High school teacher after the war. Rejoined RCAF Primary Reserve, 2 July 1958 as Administrative Officer in rank of Squadron (53659). Largely employed in Recruiting Unit, Vancouver until retirement, 14 February 1972. Died in Vancouver, 1 January 1991 as per **Legion Magazine** of April 1991. Photo PL-35937 is a portrait. Photo PL-18415 shows him being vaccinated in Ceylon at the hands of F/L G.A. Balck, Aylmer, Ontario, Medical Officer. RCAF photo PL-27861 (ex UK-15774 dated 14 October 1944) shows F/L John R. Gowans (Toronto, Squadron Training Officer, No.413 Squadron), W/C Stan R. McMillan (Edmonton, new CO) and S/L Jofre Woolfenden (Toronto, Flight Commander in Tusker Squadron and formerly of No.117 Squadron in Canada)

Squadron Leader Gowans has completed many long patrols, several of which have been flown in adverse weather. In November 1943, while on a convoy escort, he sighted an enemy U-boat some miles from the convoy. In the face of heavy opposition this officer made two attacks on the submarine which was damaged. Although in the engagement his aircraft was damaged, Squadron Leader Gowans flew it safely back to base. An excellent captain of aircraft, he has consistently set a fine example by his courage and devotion to duty.

From the Operational Record Book of No.413 Squadron, 3 November 1943:

Catalina Y/413 (F/O Gowans and crew) airborne on anti-submarine escort to convoy, relieving Catalina S/205, weather excellent, clear with one-quarter moon. In the course of patrol Y/413 was informed by S.W.O. of convoy that there was a straggler and that air cover was required for it. Flying Officer Gowans set course and found the straggler about five miles behind. At 1540 hours, height 2,000 feet, contact was obtained on ASV [radar] and aircraft homed on blip, first finding a fishing boat and at 1542 hours at 500 feet, sighted an enemy submarine fully surfaced, which on flying over it, altered course 90 degrees to port. F/O Gowans followed it around, momentarily losing sight of it when it got into confused shadows thrown by clouds. After turning through 360 degrees contact was again re-established and submarine sighted still fully surfaced traveling at 16 knots. At attack from 30 degrees starboard and from astern was made dropping four 250 pound Torpex depth charges from 50 feet. As he dropped these the enemy sub altered course another 90 degrees to port and depth charges were seen to explode straddling stern of sub. As he flew along starboard beam, the sub opened fire with what appeared to be a 20 mm cannon. Y/413 returned fire from its port blister, aiming towards the flash and firing ceased. Catalina was hit in the tail plane, making elevator and rudder unserviceable. Message was passed to base to this effect and Flying Officer Gowans was informed that a Liberator was to relieve him. Liberator did not arrive and Flying Officer Gowans set course for Cochin owing to shortage of petrol. The submarine, after the attack, submerged to conning tower depth and was last seen going due south at a greatly reduced speed. Moon went down and contacts were lost. Flying Officer Gowans carried out complete search of area, returning to convoy intermittently until setting course for Cochin.

Training: Interviewed in Vancouver 28 August 1941 by a F/O J.C. Hackney - "Very good type of young man. Smart appearance. Pleasant personality. Keen to fly. Qualified as Observer. Good training in mathematics and science. Should do well in training."

Course at No.5 ITS was 10 November 1941 to 2 January 1942. Courses in Mathematics (150/150), Armament (80/100), Signals (150/150), Aircraft Recognition (99/100), Drill (75/100), Law and Discipline (100/100), Navigation (134/200). Placed 14th in a class of 127. "Very fine type, keen, personable, conscientious and fine student. Recommend commission."

Course at No.14 EFTS was 14 January to 13 March 1942. Tiger Moth aircraft (31.40 dual, 44.20 solo of which seven hours on instruments. Also logged 3.05 on night flying. Spent twelve hours in Link. "Was slow at first due to over-anxiousness but has now settled down into an above average student." (H. Taylor, CFI, 3 March 1942). Ground courses in Airmanship (176/200), Airframes (72/100), Engines (73/100), Signals, practical (90/100), Theory of Flight (83/100), Air Navigation (144/200), Aircraft Recognition (67/75), Armament (119/125). Placed sixth in a class of 39.

Course at No.11 SFTS was 30 March to 17 July 1942 on Crane aircraft 65.20 day dual, 68.20 day solo, 6.55 night dual, 9.50 night solo. Spent 26.30 on instruments and 25 hours in Link. "Steady, capable instrument pilot, slightly lacking in accuracy, his clear hood work in precautionary landings is a little weak; otherwise no outstanding faults." (F/L J.D. Somerville, 15 July 1942). Ground courses in Airmanship and Maintenance (179/200), Armament, written (86/100), Armament, practical (87/100), Navigation and Meteorology (155/200), Signals, written (47/50), Signals, practical (85/100). "Good student. Well liked by his class mates. Came first in ground school." (S/L R.C. Woodhead, 15 July 1942). In air work he was first in a class of 43.

Course at No.1 General Reconnaissance School was 10 August to 10 October 1942. Flew 40 hours 50 minutes by day on Anson navigational work. Described as "Above average. Excellent practical navigator. Captain type - will be best in land-based General Reconnaissance aircraft." Ground courses in DR Navigation (81/100 and 232/300), Astro Navigation (83/100), Compasses and Instruments (129/200), Meteorology (149/200), Signals (95/100), Reconnaissance (180/200), Coding (91/100), Ship Recognition (145/200), Photography (76/100), Visual Signals (Pass). "Above average. Mark not a good indication. Learns quickly. Classroom attitude excellent and shows a fine sense of leadership." Placed eighth in a class of 24.

Course at No.131 Operational Training Unit was 2 December 1942 to 16 February 1943, Station Stranraer. Flew Catalina aircraft (7.55 day dual to first day solo, 18.15 total day dual, 45.55 day solo, 4.40 night dual to first night solo, 5.45 total night dual, 7.05 night solo). Also logged 30.20 as second pilot. Flew 4.10 on instruments. Flying tests in General Flying (270/400), Applied Flying (160/200), Instrument Flying (235/250), Night Flying (70/100) and Link (41/50). Ground courses in Seamanship (210/300), Armament (183/300), Meteorology (76/100), Navigation (155/200) and Signals (66/100). "General flying average. Above average captain."

Operational Badge: Application dated 23 November 1944 stated he had flown 102 sorties (1,009 hours 40 minutes), 25 March 1943 to 31 August 1944, all with No.413 Squadron. However, on reparation he signed a form (27 March 1945) giving his flying time as 1,009 hours 40 minutes on operations (102 sorties, last sortie on 12 August 1944) and 432 hours 35 minutes non-operational. Stated he had "one submarine seriously damaged."

Selected Evaluations: "This officer is above average in every respect as a General Reconnaissance Captain of flying boats and as an officer." (W/C L.H. Randall, 26 June 1944).

"Squadron Leader Gowans is a mature, serious minded service officer who accepts, and looks forward to, his MSO employment as his military contribution to the cause. He blends into the unit routine and with the staff, and is a valuable asset during the summer months, especially when Regular Force staff wish to take their annual holidays, His approach to recruiting is professional both from the outlook of a High School Principal and an RCAF Career Counsellor. He is a decided asset to this office and the RCAF." (S/L E.T. Sherlock, RCAF Recruiting Unit, Vancouver, 18 September 1962.)

"Squadron Leader Gowans has performed miscellaneous duties at this Canadian Forces

Recruiting Centre but has been employed primarily as an interviewing officer. In all duties he has performed cheerfully and well. He is a conscientious officer with a high degree of initiative and ability. His excellent attitude towards the Service coupled with his natural drive make him ideal for MSO duties. He has contributed much not only in the work but also in the camaraderie of this Canadian Forces Recruiting Centre." (Lieutenant-Commander D.A. Robertson, 17 August 1967).

RCAF Press Release No. 26 (Asia) dated 16 March 1944 from "Dumsday", transcribed by Huguette Oates, reads:

SOMEWHERE IN CEYLON: -- Its engines refusing to function, a lone ship straggled in the darkness behind a convoy off India's west coast while a Japanese submarine crept stealthily from behind for the kill, but before the marauder could strike, a young Canadian swept down from the skies to damage the sub and save the convoy.

The young Canuck was F/L Johnny Gowans, J1280, of Grand Forks, B.C., pilot with a Royal Canadian Air Force Catalina flying-boat squadron "Somewhere in Ceylon". The 25-year-old skipper, a veteran of the Canadian squadron, is now officially credited with damaging the submarine. But Johnny's "Cat" did not have everything its own way, the sub giving battle as the flying boat broke off from the attack silhouetted again – at a Crescent moon. Gun fire from the marauder holed the flying boat's tail unit with explosive shells, cutting cables of the elevator trim.

Another Canadian in the aircraft is credited with saving it from further damage. When the sub opened up, WO1 R.E. (Shandy) Limebeer (R91268), Guelph, Ontario, port blister gunner, directed tracers across the enemy's gun flashes and the Jap stopped firing. Flying as second pilot to F/L Gowans was P/O Bob Armstrong (J17911), 3519-27th Avenue, Vancouver, B.C.

Only 25, F/L Gowans graduated from Provincial Normal School, Victoria, B.C. just prior to joining the RCAF. Previously, he studied at the University of British Columbia and the University of Washington. An expert cartoonist, Johnny considered an offer to turn his talents into a profession, once having had an opportunity to work and study under Hollywood's Walt Disney.

"We were on convoy escort off the west coast of India and just as we took over at dusk we noticed there was a straggler about five miles back due to engine trouble," said Johnny. "We watched the straggler closely and as we went back for a sweep around, we made contact with a sub. We homed on to investigate and, at about 800 feet, we saw a surface Jap sub travelling at about 18 knots.

"The sub apparently was trying to sneak up on the straggler and when we passed

over him he did a violent circle to port. We turned down moon to get silhouetted so as we could attack but he cut across the wake and we lost him in darkness. So we turned a little further down moon and started to attack again. This time he was heading right into the moon and it silhouetted him just enough. We went down to 40 feet, tracked over him and dropped four depth charges which straddled the Jap astern. Then, we did a climb to port and as we became silhouetted, he opened fire and holed our tail unit. But our port blister gunner (Limebeer) saved us from further damage when he directed tracer across the sub's flashes and the Jap stopped firing."

The Crescent moon set just about then and the sub was lost in the darkness. It was last seen practically submerged heading away from the convoy. F/L Gowans and his crew have been officially credited with damaging the sub and saving the convoy from attack.

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GOWDA, Sergeant Edson (R50881) - **British Empire Medal** - No.8 Squadron (Canada) - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Name also rendered as Edison Gowda. Born in Edmonton, 22 August 1906. Home in Edmonton (mechanic and shop foreman); enlisted there 8 November 1939 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.8 (BR) Squadron, 29 January 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 July 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 October 1941. To No.119 (BR) Squadron, 26 March 1942. To No.125 Squadron, 19 July 1943. To Eastern Air Command, 29 August 1943. To No.162 (BR) Squadron, 8 October 1944 and proceeded to Iceland. To Sydney, 8 August 1945. To No.4 Composite Flight, Dartmouth, 20 October 1945. To Eastern Air Command Composite Flight, 9 December 1945. To No.426 Squadron, 2 October 1946. Retired 14 December 1946. Living in Sydney, Nova Scotia in 1950. Served again in RCAF Primary Reserve, 9 August 1954 to 4 November 1954 (still in Cape Breton). Died at Baddeck, Cape Breton Island, 30 March 1984.

This NCO has given meritorious service in the squadron and it is in no small part that his skill and diligence have contributed to the efficiency of the squadron. On several occasions, it has been due to his intelligent work that vitally required aircraft have been available for operations. He displayed great gallantry in extricating his injured companions from a crashed and blazing aircraft, with complete disregard for his personal safety. I strongly recommend him for the award of the British Empire Medal for Meritorious Service.

Notes: On 20 November 1940, S/L Blanchard (CO of No.8 Squadron) wrote, "Previous experience in handling men makes this airman above average as a prospective NCO."

Described on 1 October 1941 as "Capable and experienced tradesman. Efficient and exacting Senior NCO." (F/O W. Lord, Engineer Officer, No.8 Squadron).

Involved in an air crash, 4 December 1941; not seriously injured (Bolingbroke 9002, P/O H.H. Russell).

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GOWSELL, WO2 (now F/O) Everett Coulson (Can 9553/C24844) - **Member, Order of the British Empire** - No.10 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Foxboro, Ontario, 12 August 1915. Trucker, 1933-1936. Enlisted as a bandsman in Trenton, 6 July 1936. Promoted AC1, 6 July 1937. Promoted LAC, 1 October 1938. Promoted Corporal, 14 April 1939. Member of first official RCAF band, he played during visit of George VI to Canada. Remustered to Aero Engine Mechanic, 1 July 1939. Promoted Sergeant, 1 September 1941. Promoted Flight Sergeant, 1 October 1940. To No.10 SFTS, 17 February 1941. To No.10 SFTS, Dauphin, 10 February 1942. Promoted WO2, 1 April 1942. To No.7 SFTS, Macleod, 7 December 1942. To Aero Engineer School, 31 December 1942. Promoted WO1, 1 February 1943. Commissioned with rank of Flying Officer, 27 March 1943. To No.1 Officer Training School, 2 April 1943. To No.3 Training Command, 14 May 1943. To No.2 ANS, Charlottetown, 21 February 1944. Promoted Flight Lieutenant, 1 October 1944. To "Y" Depot, 6 April 1945. Embarked from Canada, 13 April 1945. Disembarked in Britain, 22 April 1945. Reported to No.8402 Servicing Echelon, 2 May 1945. Repatriated 18 April 1946. To No. Air Command, Trenton, 27 April 1946. To Air Armament School, Mountain View, 3 July 1946. Reverted 1 October 1946 to WO1. To Station Trenton, 18 March 1947. To Camp Borden, 25 March 1949. To Trenton, 26 September 1949. Commissioned with rank of Flying Officer, 1 September 1951. To Station Saskatoon, 23 March 1952. Awarded Queen Elizabeth II Coronation Medal, 23 October 1953. Promoted Flight Lieutenant, 1 July 1954. To Trenton, 23 July 1957. Retired 12 August 1963. Died 22 May 1993 in Belleville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1993. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

During the period that this Warrant Officer has been employed in the Maintenance Section of this school he has rendered highly meritorious services. He has displayed determination and ability in the execution of his duties and has been directly responsible for the outstanding record of the unit's aircraft reliability during the past twenty-two months.

Recommendation raised 28 January 1943 by F/L G.L. Hobson (Officer Commanding, Maintenance Wing, No.10 SFTS) as follows:

WO2 Gowsell has been particularly neat and efficient in the performance of all his duties. He has shown a determination which is to be commended. This has been a great assistance to his superiors in maintaining the proper support at this unit. During twenty-two months at this Station he has rendered invaluable service in the Maintenance Section.

This was approved by G/C A.H. Wilson (Commanding Officer, No.10 SFTS) the same day (28 January 1943). Approved at No.2 Training Command Headquarters, 24 February 1943, and at AFHQ, 6 March 1943.

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GRACE, P/O Martin Anthony (J19963) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 4 September 1922 in Sturgeon Falls, Ontario; home in Cornerbrook, Newfoundland. Former member of COTC. Enlisted in Halifax, 18 September 1941. To No.5A Manning Depot, 12 September 1941; to No.3 Training Command, 23 November 1941 and assigned to No.5 Manning Depot that date. To No.3 ITS, 17 January 1942; (graduated and promoted LAC, 13 March 1942; to No.23 EFTS, 23 March 1942; to No.12 SFTS, 6 June 1942. Ceased training and posted elsewhere, 24 July 1942; to No.7 BGS, 15 August 1942; to No.9 AOS, 10 October 1942. Graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Commissioned 17 January 1944. Repatriated 28 January 1945. To Moncton, 2 February 1945; to Gander, 14 March 1945; to Eastern Air Command, 23 June 1945. Released 27 September 1945. Died in Middleton, Nova Scotia, 26 April 2012; obituary described him as having completed 60 sorties. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 19 July 1944 when he had flown 46 sorties (260 hours 55 minutes):

30 August 1943 - Rheydt
31 August 1943 - Berlin
3 September 1943 - Berlin
5 September 1943 - Mannheim
6 September 1943 - Munich
22 September 1943 - Hanover
23 September 1943 - Mannheim
27 September 1943 - Hanover
29 September 1943 - Bochum
1 October 1943 - Hagen
2 October 1943 - Munich
4 October 1943 - Mannheim
18 October 1943 - Hanover
3 November 1943 - Dusseldorf
10 November 1943 - Modane
23 November 1943 - Berlin
26 November 1943 - Berlin
4 January 1944 - Stettin
14 January 1944 - Brunswick
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
25 February 1944 - Augsburg
18 March 1944 - Frankfurt
11 April 1944 - Aachen
30 April 1944 - Somain
3 May 1944 - Montdidier
6 May 1944 - Mantes Gassicourt
7 May 1944 - Nantes
12 May 1944 - Louvain
19 May 1944 - Boulogne
22 May 1944 - Dortmund
27 May 1944 - Rennes
31 May 1944 - Tergnier
11 June 1944 - Tours
15 June 1944 - Lens
16 June 1944 - Rennescure
21 June 1944 - St.Martin l'Hortier

23 June 1944 - Bientques
6 July 1944 - Biennais
9 July 1944 - Chateau Bernapre
12 July 1944 - Rollez
17 July 1944 - Mont Condon
18 July 1944 - Cagny

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Pilot Officer Grace has completed 46 operational sorties, twenty of which have been with the Pathfinder Force. Of the heavily defended targets, eight have been the German capital.

This officer is an extremely efficient operator of special equipment used in this squadron. He is a set operator of a crew which carry out the duties of Master Bomber and Deputy Master Bomber in this squadron, and who have had a very successful operational career. His resolute determination in applying himself whole heartedly to his tasks, often under very harassing circumstances, has materially contributed to the success of his crew. He has set a very high standard of devotion to duty, and I recommend him for the award of the Distinguished Flying Cross.

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GRACIE, F/L James Paton (J27655) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 4 June 1922 at Sceptre, Saskatchewan; home there (student). Enlisted in Regina, 2 July 1942 and posted to No.2 Manning Depot. To No.11 SFTS, 19 August 1942 (non-flying duty); to No.7 ITS, 10 October 1942; promoted LAC, 18 December 1942; to No.6 EFTS, 9 January 1943; to No.4 SFTS, 6 March 1943; graduated and commissioned, 25 June 1943; to No.1 GRS, 2 July 1943; to "Y" Depot, 18 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 25 December 1943. Repatriated 7 July 1945. Released 28 September 1945. Began medical studies at the University of Saskatchewan and completed them at the University of Toronto in 1950. He was a well-regarded General Practitioner in North Toronto for 25 years and was the Medical Director for Union Carbide of Canada for 10 years. Died in Toronto, 10 July 2016. RCAF photo PL-45524 (ex UK-24068 dated 3 August 1945) taken at Repatriation Depot, Torquay; airmen cluster around F/L J.P. Gracie (left) and F/L Earl Feener (Liverpool, Nova Scotia, piloted aircraft in Italy and now awards officer at Toquay issuing campaign ribbons. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9112 has recommendation dated 15 April 1945 when he had flown 34 sorties (192 hours 35 minutes).

23 October 1944 - Essen (5.45)
25 October 1944 - Essen (4.50)
28 October 1944 - West Kapelle (3.10)
29 October 1944 - West Kapelle (2.55)
30 October 1944 - Cologne (5.45)
31 October 1944 - Cologne (5.10)
2 November 1944 - Dusseldorf (4.55)
6 November 1944 - Gelsenkirchen (4.30)
16 November 1944 - Julich (4.35)
21 November 1944 - Sterkrade (6.05)
5 December 1944 - Soest (6.20)
6 December 1944 - Osnabruck (6.05)
17 December 1944 - Duisburg (5.55)
28 December 1944 - Opladen (5.15)
29 December 1944 - Koblenz (6.30)
30 December 1944 - Cologne (6.05)
5 January 1945 - Hanover (5.40)
14 January 1945 - Dulmen (6.20)
28 January 1945 - Stuttgart (6.40)
2 February 1945 - Wanne Eickel (5.35)
4 February 1945 - Bonn (5.55)
8 February 1945 - Wanne Eickel (5.45)
14 February 1945 - Chemnitz (8.10)
21 February 1945 - Worms (6.55)
23 February 1945 - Essen (5.15)
24 February 1945 - Kamen (5.50)
14 March 1945 - Homburg (5.55)
15 March 1945 - Hagen (6.05)
19 March 1945 - Witten (6.35)
22 March 1945 - Dulmen (4.40)
24 March 1945 - Sterkrade (6.00)
25 March 1945 - Osnabruck (5.40)
4 April 1945 - Harburg (5.40)
5 April 1945 - Harburg (6.00)

Flight Lieutenant Gracie has carried out a total of 34 attacks against Germany and German-held targets. He has bombed some of the heaviest defended of German targets, including Duisburg, Essen, Hamburg and Cologne.

He has always shown the highest degree of skill, courage and cheerfulness during his operational flying and thus he set a fine example to his crew. On the ground he worked willingly and well and was a very good leader. He is considered worthy of the award of the Distinguished Flying Cross.

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GRAEME, F/O Dudley Brian, AFC (C89555) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 October 1914 in Steveston, British Columbia. Home in Vancouver. Educated at Dawson Public School, 1922-28, King George High School, 1928-32, and King Edward High School, 1932-1933. Employed by Cedar Door Sash and Door Company, 1934-37 (clerk), Canadian White Pine Company (1935-37; went to England to visit timber market there) and J.L. and F. Wilkinson Limited of Liverpool (1937-38; yard manager). Enlisted in RAF, 16 August 1940; promoted to Leading Aircraftman, 16 November 1940 and posted to No.10 EFTS; subsequently posted to No.15 SFTS, 15 January 1941; commissioned 18 May 1941; posted to No.11 Group Flight, 31 May 1941; this unit was subsequently redesignated No.287 Squadron; promoted to Flying Officer, 1 December 1941 (confirmed in rank, 18 May 1942); promoted to Flight Lieutenant, 18 May 1943. Awarded Air Force Cross, 8 June 1944 for services with No.287 (Ant-Aircraft Cooperation) Squadron. NOTE; in application for Defence Medal he stated he joined No.287 Squadron on **1 May 1941**. To No.60 OTU, 9 August 1944; to No.2 General Service Unit, 18 October 1944; to No.107 Squadron, 19 October 1944, reporting 21 October 1944. First sortie was 31 October 1944 (application for 1939-45 Star, although application for France and Germany Star gives date of first sortie as 25 November 1944 - not sure how to explain this). Transferred to RCAF 30 January 1945 (C89555). Last sortie with unit was 26 April 1945. Posted out of squadron, 8 July 1945. Repatriated to Canada, 7 August 1945. Retired 9 October 1945. In a form dated 18 July 1945 he reported that he had flown one operational tour and had flown 38 months on anti-aircraft co-operation duties. His flying totalled 1,420 hours (116 operational in 41 sorties, 1,304 non-operational). The latter had included one year as Officer Commanding Night Flying, No.287 Squadron on anti-aircraft and searchlight cooperation duties. Types flown had been Tiger Moth (48 hours), Oxford (464 hours), Hurricane (13 hours), Lysander (116 hours), Blenheim (46 hours), Master (61 hours), Hudson (15 hours), Defiant (442 hours), Harvard (one hour) and Mosquito (217 hours). Released 9 October 1945. The following information from No.287 Squadron assessments indicate the nature of his work. That dated 19 August 1942 gave his flying time as 550 hours 25 minutes (274 hours five minutes in previous six months) - "This officer has loyalty and tact. Has a good influence and an energising result on

his subordinates. This officer has been in charge of detachment of this squadron for the last 14 months, and has shown above average ability and initiative." That dated 23 July 1943 gave flying time as 966 hours (198 hours in previous six months); he was then Flight Commander, "A" Flight - "With further service experience this officer should make an excellent Squadron Commander. A very fine type of officer, his keenness and general ability are outstanding." That dated 14 July 1944 gave his flying time as 1,190 hours (106 hours in previous six months), still as "A" Flight Commander - "This officer has a high capacity for work and a complete knowledge of the work upon which he is employed; he is however lacking in tact to a marked degree in his handling of those in subordinate positions. This fault must be overcome before he can be considered fit to command". That dated 25 July 1945 (on posting from No.107 Squadron, signed by W/C W. Maher and G/C L.W.C. Bower) stated, "A reliable pilot and capable officer with a quiet manner. Has shown marked initiative in the air, in emergency, on several occasions."

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GRAHAM, WO2 Anthony (R56679) - **Mention in Despatches** - No.9 Construction and Maintenance Unit - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 11 April 1909. Enlisted in Winnipeg, 17 January 1940 as Wireless and Electrical Mechanic. To Western Air Command, 2 February 1940. Promoted AC1, 17 April 1940. Promoted LAC, 17 July 1940. To Coal Harbour, 3 September 1940. To Western Air Command Headquarters, 15 April 1941. Promoted Corporal, 1 October 1941. Promoted Sergeant, 1 March 1942. To No.9 CMU, 6 March 1942. Promoted Flight Sergeant, 4 August 1942. Promoted WO2, 1 February 1944. To Release Centre, 15 October 1945. Discharged 18 October 1945. Died in White Rock, British Columbia, 25 October 1987 as per **Airforce Magazine** of October-November-December 1988.

This non-commissioned officer has shown high capabilities in this Unit in the performance of construction of various communication and electrical projects. He has shown energy and persistence of a very high calibre, and it is largely due to his efforts that urgently required services in this Command have been brought to completion under the most adverse conditions of climate, terrain, material supply, and lack of skilled personnel. His cheerful assumption of responsibilities and his skilled leadership of his men are most praiseworthy, especially in view of the fact that nearly all his work has been done on detachments in isolated locations without the day-to-day supervision of an officer. He has worked long and arduous hours in a most devoted and untiring fashion.

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GRAHAM, G/C Cyril Cuthbert Porter (C1251) - **Officer, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Ottawa, 4 January 1890. Enlisted in Ottawa, 27 October 1939 as an Administrative Officer. Promoted Wing Commander, 1 August 1941. With RCAF Overseas Headquarters as of 24 September 1941. Promoted Group Captain, 13 June 1942. Repatriated 4 April 1945. Released from RCAF, 19 October 1945, settling in Ottawa. Died in Ottawa, 30 January 1968. Photo PL-31606 (ex UK-13060 dated 3 August 1944) shows, left-to-right, a Mr. Guthrie (Air Ministry), G/C C.C.P. Graham, Air Marshal L.S. Breadner, F/L R.S. McCartney, G/C G.G. Morrow, F/L S.F. Hanlon, A/V/M N.R. Anderson. Photo PL-31610 (ex UK-13064 dated 3 August 1944) is captioned as follows: "A/V/M N.R. Anderson, right, chats with G/C C.C. Graham, following his [Anderson's] return from Canada. G/C G.G. Morrow, centre, who made the trip to Canada with the Air Vice-Marshal, looks on. In the background Air Marshal L.S. Breadner, CB, DSC, who was at the airfield to greet A/V/M Anderson, is shown speaking to F/L S.F. Hanlon." RCAF photo PL-31616 (ex UK-13070 dated 3 August 1944) shows A/V/M N.R. Anderson chatting with G.C C.C.P Graham while Air Marshal L.S. Breadner looks on. Photo PL-44951 (ex UK-22555 dated 10 July 1945) shows G/C Graham presenting a medal to Corporal Beverly Calhoun (Toronto), runner-up in women 's RCAF overseas tennis championships. Photo PL-44952 (ex UK-22556) shows him presenting cup to the winner of the matches, Corporal Ruth Elliott, Croydon. This was the second year she had won; she had been evacuated from London during the Blitz, joined the RCAF Women's Division and returned to England in 1943.

This officer joined the Royal Canadian Air Force in October 1939, and organized the small group which proceeded overseas in January 1940 to form the nucleus of our Overseas Headquarters. During a particularly heavy raid on London in the late autumn of 1940, Group Captain Graham led a group of people who were successful in saving a large number of horses from a burning stable. During the rescue Group Captain Graham was injured but carried on until the whole building collapsed. Later in 1940 he was recalled to Canada to assist in organizing the Directorate which was known as Directorate of Airmen Personnel Services. On Group Captain Graham developed a two-fold task, namely, ensuring that the units in the rapidly expanding British Commonwealth Air Training Plan were manned with competent groundcrew and the maintaining of a steady flow of aircrew trainees in the various schools throughout Canada. The task which he faced was onerous but, by his ingenuity and extraordinary capacity for planning, all commitments were met and the schools were maintained at peak efficiency. The results of his efforts may well be judged by the large numbers of training aircrew that graduated from the schools. In his latter appointment as Director of Personnel at Royal Canadian Air Force Overseas Headquarters, he continued to render invaluable service, displaying the same

efficient organization, energy and enthusiasm. His efforts can properly be termed as outstanding.

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GRAHAM, P/O David Dunbar (J18335) - **Distinguished Flying Cross** - No.466 Squadron - Award effective 3 March 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Calgary, 26 July 1922; home in Vancouver; enlisted there 7 August 1941 and posted to No.2 Manning Depot. To No.6 Personnel Holding Unit, 4 October 1941. To No.2 Training Command, 23 November 1941. To No.2 ITS, 21 December 1941; promoted LAC, 14 February 1942; to No.5 EFTS, 28 February 1942; to No.3 Manning Depot, 9 May 1942; to No.36 SFTS, 11 May 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 1 October 1942. To RAF overseas, 27 October 1942. Commissioned 13 August 1943. Promoted Flying Officer, 13 August 1944. Repatriated 3 May 1945; to Western Air Command, 18 May 1945; to No.5 OTU, 22 June 1945; to No.6 OTU, 17 October 1945; to Release Centre, 15 February 1946; released 20 February 1946. Died in Abbotsford, British Columbia, 8 January 2012. RCAF photo PL-32674 (ex UK-13882 dated 26 August 1944) shows him.

This officer has participated in a large number of sorties against various targets in Germany, including several attacks on Berlin. On the last of these, which he undertook recently, Pilot Officer Graham won much praise by completing the mission successfully in the face of considerable difficulty. He is a most skilful pilot and a very understanding captain of aircraft, whose example of courage and devotion to duty has greatly inspired his crew.

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GRAHAM, F/O Edward Bruce (J16364) - **Air Force Cross** - No.2 (O) AFU Overseas - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 1918 in Edmonton. Home in Fort Saskatchewan, Alberta (cadet). Enlisted in Edmonton, 15 May 1941. Trained at No.4 ITS (graduated 5 August 1941), No.5 EFTS (graduated 25 September 1941), and No.7 SFTS (graduated 19 December 1941). Released from RCAF, 30 October 1945. No citation found in Canadian sources. Public Records Office Air 2/8959 has recommendation noting he had flown 404 hours in previous six months.

This staff pilot has constantly devoted himself to his work with outstanding cheerfulness and enthusiasm. He has taken the keenest interest in his flying duties and has studied the work and interests of all trainees flying with him.

GRAHAM, F/L Edward Bruce, AFC (J16364) - **Distinguished Flying Cross** - No.428 Squadron -

Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 19 October 1944 when he had completed 35 sorties (185 hours 20 minutes), 10 May to 15 October 1944.

Flight Lieutenant Graham has completed a successful tour of operations including numerous attacks on important and heavily defended German targets in addition to mine-laying missions in enemy waters. He has shown himself to be an outstanding pilot and a most efficient captain of aircraft. He has always pressed home his attacks despite all opposition and his enthusiastic keenness to operate against the enemy at all times has set a fine example to his crew.

Another version of this submission in the same file is as follows:

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10 May 1944 - Ghent (4.45, second pilot)
12 May 1944 - Gardening (5.00)
14 May 1944 - Gardening (4.40)
24 May 1944 - Trouville (4.35)
27 May 1944 - Gardening (5.10)
31 May 1944 - Mont Couple (3.45)
1 June 1944 - Gardening (4.15)
3 June 1944 - Gardening (3.25)
5 June 1944 - Merville (6.05)
17 June 1944 - Gardening (4.55)
23 June 1944 - Bientques (4.10)
24 June 1944 - Bamieres (4.05)
27 June 1944 - Ardouvale (4.40)
4 July 1944 - Villeneuve St. George (6.35)
12 July 1944 - Acquet (4.20)
18 July 1944 - Wesseling (5.50)
20 July 1944 - L'Hey (3.40, day)
23 July 1944 - Kiel (5.45)
1 August 1944 - Acquet (4.25, day)
3 August 1944 - Bois de Casson (5.30, day)
18 August 1944 - Bremen (6.10)
25 August 1944 - Russelheim (9.25)
27 August 1944 - Mimoyecques (4.20)
29 August 1944 - Stettin (9.45)
6 September 1944 - Emden (4.35, day)
10 September 1944 - Le Havre (4.40, day)
25 September 1944 - Calais (4.55, day)
26 September 1944 - Calais (4.10, day)
27 September 1944 - Bottrop (5.50, day)
28 September 1944 - Cap Gris Nez (5.05)
4 October 1944 - Bergen (6.05)
6 October 1944 - Dortmund (7.25)
14 October 1944 - Duisburg (6.00, day)
14 October 1944 - Duisburg (6.45)
15 October 1944 - Wilhelmshaven (4.55)

This officer has completed a successful tour of operations including sorties against Dortmund, Bergen, Duisburg, Wilhelmshaven, Wesseling, Kiel, Bremen, Russelheim, Stettin, Emden, Bottrop, many French targets and has also laid mines in enemy waters. He has shown himself to be an ideal captain of aircraft, possessing great determination, coolness and courage and an intense desire to press home the attack, undeterred by flak or other opposition. 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.

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GRAHAM, Corporal Elmer John Robert (R74158) - **Mention in Despatches** - No.424 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 4 March 1915. Home in Cobden, Ontario. Enlisted in Ottawa, 28 September 1940 as Electrician. To Technical Training School, 6 December 1940; promoted AC1, 10 May 1941; to No.2 SFTS, 14 May 1941; promoted LAC, 10 August 1941. Promoted Corporal, 1 November 1941. Promoted Acting Sergeant, 6 September 1942. Reverted to Corporal, 11 November 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Repatriated 2 August 1945. Released 21 September 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation dated 7 August 1944 from No.424 Squadron, noting that when recommended he had served 26 months in Canada, six months in Africa, 16 months in UK.

Can.R74158 Corporal Graham, E.J.R. is a most conscientious and able Non-Commissioned Officer in the Electrical Section of the squadron, whose fine work has at all times been worthy of high praise. Called upon to do very delicate work with the most painstaking accuracy, he has always displayed keenness and enthusiasm which has set a splendid example for all others to follow.

I consider Corporal Graham has unselfishly and cheerfully contributed far beyond the mere call of duty, and therefore unreservedly recommend him for a Mention in Despatches.

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GRAHAM, F/O George Thomas (J14729) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 27 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 15 July 1921 in Hanna, Alberta (birth date on MI.9 report). Educated in Saskatoon, 1927 to 1939 including numerous courses in woodwork and electrical work, Saskatoon Technical School, 1935 to 1939. Worked as a carpenter in Saskatoon (also gave his occupation as poultry and apiary manager); enlisted there 27 January 1942 and posted to No.2 Manning

Depot. To Calgary, 10 April 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.2 BGS; graduated 29 August 1942 when posted to No.4 AOS; graduated and commissioned 9 October 1942. To "Y" Depot, Halifax, 24 October 1942 To RAF overseas, 27 October 1942. To No.22 OTU, 24 November 1943. To No.1659 CU, 10 March 1943. To No.405 Squadron, 3 April 1943. Promoted Flying Officer and posted to No.419 Squadron, 9 April 1943. Missing, 17 September 1943 (Halifax LW240, VR-S). Reported safe in Gibraltar, 25 October 1943. Arrived in Britain 28 October 1943. Repatriated to Canada, 25 November 1943. To No.7 ITS, Saskatoon, 15 January 1944; to No.24 EFTS, Abbotsford, 20 May 1944; to No.26 EFTS, Neepawa, 3 June 1944; to No.7 BGS, Paulson, 25 July 1944; promoted Flight Lieutenant, 9 October 1944; to No.5 OTU, Boundary Bay, 10 October 1944; to No.23 EFTS, Davidson, 2 December 1944; to No.18 SFTS, Souris, 24 February 1945 until 13 September 1945 Released 20 September 1945.

In air operations this officer has displayed courage and fortitude of a high order.

On the night of 17 September 1943 his aircraft was returning from a raid on Modane when it was attacked by a night fighter and so damaged that the crew baled out. The crew consisted of F/L A.M. Quaille (RAF, pilot, POW), P/O L.E. Aspinall (RCAF, navigator, POW), Graham (evader), Sergeant L.F. Martin (RCAF flight engineer, POW), FS T.J. Bright (RAF, WOP), Sergeant E.E. Bowden (RCAF, 2nd pilot, POW), F/O H.F.E. Smith (RCAF, gunner, evader), and F/L B.L. Kenyon, DFC (RAF, rear gunner, Squadron Gunnery Officer, on his 44th sortie; POW).

On 20 September 1943, W/C Fleming, Commanding Officer, No.419 Squadron, wrote to his mother:

I presume you have already been informed that your son, Pilot Officer George Thomas Graham, has been posted as missing from operations on the night of September 16th, 1943. His operation was an attack on a very important target in South Easter France and was very successful. Unfortunately nothing has been heard of your son's plane since take-off and its loss can only be attributed to enemy action; however, due to the location of the target we are hopeful that all or part of the crew may yet escape or at worst, if they landed safely, be prisoners of war.

Pilot Officer Graham was with us for five months and during that time had taken part in 22 attacks on the enemy. These included some of the recent heavy raids on Berlin, Hamburg and Nuremberg and a number of sorties to the northern Italian towns. George was a rather quiet lad but was always cheerful and seemed to find something of interest in practically everything. His determination to get his bombsights right on the aiming point, irrespective of

enemy opposition, was well known and appreciated. In all, he had the likable personality and fine qualities that go to make the ideal crew member.

If any further news comes to hand, you may rest assured you will be notified immediately.

Pilot Officer Graham's kit and personal effects have been collected and will be forwarded to the Central Depository, Colnbrook, Slough, Bucks who, after completion of the necessary details, will communicate with you as to their disposal.

May I express my sincere sympathy with you in your great loss and hope that better news may follow.

On 10 November 1943, he filed a form stating that he had flown 22 sorties (165 operational hours) and that his total flying time was 380 hours. He expressed a desire to retrain as a pilot. On another form he recorded his flying times as follows: Wellington (60 hours), Halifax (240), DC-3 (nine), Anson (72), Battle (25), Norseman (one).

Public Record Office WO 208/3316 has MI.9 report based on interview of 29 October 1943.

I was a member of the crew of a Halifax bomber which took off from Middleton St. George at 1845 hours on 16 September 1943 to bomb the railway junction at Modane. We bombed our target and on the homeward journey we were attacked within sight of the French coast by a night fighter. Both port engines caught fire; we had orders to bale out.

I came down at 0225 hours on 17 September in an open field by a river, southeast of Lisieux. I buried my kit in the neighbourhood and started to walk in a southwesterly direction. I did not speak to anyone until the evening of 19 September. At ten kilometres from Camembert (North-West Europe 1:250,000, Sheet 7 and 29, south of Lisieux) I saw some people milking cows. I approached these and after some discussion an old man took me to his house and his wife gave me food and milk.

After they had convinced themselves of my bona fides, the old man's son-in-law took me to a hayloft and told me that he would return at 0600 hours. He duly returned and I was taken to another barn, where I stayed until 1330 hours (20 September). He turned up again with a bicycle for me, and took me to another hiding place about eight kilometres away, and about four kilometres from Camembert.

He left me and returned at about 1730 hours with a girl and some wine and food. She gave me to understand that her husband and talk English and that they would return. They turned up at 2000 hours, bringing an old lady with them, and took me to the old lady's house. Here I was given civilian clothes and food, and taken to an adjoining home for the night. The next morning I was taken in a covered cart to Vimoutieres (North-West Europe 1:250,000, Sheet 7, twenty kilometres south of Lisieux), and from here by bus to Lisieux. I stayed in a house here until 25 September while the owner was trying to get into contact with an organisation. After this date my journey was arranged for me.

For more on the circumstances of his being shot down, see award entry for Leonard Frank Martin, DFM.

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GRAHAM, F/O Gordon Vimy (J87582) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 17 January 1918 in New Westminster; home in London, Ontario (farmer). Formerly with Royal Canadian Artillery. Enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 1 July 1942. To No.14 SFTS (non-flying duty), 14 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.7 EFTS until 7 February 1943; course completed 2 April 1943 but not posted to No.5 SFTS until 17 April 1943. Graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 12 September 1943. Commissioned 1 July 1944. Promoted Flying Officer, 1 January 1945. Repatriated 1 June 1945; released 20 September 1945. Died in Flint, Michigan, 21 September 2006 as per **Legion Magazine** of May/June 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 15 April 1945 when he had flown 38 sorties (200 hours 51 minutes), 6 October 1944 to 8 April 1945.

6 October 1944 - Gelsenkirchen (4.31)
7 October 1944 - Cleves (4.53)
14 October 1944 - Duisburg (5.54)
15 October 1944 - Duisburg (1.07)
15 October 1944 - Wilhelmshaven (4.34)
29 October 1944 - Westkapelle (2.56)
30 October 1944 - Cologne (6.16)
31 October 1944 - Cologne (4.54)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (4.57)
16 November 1944 - Julich (4.47)
29 November 1944 - Essen (5.43)
2 December 1944 - Hagen (6.27)
5 December 1944 - Soest (6.12)
18 December 1944 - Duisburg (6.08)
29 December 1944 - Coblenz (6.29)
30 December 1944 - Cologne (6.00)
2 January 1945 - Ludwigshaven (6.58)
5 January 1945 - Hanover (1.24)
6 January 1945 - Hanau (6.38)
12 January 1945 - Saarbrucken (6.38)
28 January 1945 - Stuttgart (7.28)
2 February 1945 - Wanne Eickel (6.09)
4 February 1945 - Bonn (6.00)
8 February 1945 - Wanne Eickel (6.09)
13 February 1945 - Bohlen (8.22)
21 February 1945 - Worms (6.40)
24 February 1945 - Kamen (5.37)
27 February 1945 - Mainz (6.52)
2 March 1945 - Cologne (5.33)
12 March 1945 - Dortmund (5.42)
13 March 1945 - Wuppertal (5.28)
15 March 1945 - Bottrop (5.16)
22 March 1945 - Dulmen (4.45)
24 March 1945 - Sterkrade (5.24)
25 March 1945 - Osnabruck (5.11)
4 April 1945 - Harburg-Rehnanian (5.32)
8 April 1945 - Hamburg (5.32)

This officer has now completed his first operational tour consisting of 38 sorties involving a total of 200 hours.

He has always pressed home his attacks with the utmost determination showing commendable disregard for his own safety. His courage, skill and determination in action have been an inspiration to his crew.

For his fine operational record and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

NOTE: The Station Commander seconds this on 22 April 1945; for once his remarks are longer than the original submission:

This officer has completed an excellent tour of 38 sorties in the comparatively short period of six months and all the targets attacked have been in Germany with two exceptions.

He has proved himself a superior captain of aircraft and under his guidance his crew have developed into one of the best in the squadron. His cheerful disregard of danger and his cool concentration on accurate bombing have been an example to new crews in the training of which he has taken the greatest interest throughout his tour.

For his excellent example as an operational captain and for the fine record he has achieved, the award of the Distinguished Flying Cross is strongly recommended.

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GRAHAM, F/L Jack Ross (C9806) - **Air Force Cross** - RCAF Station St.Hubert - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945 - Born in Toronto, 3 July 1917 (date from RCAF Press Release 4907 announcing award) . Educated there. He was a flying instructor with the Curtiss Reid Flying Service. Enlisted in Ottawa, 14 January 1942, commissioned that date and posted to No.1 Manning Depot. To Central Training School, 7 February 1942. To No.9 Repair Depot, 8 June 1942. Promoted Flying Officer, 1 September 1942. To No.1 Central Navigation School, 26 April 1943. Promoted Flight Lieutenant, 1 August 1943. To No.301 Conversion Unit, 15 October 1944; to Station Lachine, 17 July 1945. Released 5 November 1945. Total flying hours to date: 1,110; flying in previous six months: 777 hours.

This officer has commanded this Communications Flight in a most satisfactory manner for over a year. He has displayed exceptional initiative and organization ability and, by his outstanding example as a pilot and leader, has built a very efficient unit. He is a skilful pilot, whose devotion to duty is most praiseworthy.

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GRAHAM, F/O Malcolm Grant (J29088) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 30 June 1921 at Exeter, Ontario. Home in Dutton, Ontario (medical student and COTC). Enlisted in Toronto, 13 July 1942 and posted to No.1 Manning Depot. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.23 EFTS until 6 February 1943; may have graduated 2 April 1943 but not posted to No.14 SFTS until 17 April 1943; graduated and commissioned, 6 August 1943. To No.1 OTU, Bagotville, 27 August 1943; to "Y" Depot, 19 November 1943; to United Kingdom, 19 November 1943; arrived there 1 December 1943. Added training at No.61 OTU (January to April 1944). Promoted Flying Officer, 6 February 1944. Served with No.126 Squadron, May-August 1944, and No.411 Squadron 15 August 1944 to 6 April 1945. Repatriated to Canada, 23 July 1945 and released 8 September 1945. Returned to RCAF, 1 November 1948 as Flying Officer. To No.410 Squadron, 11 January 1949. To No.1 (Fighter) OTU, Chatham, 25 June 1951. Promoted Flight Lieutenant, 1 January 1952. To Air Defence Headquarters, 22 June 1952. To No.1 (Fighter) OTU, 21 December 1953. To No.2 (Fighter) Wing, 9 May 1956. Retired 16 February 1960. Credited with the following victories (the first flying Spitfire MJ474; others on MK788): **28 September 1944**, one FW.190 destroyed; **27 December 1944**, one Bf.109 destroyed; **31 December 1944**, one FW.190 destroyed; **1 January 1945**, two FW.190s destroyed. Photographs PL-48386 and PL-48391 show him.

Flying Officer Graham has displayed exceptional keenness and determination on operations. He has participated in many fighter operations, armed reconnaissances and dive bombing sorties, destroying five enemy aircraft, two of them in one sortie. In addition to this, Flying Officer Graham has destroyed many ground targets. As a section leader this officer has set an outstanding example of fearless leadership combined with excellent judgement and dependability.

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GRAHAM, FI/O Marion Margaret (V30042) - **Mention in Despatches** - No.4 Group Headquarters - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30

June 1944. Born in Newton Robinson, Ontario, 25 August 1902 (birth date in obituary); educated at Nutana Collegiate, Technical School, Normal School, and University of Saskatchewan. Enlisted in Saskatoon, 20 October 1941. Commissioned as Section Officer, 1 December 1941 in Administration. Posted to No.4 SFTS, 22 January 1942. To No.3 SFTS, 14 July 1942. Promoted Flight Officer, 1 November 1942. To No.4 Group Headquarters, 31 July 1943. To AFHQ, 14 April 1944 to command Princess Alice Barracks, Ottawa. Promoted Squadron Officer, 1 October 1944. Released 8 August 1945. Rejoined RCAF, 27 September 1951 as Flight Lieutenant (Administration), No.406 (Auxiliary) Squadron. Awarded Queens Coronation Medal, 26 October 1953 (card says with AFHQ but more likely still with No.406 Squadron). To No.18 (Auxiliary) Wing Headquarters, 13 July 1955; to No.23 (Auxiliary) Wing Headquarters, 12 June 1956; to No.18 (Auxiliary) Wing Headquarters, 19 June 1957. Retired again 1 January 1958. Died in Saskatoon, 23 April 1995, age 92.

This officer has displayed exceptional qualities of ability and devotion to duty and her untiring efforts in building up an esprit-de-corps amongst the airwomen under her command have been a shining example to all airwomen in the Women's Division. She has continually put the interests of the airwomen before her personal pleasures and has devoted many efforts over and above the normal line of duty.

RCAF press release 6259 issued 21 June 1945, read in part:

SQUADRON OFFICER GRAHAM TO TAKE UP NEW GOVERNMENT POSITION

Squadron Officer Marion Graham, former officer commanding the Women's Division Barracks on Argyle Street, is retiring from the RCAF to take over a new position in the Department of Labour as Supervisor of Vocational Training for Ex-Service Women in Canada. Her place at the head of the Princess Alice Barracks in Ottawa is being taken by Flight Officer Barbara Burton of Hamilton.

Squadron Officer Graham's new responsibilities will consist of supervising training plans for ex-service women; organizing suitable training projects to fill the need for women returning to civil life; keeping a close liaison with the Women's Services and women's national groups; keeping in contact with National Selective Service with regard to training opportunities and placement prospects.

Her experience in educational work in Saskatchewan and Montreal combined with her extensive experience with servicewomen fits her well for such a responsible position.

Enlisting in the RCAF Women's Division (then the CWAAF) in October 1941, she has been senior officer in charge of WD Administration at Lethbridge, Saskatoon, Calgary and Prince Rupert, before her posting to the command of the Princess Alice Barracks in Ottawa on April 18th, 1944. During her service here she has made many innovations in the organisation of activities for the airwomen. It was Miss Graham who instituted the system of an Airwomen's Council in the barracks, a democratic organisation made up of chosen representatives of the girls, which handles the extra-curricular activities of the 800 women who live there.

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GRAHAM, P/O William (J7528) - **Mention in Despatches** - No.11 Squadron (Canada) - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Vancouver, 13 January 1919; home there. Enlisted in Vancouver, 8 January 1941 and posted to No.2 Manning Depot. To No.10 SFTS, non-flying duties, 12 February 1941. To No.2 ITS, 9 April 1942; graduated and promoted LAC on 14 May 1941 and posted that date to No.8 EFTS; to No.3 SFTS, 2 July 1941; graduated and commissioned, 20 September 1941. To Eastern Air Command, 21 September 1941. To No.11 (BR) Squadron, date not shown. Promoted Flying Officer, 20 September 1942. To No.10 (BR) Squadron, 21 May 1943. To Eastern Air Command, 14 May 1944. Posted to Release Centre, 19 August 1945. Released 20 September 1945. Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation.

This officer had completed 70 operational flights with a total flying time on patrol of 310 hours over a period of eight months. His total time for this period is 500 hours. He has carried out two excellent attacks on enemy submarines. He is exceedingly enthusiastic and competent in his performance of all flying duties.

GRAHAM, F/L William (J7528) - **Air Force Cross** - No.11 (BR) Squadron - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943.

Since being mentioned in despatches this officer has continued to show exceptional valour and devotion to duty. he has now completed 162 operational war flights totalling nearly 800 hours. On two occasions his attacks on enemy submarines were pressed home with great determination. He is exceedingly enthusiastic in his performance of all flying duties.

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GRAN, F/O Joseph Cyriac Raymond (J88170) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 14 October 1922 in Moose Jaw; home there (student). Enlisted in Saskatoon, 31 January 1942 and posted to No.2 Manning Depot. To No.5 BGS, 11 April 1942 (non-flying duty); to No.4 ITS, 25 May 1942; graduated and promoted LAC on 31 July 1942 but not posted until 12 September 1942 when sent to No.19 EFTS. Ceased training, 9 March 1943 and posted to No.2 Manning Depot; to No.5 BGS, 2 April 1943; to No.1 CNS, 26 June 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 3 July 1944. Repatriated 7 July 1945. Released 3 October 1945. Died at Peter Pond Lake, Saskatchewan, 1959. RCAF photo PL-40356 (ex UK-17174) shows a 12,000-lb bomb with WO2 Alfred "Lucky" Holmes on top, and left to right, F/O D.M. MacDonald (Trail, British Columbia), Flight Sergeant H.A. "Bud" Fisher (Dauphin), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). RCAF photo PL-40357 (ex UK-17175 dated 6 December 1944) show, left to right, F/O D.M. MacDonald (Trail, British Columbia), WO2 Alfred "Lucky" Holmes, Flight Sergeant H.A. "Bud" Fisher (Dauphin, dressed as Father Christmas), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). 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 13 March 1945 when he had flown 29 sorties (171 hours 49 minutes), 27 May 1944 to 14 March 1945.

* denotes daylight sortie

27 May 1944 - Marsmlines (3.40)
31 May 1944 - Maisy (3.45)
1 June 1944 - Winereux (3.45)
5 June 1944 - La Pernvelle (4.20)
6 June 1944 - Caen (4.35)
8 June 1944 - Pont au Bault (4.40)
21 June 1944 - Gelsenkirchen (4.10)
19 July 1944 - Revigny (4.20)*
30 July 1944 - Cahagnes (5.05)*
31 July 1944 - Rilly la Montagne (4.45)*
1 August 1944 - Mont Candon (4.30)*
4 August 1944 - Etaples (3.40)*
9 August 1944 - La Pallice (6.00)*
13 August 1944 - Brest (4.30)
15 September 1944 - **Tirpitz** (7.10)
15 October 1944 - Sorpe Dam (5.20)
29 October 1944 - **Tirpitz** (12.05)

12 November 1944 - **Tirpitz** (11.25)
26 November 1944 - Munich (9.15)
11 December 1944 - Urft Dam (4.55)*
17 December 1944 - Munich (9.20)
28 December 1944 - Oslo (6.55)
8 February 1945 - IJmuiden (2.50)
14 February 1945 - Altenbeken (6.15)
4 March 1945 - Dortmund Ems Canal (5.35)
7 March 1945 - Sassnitz (9.15)
12 March 1945 - Essen (5.14)
14 March 1945 - Augsburg (4.50)

This officer has completed 29 operational sorties as Air Bomber. The majority of his targets have included those requiring precision bombing, frequently in the face of strong defences. He took part in all the three important operations of the battleship "TIRPITZ" but was prevented from bombing in the last attack, because his aircraft had to return when only 100 miles from target. In the first two attacks on the battleship, owing to bad visibility, he made several runs over the target before he was satisfied that he could drop his bombs accurately. During all the operations against the "TIRPITZ", Pilot Officer Gran assisted his captain and navigator in providing accurate pin points. He has at all times shown great keenness to operate and has taken great pride in hitting his targets.

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GRANDA, F/O Armando Honorio (J86990) - **Distinguished Flying Cross** -No.102 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 24 June 1914 in Asturias, Spain; home in Montreal (bookkeeper). Enlisted in Montreal, 18 November 1941 and posted to No.2 Manning Depot. To No.41 SFTS (non-flying duty), 19 January 1942. To No.2 ITS, 14 March 1942; graduated and promoted LAC 5 June 1942 but not posted to No.3 AOS until 20 June 1942. Detached for a time to No.3 ANS (dates uncertain). Graduated and promoted Sergeant on 11 November 1942. To "Y" Depot, 25 November 1942. To RAF overseas, 10 December 1942. Commissioned 7 June 1944. Repatriated 21 February 1945. To No.1 Air Command, 13 March 1945. To Station Mountain View, 22 April 1945. To No.1 Central Navigation School, 2 June 1945; to Mountain View again, 16 July 1945. Released 28 August 1945. In oil business in Columbia after the war. RCAF photo PL-35099 is captioned as follows: "Three sisters and a brother and nephew were out in the early hours of the morning at Lachine Repatriation Depot to greet F/O Armando Granda of Montreal on his arrival from overseas. Mary and Lue are on his left while his brother, Captain A.M. Granda, who returned from overseas Christmas Day, is on the right with another sister,

Mrs. J.W. Soares and her son, Carlos." 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 39 sorties (164 hours 30 minutes), 24 May to 30 November 1944. Sortie list indicates he was in crew of F/L James F. Weaver.

www.bombercommandmuseumarchives.ca

24 May 1944 - Colline Beaumont (3.25)
27 May 1944 - Bourg Leopold (4.00)
31 May 1944 - Trappes (5.05), two combats with FW .190
2 June 1944 - Haringzelles (3.05)
4 June 1944 - Boulogne (3.55)
5 June 1944 - Maisy (5.15)
6 June 1944 - St.Lo (5.00)
8 June 1944 - Alencon (5.20)
11 June 1944 - Paris (4.40)
16 June 1944 - Sterkrade (4.50)
19 June 1944 - Domleger (2.00), recalled
1 July 1944 - St.Martin l'Hortier (3.50)
4 July 1944 - Domleger (3.40)
6 July 1944 - Marquise (3.15)
7 July 1944 - Caen (3.45)
12 July 1944 - Les Hauts Buissons (3.35)
17 July 1944 - Bois de la Haie (3.50)
18 July 1944 - Vaires (4.30)
20 July 1944 - Ardouval (3.45)
24 July 1944 - Stuttgart (8.30, Ju.88 shot down.)
25 July 1944 - Wanne Eickel (4.15)
28 July 1944 - Foret de Nieppe (3.00) early return,
2 August 1944 - Foret de Nieppe (3.30)
5 August 1944 - Foret de Nieppe (3.10)
7 August 1944 - Caen (4.30), ordered to abandon mission.
8 August 1944 - Bellecroix (3.30)
25 August 1944 - Wemars Cappel (3.50)
27 August 1944 - Homberg (4.10)
1 September 1944 - Pourchinte (3.10)
9 September 1944 - Le Havre (3.10)
11 September 1944 - Gelsenkirchen (4.20)
21 October 1944 - Hamover (1.50), recall
23 October 1944 - Essen (5.25)
30 October 1944 - Cologne (5.50)
6 November 1944 - Gelsenkirchen (4.55)
16 November 1944 - Julich (4.35)
29 November 1944 - Essen (5.40)
30 November 1944 - Duisburg (5.40)

Pilot Officer Granda has recently completed a tour of 36 operational sorties as navigator in Bomber Command aircraft.

His sorties have included attacks against strongly defended targets in Germany including Stuttgart, Wanne Eickel, Gelsenkirchen, Essen, and Cologne. In addition he has operated against a number of targets in enemy occupied territory. Throughout his tour Pilot Officer Granda has shown great skill as a navigator and the successful completion of a number of difficult attacks has been largely due to the fact that he made good use of the navigational aids available to him.

On one occasion when returning from Stuttgart his aircraft was attacked by a Ju.88 which was shot down. He successfully navigated the badly damaged aircraft back to base,

It is considered that Pilot Officer Granda's excellent all-round record fully merits the award of the Distinguished Flying Cross.

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GRANDA, F/O John Louis (J17354) - **Air Force Cross (Greece)** - No.13 Squadron - Award effective 5 July 1944 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. Also given in AFRO 388/46 of 12 April 1946 and cancelled by AFRO 4734/46. Born in Asturias, Spain, 11 October 1917. Educated in Montreal, 1923-1935; store clerk and tobacco shop proprietor to outbreak of war and served with 17th Duke of York's Royal Canadian Hussars, 17 May 1937 to 21 September 1939. Enlisted in Montreal, 1 July 1940. To No.1 ITS, 22 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 16 February 1941 and promoted Sergeant. Embarked for overseas, 5 April 1941; to No.17 OTU, 7 June 1941; to No.82 Squadron, 29 August 1941; to Middle East, 1 October 1941; promoted Flight Sergeant, 1 November 1941; to No.55 Squadron, date uncertain but in application for 1939-1945 Star he stated he had been with that unit from 16 October 1941 onwards and his first sortie had been 8 November 1941, "Gazala, bombing operations"; he appears to have completed his first tour about 28 April 1942; posted to India for instructional duties; flew a second tour from 28 October 1942 to 12 May 1943; promoted Warrant Officer, 2nd Class, 1 November 1942; commissioned 28 January 1943; to No.205 Group, 9 June 1943; to No.70 OTU, 4 July 1943; promoted Flying Officer, 28 July 1943; to RAF Station Shandur, 1 July 1943; attached to No.13 (Hellenic) Squadron, 25 January to 21 March 1944 when sent to Station Shandur; re-attached to No.13 (Hellenic) Squadron, 19 April 1944 to 3 November 1944 (in claiming Italy Star he reported a sortie with No.13 Squadron on 24 May 1944, "Bombing Operation on railway bridge, Pesaro, Italy"); on staff at various units, Middle East late 1944 until 7 January 1945 when he disembarked in Britain; promoted Flight

Lieutenant, 28 January 1945; posted to Canada 9 March 1945; to No.5 OTU, 22 June 1945; released 27 September 1945. Attended Law School in British Columbia and McGill University. Served in RCAF Auxiliary, 4 September 1953 to 31 March 1955 (Fighter Controller to 30 March 1954 and Legal Officer thereafter). Most of his time spent in the Montreal area with No.2401 Aircraft Control and Warning Squadron and with No.438 Squadron. Photo PL-35341 shows him. DHist file 181.009 D.3386 (RG.24 Vol.20638) has the following entry dated July 6th, 1944.

Air Ministry advised (File 65-10-8) that the Greek Authorities wished to confer their Air Force Cross on F/O J. Granda, J17374, in recognition of his valuable work as an instructor of flying personnel on No.13 Squadron, medium bombers. A Letter was prepared for the A.O.C.-in-C's signature, to the Under Secretary of State for Air, accepting this award on behalf of the officer concerned. This section advised the High Commissioner's Office, Canada House, of this award, and asked that External Affairs could be advised of the matter also.

NOTE: Public Records Office Air 2/9147 (dealing with Greek awards) has more. The Greeks initiated the award in May 1944 by offering their Air Force Cross to three officers - F/L C.V. Boyle (RAF 109538), F/O D.R. Harper (RAF 149118) and to Granda. A letter from the Greek Embassy to the British Foreign Office dated 4 May 1944 explains:

The Greek Air Ministry state that these officers as instructors of flying personnel of the 13th Squadron of Medium Bombers, gave proof of exceptional capacity and eagerness having completed with the least possible delay the instruction of a substantial number of crews.

Subsequent correspondence (pages of correspondence bearing dates were not copied, unfortunately, but it seems to have begun around July 1945 and was continuing into 1949) indicates that the Greeks wished to cancel this award and substitute another - the Silver Cross of the Royal Order of the Phoenix or the Silver Cross of the Order of George I (Fifth Class) - the change to include Harper as well as Granda. This does not appear to have happened. An explanation relative to the latter award appears; it was because Harper and Granda

...during their employment as instructors of the 13th M.E.B. they did their best to convert the squadron of general reconnaissance to a light bomber squadron and contributed to its great operational yield.

On a form dated 1 February 1945 (on repatriation) he claimed two operational tours and one non-operational tour; 320 operational and 430 non-operational hours flown (143 sorties) and his last sortie conducted on 28 October 1944. He indicated he had flown 180 hours on Blenheims and 570 hours on Baltimores in the Western Desert, North Africa, Italy and over

Yugoslavia.

On 14 June 1944 the Commanding Officer, No.13 (Hellenic) Squadron wrote to him state, "You have been Mentioned in Despatches by the Greek Air Ministry on 1st June 1944 for active participation in the successful operation of 29th May 1944, as a member of the crew of the leading aircraft." This was confirmed by a further letter from the Commanding Officer, No.13 (Hellenic) Squadron dated 1 July 1944.

An assessment dated 11 July 1944 is interesting. He was still with No.13 (Hellenic) Squadron and was reported to have flown 676 hours (75 in previous six months). Squadron Leader P. Papapanayotou wrote:

A very good officer and extremely capable. Speaks Spanish and French fluently; has shown great understanding of his Greek colleagues with whom he is extremely popular. Has proved a very efficient advisor and has worked very hard in the training of RHAf aircrew with very good results.

In a letter dated 20 November 1953 to A/V/M A.L. James he described his war experiences as follows:

Arrival in England in April of 1941, further training and OTU. Posted to 82 Squadron at Bodney, a Blenheim squadron performing low level shipping strikes and inland raids over France and Germany. This in the early part of August 1941.

Arrival in the Middle East, flying own plane via Gibraltar, Malta and Cairo, on the 10th of October 1941, and posted to 55 Squadron shortly thereafter, remaining with said squadron on operations, flying Blenheims, until 20th of April 1942. The operational flying of 55 Squadron consisted mainly of shipping raids and cloud cover operations bombing enemy harbours. This, therefore, terminated my first tour and I was posted to India, on a rest, as an instructor.

Recalled to the Middle East, converted to Baltimores, in June 1942 and commenced second tour to harass and attack the advancing enemy, under Rommel, who was rapidly threatening Alexandria, Cairo and the all important Suez Canal. Operations during the Battle of El Alamein, pursuing retreating enemy until the successful termination of the campaign in Tunisia. Posted for a second rest from Tunisia to Suez, as an instructor, June 4th, 1943. Posted to 13 Royal Hellenic Squadron on January 26th, 1944, as the Commanding Officer of all RAF flying and ground personnel, consisting of some sixty persons. Completed

third tour, bombing of enemy installations, and close Army Co-Operational raids. Awarded the Greek Air Force Cross, mentioned in their despatches.

Returned to Canada in March 1945.

I would like to add that during the course of the three operational tours, I was injured in action on three occasions, and wounded in action on one occasion.

RCAF Press Release No. 4420 dated 31 October, 1944, transcribed by Huguette Oates, reads:

WITH THE RCAF IN ITALY: -- F/O John Louis Granda, air-gunner, Montreal, Quebec, has been mentioned in Hellenic Air Force dispatches for his part in operations with a Greek Baltimore squadron, which recently joined the Balkan Air Force. F/O Granda is one of 15 British and Dominion air-gunners who more than a year ago entered the light-bomber squadron because the Greeks lacked aircrew of this category. The pilots and navigators are all Greek.

These air-gunners have just celebrated the attainment of 1,000 operational missions among them. A strong friendship has developed between the Empire and Greek airmen. The squadron has been flying almost every day, playing a part in the disruption of enemy communications in Yugoslavia, in support of the Partisans' ground operations. They have carried out many successful bombing missions by daylight on towns which are enemy strong points, on power installations, stores and ammunition dumps, shipping and docks. The squadron hopes eventually to move into the Balkans, and in anticipation of that, the Greeks have showered invitations upon their British comrades to visit their homes.

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GRANDY, G/C Roy Stanley, OBE (C61) - **Mention in Despatches** - Station Torbay - previously awarded OBE. Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 15 March 1894 at Bay l'Argent, Fortune Bay, Newfoundland. Raised there. Went overseas with Newfoundland Regiment in 1915 and served at Gallipoli. Joined Royal Flying Corps, 13 July 1916 as 2nd Lieutenant; appointed Flying Officer, 5 May 1917; with No.43 Squadron, 1917-1918; at School of Special Flying, Gosport, 1918 and then School of Special Flying, Ayr, 1918. Released from RAF, 9 August 1919. With Canadian Air Force, 11 November 1920 to 31 May 1923; left to try his hand at commercial flying (seal hunt reconnaissance, Laurentide Air Service), returning to the RCAF 1 January 1925. A brilliant instructor, test pilot and service pilot between the wars, he was awarded the OBE, January 1935, for work on the Red Bay mail service of 1932 which had been organized in conjunction

with an Imperial Economic Conference being held in Ottawa. Retired 18 June 1946. Died in Toronto on 8 April 1965. Photo RE-12820 shows him setting in JN-4 cockpit; RE-16636 taken in flying gear; RE-17092, sitting on steps of a building; RE-18263 taken during Imperial Mail Flights of 1932 showing Roy Grandy, J. de Niverville, E.A. McNab at Rimouski; RE-18222 as a pilot at Leeds Exhibition; RE-75-325 as Group Captain (portrait).

This officer has been an operational station commander over a long period. At all times he has maintained a high degree of efficiency in the units under his command and the energy, tact, and understanding shown by him have earned the respect and loyal support of all who have served under him.

Department of Transport file 6606-3, "Services - Aviation - Trophies and Awards - McKee Trophy" (National Archives of Canada RG.12 Box 1003) has a letter dated 11 March 1933, G/C J..L. Gordon (Senior Air Officer) to Chairman, McKee Trans-Canada Trophy Committee.

I desire to recommend Squadron Leader R.S. Grandy, RCAF to your Committees for consideration of his being awarded the Trans-Canada Trophy for 1932.

If the prominence and publicity given to the operation of the Belle Isle - Montreal Experimental Air Mail Service during 1932 is a true indication of the value of its contribution towards the advancement of Canadian aviation in general and British air communication in particular, it would seem that the individual who organized and controlled this operation would have made the greatest contribution towards aviation in Canada during 1932.

Squadron Leader R.S. Grandy is recommended for the award of the Trans-Canada Trophy for 1932 as the Officer Commanding the Belle Isle-Montreal Experimental Air Mail Service in which capacity he not only organized and controlled the operation but personally trained all his pilots in blind flying and took an active part in the actual flying of mails. The difficulties of weather, communications and limited operating facilities on a long and unorganized route were met with fortitude and overcome due to the outstanding ability of Squadron Leader Grandy. On the conclusion of the operation he piloted the aircraft which undertook the reconnaissance of an alternative air mail route via the west coast of Newfoundland.

A summary of Squadron Leader Grandy's flying in connection with the operation is as follows:

Training of pilots in instrument flying in preparation for the operation: 29

hours 15 minutes.

Initial flights carrying mail and establishing procedure: 38 hours 45 minutes.

Investigation of alternative route via Newfoundland - Shediac, etc: 34 hours ten minutes.

The awarding of the Trophy to Squadron Leader Grandy would constitute not only the recognition of the prominent part he played in the operation of the experimental service, but also would confer credit to all personnel who took part in the operation,

NOTE: Other notes in Directorate of History and Heritage files (which do not always agree with above) state he was in the Royal Newfoundland Regiment, 14 December 1914 to 24 September 1916; attached to Royal Flying Corps and RAF, 25 September 1916 to 9 August 1919, Canadian Air Force, 11 November 1920 to 31 May 1923, and RCAF, 1 January 1925 "to date".

Granted rank of Flight Lieutenant, 18 February 1920. To No.1 Wing, Camp Borden, 11 November 1920 for normal training period, and on duty from 24 December 1920 to 3 February 1921. Tour of duty extended indefinitely (June 1921). When training at Camp Borden was reorganized in three Flights (1 April 1921), Grandy as a "long course" officer was in "B" Flight, apparently second in command to F/L Anderson. With the creation of "C" Flight (29 April 1921) he moved to "A" Flight (second in command to F/L Tudhope). Assumed command of "A" Flight (vice F/L Tudhope), 6 September 1921. Returns continue to show him as an Instructor in the Flying section, TDS (Camp Borden) as of January 1922 ("A" Flight) and April 1922. When Brigadier-General A.G.L. McNaughton (Director of Military Training and Staff Duties) inspected TDS on 23 June 1922, F/L Grandy flew him back to Toronto.

Struck off strength of TDS (Camp Borden), 17 July 1922. Taken on strength of Air Headquarters and posted to Whitney Air Station for duty, 18 July 1922 (paid \$ 8.00 a day plus ration allowance).

Struck off strength of Station Whitney, 21 September 1922 and posted to Training Depot Station, Camp Borden, 22 September 1922. Appointed Flying Instructor as of 25 September 1922. Took an Artillery Co-Operation Course at TDS, 27 November 1922 to 16 December 1922.

Completed tour of duty at TDS (Camp Borden) 28 May 1923; posted to Air Headquarters, 31 May 1923 and granted Leave Without Pay (placed on Ontario List of officers as of 31 May

1923)..

Appointed Flight Lieutenant in RCAF as of 1 January 1925. Flew on Operation ECLIPSE, 24 January 1925 at Camp Borden. Reported to have been on general duties and commanded base at Cormorant Lake, 1925. Transferred from No.1 Flying Training School (Camp Borden) to No.3 Squadron (Ottawa), 7 January 1926. To be Temporary Squadron Leader "whilst so employed", 1 April 1927. At Ottawa Air Station as of 1 July 1927. Promoted Squadron Leader, 1 April 1930. "On Command" to RMS, 11 November 1930 to 19 February 1931. On return to Ottawa, ceased to be with Civil Government Air Operations Branch (26 February 1931).

Posted to United Kingdom, 26 February 1931. Assumed duties of RCAF Liaison Officer (vice Shearer), 10 March 1931. Ceased to be RCAF Liaison Officer, 29 February 1932. Reported to Air Headquarters, 21 March 1932. Transferred from Headquarters to Ottawa Air Station, 1 April 1932. "On Command" from Ottawa Air Station to Civil Government Air Operations (Belle Island Detachment), 20 June 1932 to direct Imperial Conference mail operations.

Transferred from Ottawa Air Station to Camp Borden, 9 November 1932. To Station Trenton, 31 March 1934 (second in command).

Awarded OBE, 1 January 1935 "for outstanding services in pioneering air mail routes."

To Station Winnipeg, 15 July 1935 to command. Commanded No.8 (General Purpose) Squadron, 1936. Commanded No.2 Aircraft Depot to 2 June 1937. Promoted Wing Commander, 1 April 1938. Assumed command of Station Dartmouth, 20 December 1938, although not formally posted to Station Dartmouth until 15 January 1939.

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GRANGER, F/L Hugh Charles (J18510) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 20 April 1919 in Brockville; home in Kingston (sales clerk). Enlisted in Trenton, 14 July 1939 for General Duties and posted to Trenton. Reclassified as Aero Engine Mechanic, 1 November 1939. Promoted AC1, 14 January 1940. Promoted LAC, 1 June 1940. . Promoted Corporal, 15 December 1940. Remustered to aircrew. 15 January 1941, reverted to AC2 and posted to No.1 ITS; graduated 20 February 1941 when he regained rank of LAC and was posted to No.11 EFTS; graduated 22 April 1941 and posted to No.4 Manning Depot. To No.8 SFTS, 2 May 1941; graduated and promoted Sergeant, 27 July 1941. To Embarkation Depot, 28 July 1941; to RAF overseas, 14 August 1941. Promoted Flight Sergeant, 27 January 1942. Promoted WO1, 1 September 1942. Commissioned 25 June 1943. Repatriated

with No.431 Squadron, 1 June 1945. To "K", 5 September 1945. Retired 6 May 1946. Rejoined RCAF, 25 September 1951 (49582). Died in Kingston, Ontario, 15 December 2004. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C W.F. McKinnon dated 23 May 1945 when he had flown 16 sorties (128 hours nine minutes) on his second tour (2 January to 22 April 1945). No details of first tour.

Flight Lieutenant Granger has completed sixteen operations on his second tour of operations, against such heavily defended targets as Duisburg, Merseburg, Leipzig and Hamburg. During his first tour of operations, which consisted of fifteen trips in the European theatre of war, and thirteen trips in the Middle East theatre, he bombed targets as Essen, Cologne and Bremen. He has always been a steady and reliable captain, and is a credit to his squadron.

The sortie list was as follows:

2 January 1945 - Nuremberg (9.05)
14 February 1945 - Chemnitz (9.42)
21 February 1945 - Duisburg (6.43)
23 February 1945 - Pforzheim (8.38)
27 February 1945 - Mainz (7.54)
1 March 1945 - Mannheim (7.50)
5 March 1945 - Chemnitz (10.21)
7 March 1945 - Dessau (9.39)
12 March 1945 - Dortmund (6.54)
25 March 1945 - Hanover (7.02)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Merseburg (9.08)
8 April 1945 - Hamburg (6.26)
10 April 1945 - Hamburg (8.25)
16 April 1945 - Schwarndorf (8.41)
22 April 1945 - Bremen (5.33)

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GRANT, Sergeant Abram Emerson (R54561) - **Mention in Despatches** - No.408 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born at Gabarouse, Nova Scotia, 3 November 1906. Educated in Louisburg, technical school in Kansas City and the Phillip Aircraft School. Home in Prescott, Ontario; a

general store salesman (fish) for eleven years and at least one year working in shop of Vickers Aircraft. Enlisted in Montreal, 21 May 1940 as Airframe Mechanic. Posted to Technical Training School, St. Thomas, Ontario, 21 June 1940; promoted AC1, 21 August 1940; to No.5 SFTS, 30 October 1940 (specialty in undercarriage hydraulics and aircraft assembly); promoted LAC, 1 December 1940. Promoted Corporal, 1 March 1941. To "Y" Depot, 27 November 1941; to RAF overseas, 12 December 1941. To No.408 Squadron, 13 January 1942. Promoted Sergeant, 29 June 1942; promoted Flight Sergeant, 1 May 1943; attached to Station Linton, 22 August 1943; to No.9408 Servicing Echelon, 20 November 1943. Promoted Warrant Officer, 7 December 1943. To No.62 Base, 12 August 1944. Repatriated to Canada, 6 February 1945 via Lachine. To No.2 Release Centre, 15 March 1945; released 27 March 1945; no citation. British Columbia Vital Statistics record the death of Emerson Abram Grant (age 78) in Vancouver, 3 October 1981.

GRANT, WO Abram Emerson (R54561) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. No citation.

GRANT, WO1 Abram Emerson (R54561) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Master Mechanic. No citation in AFRO. NOTE: Unit is uncertain because he is recommended for two awards from two different units; see DHist file 181.009 D.1725 (PAC RG.24 Vol.20607). On 24 May 1945 he is recommended for a BEM by G/C W.P.Pleasance (CO, Station Linton) while on 26 May he is recommended for a BEM by G/C R.A. McLernon (CO, Station Eastmoor). Both recommendations are cited below:

As an NCO and Master Mechanic, this Warrant Officer's three year record of service overseas has been unexcelled. As Warrant Officer in charge of the Servicing Wing of a heavy bomber station, he has at all times displayed a most commendable keenness and determination in carrying out his duties, often voluntarily working long hours far beyond the normal call of duty. His exemplary leadership and superior knowledge of his trade won for him the admiration of all who served under him and undoubtedly contributed largely to the fine record of serviceability which existed on this station....

(G/C Pleasance, Station Linton)

Warrant Officer Grant has been in charge of the squadron ground crews for several years. At all times his work has been of the highest order. His zeal, enthusiasm and power of leadership were very often responsible for overcoming most discouraging difficulties, thereby winning for himself the respect and

admiration of all associated with him. He revealed his true worth during the hectic days around D Day when only one with a personality as strong as his own could possibly have directed the serviceability of so many aircraft in so short a time.

(G/C McLernon, Station Eastmoor)

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GRANT, F/O Alastair Maxwell (J29853) - **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 Burnaby, British Columbia, 30 April 1916. Educated in British Columbia including attendance at University of British Columbia, 1935-1939 (Arts), one year of business school and a one-year Normal (teacher) school course. Was a Physical Education Instructor at Duncan, British Columbia. Home in New Westminster; enlisted in Vancouver, 31 August 1942 and posted to No.2 Manning Depot. To No.3 SFTS, 14 November 1942 (non-flying duty); to No.2 ITS, 9 January 1943; graduated and promoted LAC, 20 March 1943. Posted on 3 April 1943 to No.2 AOS (graduated and commissioned, 20 August 1943. To "Y" Depot, 3 September 1943. Embarked from Halifax, 13 September 1943; disembarked in Britain 19 September 1943 and posted to No.3 PRC, Bournemouth. To No.62 OTU, 30 November 1943. Promoted Flying Officer, 20 February 1944. To No.51 OTU,

29 February 1944. To No.54 OTU, 11 April 1944. To No.410 Squadron, 21 June 1944. Followed that unit to the Continent. Flew from Holland to Britain, 17 June 1945. Repatriated 13 August 1945. Released 9 October 1945. Died in North Vancouver, 23 January 1984 (British Columbia Vital Statistics). Unit not given in AFRO which says only "Overseas". Navigator to S/L I.E. MacTavish when they claimed the following: one FW.190 destroyed (1/2 September 1944), one Ju.87 destroyed (24/25 December 1944), one Ju.88G destroyed (24/25 March 1945). See **The RCAF Overseas: The Sixth Year**, pp.310,313 and 315.

Training: Course at No.2 ITS was 10 January to 19 March 1943. Courses and marks as follows: Mathematics (77/100), Armament 90/100), Signals (150/150), Anti-Gas (45/50), Meteorology (44/50), Aircraft Recognition (75/100), Drill (91/100), Law and Discipline (82/100), Navigation (121/150), General Studies (87/100). "This airman is well matured with above average educational background. He is a good team worker, cooperative and has applied himself conscientiously. He has plenty of self-confidence and shows excellent leadership qualities. He is cheerful, vigorous and promotes harmony." (W.C R.K. McConnell).

Course at No.2 AOS was 5 April to 20 August 1943. All flying in Anson aircraft (33.45 as first navigator by day, 29.45 as second navigator by day, 7.55 other day flying, 20.35 as first navigator by night, 13.10 as second navigator by night. Ground courses and marks as follows: Air Navigation, Elements 159/200), Air Navigation, Theory (164/200), Air Navigation, Exercises (130/200), Meteorology (71/100), Signals, Practical (97/100), Aircraft Recognition (47/50), Reconnaissance (45/50), Photography (42/50), Armament (38/50). Air Work was in Air Navigation, Day (250/350), Air Navigation, Night (148/200), Log Keeping (150/200), Reconnaissance (70/100), Photography (85/100), Meteorological Observations (38/50). Graded as "Moderately Suitable" to be a Navigation Instructor and "Not at all Suitable" for a Specialist Navigation Course. "Steady, reliable man with sound judgement but inclined to be slow."

Course at No.62 OTU was 30 November 1943 to 4 January 1944. Flew in Anson aircraft, described as "Refresher Course" with time spent on A.I. and Interceptions. "Inclined to be slow and needs more practice. Interception technique weak." (W/C E.Y. Watkins, 15 January 1944 - the signature not clear).

Course at No.54 OTU was 11 April to 20 June 1944. Flew in Beaufighters (four hours 45 minutes by day on "A.I Holding", four hours 40 minutes by day on "Interceptions", three hours 55 minutes by night on "A.I. Holding", five hours 25 minutes by night on "Interceptions", two hours by night on "D.R. Navigation." Ground courses and marks as follows: A.I Theory (80/100), A.I. Workshop, Oral (90/100), Synthetic Training Tests (227/300), Interception Technique, Written (139/200), Other Exams such as Signals (145/200), Navigation, Written (88/100). Flying Tests as follows: Navigation (156/200), Airmanship (160/200), Success in Exercises (267/300), Passing Out Tests (235/300). "A sound and steady type." (W/C J.A.A. Read).

Notes: Assessed 13 June 1945 at which time he had flown 545 hours 45 minutes (88 hours in previous six months). "Flying Officer Grant has done a fine operational job with 410. He has also been a keen worker around the mess and liked by everyone." (S/L I.E. McTavish).

On repatriation he filed a form dated 26 July 1945 stating he had flown 166 hours 50 minutes on operations, 303 hours 45 minutes non-operational. He reported 62 sorties (last sortie on 26 April 1945) and flying times on type as follows: Anson (111.55), Beaufighter (66.00), Mosquito (292.40). However, in volunteering for Pacific service he gave his sorties as 67.

At the time of his release it was noted that he was returning to his previous employer (Vancouver School Board) but might continue education at McGill. "A very clever chap with a nice personality, who would make good use of any further training."

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GRANT, P/O Duncan Arpad (J88381) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 10 January 1921 in Williamstown, Ontario; home there. Enlisted in Ottawa, 30 September 1942 and posted to No.1 Manning Depot. To No.6 SFTS (non-flying duty), 12 December 1942. To No.23 Pre-Aircrew Education Detachment, 7 March 1943; to No.2 Air Gunner Ground Training School, 3 April 1943; to No.3 BGS, 15 May 1943 on promotion to LAC; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 31 August 1944. Promoted Flying Officer, 31 January 1945. Repatriated 13 June 1945. Released 18 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation by W/C A.J. Lewington dated 20 October 1944 when he had flown 36 trips (186 hours 25 minutes) between 15 February and 15 October 1944.

This officer, Rear Gunner of the crew captained by Wing Commander Lewington, has now concluded an outstanding tour of operations comprised of thirty-six trips over enemy territory and which included a great many attacks against the most heavily defended targets in Germany. Throughout his tour he has constantly shown outstanding fortitude and skill and his considerable courage and devotion to duty, despite the odds, has been a constant source of inspiration to his fellow gunners and the squadron in general. I consider his outstanding record and splendid example fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

15 February 1944 - Berlin (6.30)
19 February 1944 - Leipzig (7.00)
7 March 1944 - Le Mans (6.05)
15 March 1944 - Stuttgart (1.35, early return)
22 March 1944 - Gardening (6.50)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (5.10)
18 April 1944 - Noisy le Sec (5.30)
20 April 1944 - Lens (5.05)
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (5.00)
27 April 1944 - Anois (4.05)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Nazaire (5.40)
3 May 1944 - Lorient (4.50)
6 May 1944 - St. Malo (4.35)
9 May 1944 - St. Valerie en Caux (4.05)
10 May 1944 - Lorient (4.55)
2 June 1944 - Ijmuiden (3.20)
6 June 1944 - Conde sur Noireau (5.30)
12 June 1944 - Arras (4.35)
16 June 1944 - Sautrecourt (4.10)
24 June 1944 - Bonnetot (4.00)
28 June 1944 - Lorient (5.05)
23 July 1944 - Gagnes (5.55)
25 July 1944 - Stuttgart (8.25)
1 August 1944 - L'Hey (2.50)
4 August 1944 - Bois de Casson (5.30)
7 August 1944 - La Hogue (5.10)
27 August 1944 - Mimecques (4.20)
11 September 1944 - Le Havre (4.40)
15 September 1944 - Kiel (5.40)
25 September 1944 - Calais (4.15)
28 September 1944 - Cap Gris Nez (3.20)
15 October 1944 - Wilhelmshaven (4.30)

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GRANT, F/O Duncan Marshall (J5982) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in High River, Alberta, 8 April 1922; home in Trenton. Corporal in Royal Canadian Corps of Signals, 1938. Enlisted in Saskatoon, 12 September 1940. To No.2 Manning Depot, Brandon that day. To No.6 (BR) Squadron, Prince Rupert, 20 October 1940. To No..2 ITS, Regina, 22 December 1940; graduated 28 January 1941 when promoted LAC; to No.15 EFTS, Regina, 29 January 1941. To No.2 Manning Depot, 30 March 1941; to No.11 SFTS, Yorkton, 11 April 1941. Graduated and commissioned 4 July 1941. To "Y" Depot, Halifax, 5 July 1941; to RAF overseas, 19 July 1941. Taken on strength of No.3 PRC, Bournemouth, 19 July 1941; posted to No.400 Squadron 3 August 1941; promoted Flying Officer, 4 July 1942; promoted Flight Lieutenant, 3 June 1943. Killed in action (flak, Mustang AG577), 27 September 1943. A report of his death stated he had taken off at 1127 hours for a Rhubarb in the Paris area, accompanied by F/O Jessieman. They arrived over the French coast at about 1152 hours. Two minutes after crossing the coast they met accurate flak. They climbed to 1,200 feet, taking evasive action. At that height, Grant's aircraft turned to port and went into a steep descent from which it did not recover. Victories as follows: **13 April 1943** - one Do.217 destroyed - Mustrang AP259 "R"; **9 May 1943** - four Bf.109s and FW.190s damaged on ground; **17 July 1943** - one Do.219 destroyed, Chartres; **9 August 1943** - one Ju.88 probably destroyed. Photos of him are PL-7524 (in a Tomahawk) and PL-7526 (climbing out of Tomahawk).

Flying Officer Grant has taken part in many operational sorties, during which he has personally destroyed one enemy aircraft and damaged eighteen locomotives. At all times he has displayed a fine fighting spirit and great determination, setting a magnificent example.

NOTE: Public Records Office Air 2/8952 has recommendation dated 23 April 1943 with much more detail:

This officer made his first two operational flights during the Dieppe operation. Since that time he has carried out 26 successful sorties for a total of 49 operational hours.

On his first "Rhubarb" on October 22nd, 1942, his was one of four aircraft which penetrated to Amiens and successfully attacked the marshalling yards there. On his second "Rhubarb" on November 27th, 1942, he damaged four locomotives near Airel Junction in Normandy.

In the interval between December 3rd, 1942 and January 1st, 1943, this officer carried out 15 low offensive patrols over the Bay of Biscay and the Western

Approaches.

On a "Rhubarb" in the Fecamp-Berqueux area of northern France on April 9th, 1943, Flying Officer Grant attacked and damaged twelve enemy locomotives. To accomplish this it was necessary for him to remain over enemy territory for 40 minutes. On April 13th, 1943, while carrying out a night "Ranger" in the area southeast of Paris, this officer sighted an aircraft which he later identified as a Dornier 217. Closing from dead astern he destroyed it in the vicinity of Melun/Villarouche aerodrome as it was about to land. While returning from another night "Ranger" in the Riems [Rheims ?] area he attacked and damaged two locomotives near Abbeville.

In all the operations which Flying Officer Grant has taken part he has set a high standard in the execution of his duties. This, together with a fine spirit and great determination whilst in action have been a great inspiration to all who have served with him. Through constant practice and diligence, plus natural ability as a pilot, this officer has personally destroyed one enemy aircraft and damaged eighteen locomotives in the past six months.

Further Remarks: At No.2 ITS, placed 98th in a class of 183. Described as "Excellent type. Splendid background. Full out." His father was then a wireless instructor at No.1 WS.

At No.15 EFTS he flew 29 hours dual and 42.05 solo on Tiger Moths plus 14 hours in Link. "Flying ability good but inclined to take advantage of rules. Has to be watched constantly." Graduated 15th in a class of 29.

At No.11 SFTS flew Harvards - 40.55 day dual, 41.35 day solo, 2.15 night dual and 8.10 night solo. This included 17.40 on instruments plus 11.30 in Link. His flying was graded as "Above Average."

On 1 September 1941 he had an accident at 1500 hours, RAF Station Oatlands, Wilts; with 30 hours on Tomahawks he taxied into a petrol bowser and bent all blades on airscrew; no other damage.

On 16 February 1942 at Odiham he damaged Lysander R1434. By now he had 215 hours on all types and 6.25 on Lysanders. He had flown to Gatwick, and landed there for an exercise. Returning to Odiham, he was unaware of a broken tail wheel brace. His passenger (another pilot) did not know of it either. It may have occurred through a hard landing, taxiing in rutted conditions (ground frozen) but nobody sure.

On 28 February 1942 damaged Tomahawk AH884 heavily. He had 120 hours on type, 220 on all types.. He was landing out of wind, port wing lifted and starboard struck the ground; with starboard undercarriage then collapsing.

Assessed 7 October 1942 by W/C R.C.A. Waddell, at which time he had flown 320 hours five minutes (171 in past six months). "This officer improves rapidly with experience and would be an asset to any unit."

On 14 May 1943 reported damage to Mustang AM184 over France in a night sortie. He had 236 hours on all types, 13 hours on Mustangs. He reported, "I was on an operational trip and had no knowledge of damage to the aircraft until I had landed and there was a hole in the leading edge of the starboard mainplane. The hole had feathers and blood on it."

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GRANT, F/L Francis Joseph (J10110) - **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 1920 in Dauphin, Manitoba; home in Port Arthur, Ontario (salesman). Enlisted in Fort William, 25 April 1941. Trained at No.2 ITS (graduated 15 August 1941), No.12 EFTS (graduated 24 October 1941) and No.13 SFTS (graduated 16 January 1942). Commissioned January 1942. To No.162 (BR) Squadron, 10 August 1942. To "Y" Depot, 28 December 1943. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 1 January 1944. Repatriated 26 September 1945. Released 6 November 1945. Died 6 November 1998 in Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1999.

This officer has completed two tours of operational duty as captain of a flying boat in the North Atlantic. On the 28th February 1945, during adverse weather, he made two attacks in quick succession on enemy submarines. In March 1945 he sighted and immediately attacked another enemy submarine. On both these occasions Flight Lieutenant Grant displayed high skill and initiative and at all times he has set a fine example by his courage and devotion to duty.

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GRANT, F/L Frank George (J5056) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born at North Sydney, Nova Scotia, 10 August 1918. Enlisted in Calgary, 11 October 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.1 EFTS; graduated 28 January 1941 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 Embarkation Depot, 13 May 1941; to RAF overseas, 31 May 1941. Promoted Flying Officer, 30 April 1942. Repatriated and posted to No.118 (F) Squadron, 5 May 1942. Served in Aleutians with No.118 Squadron, went overseas with it when it became No.438 (taken on strength of No.3 PRC, 31 October 1943. Promoted Flight Lieutenant, 1 September 1942; promoted Squadron Leader, 1 May 1943; promoted Wing Commander, 14 October 1944 on appointment as Wing Commander (Flying) of No.143 Wing. Repatriated 1 September 1945. Retired 24 September 1945. With No.401 (Auxiliary) Squadron briefly after the war. Died in Unionville (Toronto area), September 1975. Damaged a FW.190 northwest of Aachen, 24 December 1944. See photo PL-40906 (in flying gear in front of Typhoon).

This officer has completed much operational flying and has invariably displayed a high degree of skill, courage, and determination. In June 1944 he successfully attacked a bridge spanning the river Dives. Some days later he led the squadron in an attack against an enemy headquarters in the Caen area, the building being completely demolished. He is a most inspiring squadron commander.

NOTE: Public Record Office Air 2/9159 has recommendation by W/C F.W. Hillock, No.143 Wing, drafted 10 July 1944 when he had flown 107 sorties (136 operational hours).

Squadron Leader Grant has been on his present tour of operations since July 1941, when he joined No.504 Squadron (Hurricanes and Spitfires), with which squadron he completed 56 operational hours before being posted to Canada in June of 1942. In Canada he took over a Flight of No.118 Squadron (Kittyhawks) which operated in Alaska for 14 months. He took over command of the squadron and brought it over to England in August 1943, where it became No.438 Squadron, and was converted to Typhoon bombers. The squadron moved to the south coast in March 1944, and has built for itself a fine reputation as a bombing squadron. This has been largely due to Squadron Leader Grant's quite exceptional accuracy in dive bombing which he has imparted to his pilots. The squadron beat all records at Hutton Cranswick practice camp in May 1944.

On June 6th, Squadron Leader Grant led a section in a very accurate attack, under difficult circumstances, on the beach at H-Hour. On June 16th, he scored two hits in a low level attack on a railway tunnel. On June 29th his bombs destroyed a bridge over the River Dives, and on July 6th he led his squadron on an attack against an enemy headquarters in a chateau near Caen. The attack was pressed home in the face of intense flak, and the chateau completely demolished, Army sources stating that only one bomb missed the target.

Squadron Leader Grant's exceptional powers of leadership and personal courage, added to his remarkable skill in dive bombing, have been an inspiration to his squadron.

W/C M.T. Judd, Wing Commander (Flying), No.143 Wing, added his remarks that day:

This officer is an exceptional squadron commander. I strongly recommend the award of the Distinguished Flying Cross.

On 20 July 1944 the Air Officer Commanding, No.83 Group, wrote:

Squadron Leader Grant has led many successful and gallant operations as a fighter-bomber pilot and I very strongly recommend him for the non-immediate award of the Distinguished Flying Cross.

This was duly supported by Air Marshal A. Coningham on 27 July 1944 and approved by Air Chief Marshal Trafford Leigh-Mallory on 5 August 1944.

GRANT, W/C Frank George, DFC (J5056) - **Distinguished Service Order** - No.143 Wing - Award effective 10 July 1945 as per **London Gazette** of 14 July 1945 and AFRO 1619/45 dated 19 October 1945.

Since the award of the Distinguished Flying Cross this officer has continued to display brilliant leadership and outstanding courage on all types of operations. He has led the wing in all the major actions during the Ardennes battles and despite the fierce opposition encountered has pressed home attack after attack with great skill and courage. During the Rhine Crossing, Wing Commander Grant organized and led the operations of the wing which was employed against the enemy's anti-aircraft defences in support of the airborne landings. By his skill and daring many enemy gun positions were silenced. In the subsequent drive across Germany he led many sorties in direct support of the army contributing materially to the rapid advances of the land forces. The great success achieved by his wing has been directly attributable to Wing Commander Grant's exceptional skill and outstanding leadership.

GRANT, S/L Frank George, DSO, DFC (J5056) - **Croix de Guerre with Silver Star (France)** - Award as per 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 Grant fought during the French campaign as a Typhoon wing leader. His work was outstanding and during the course of these operations he many times led his squadron in attacks on the most heavily defended targets without thought of the very great risk to his personal safety.

GRANT, W/C Frank George, DSO, DFC (J5056) - **Netherlands Flying Cross** - Award effective 18 October 1947 as per **Canada Gazette** of that date and AFRO 576/47 dated 31 October 1947. "In recognition of valuable services rendered during the recent war". Public Records Office Air 2/9140 has recommendation as cleared by Air Ministry Honours and Awards Committee.

Wing Commander Grant was Wing Commander (Operations) at No.143 Wing from October 1944 to August 1945. Throughout the whole of this period of intensive operations, this officer showed the utmost gallantry and greatest determination in leading his Wing against the enemy. His personal courage and enthusiasm were of the highest order, and the determination with which he led his squadrons to attack heavily defended enemy strong points, communications and retreating German columns, often in the face of intense anti-aircraft fire, were beyond praise. During the period of the battle through Holland to the borders of Germany, No.143 Wing suffered very heavy casualties, but in spite of this, Wing Commander Grant's keenness and determination maintained the morale of the Wing at the finest pitch, and their outstanding achievements were due in great measure to this officer's personal qualities of leadership.

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GRANT, FS Frederick Percy (R95585, later J17870) - **Mention in Despatches** - No.1474 Flight (AFRO gives unit only as "Overseas") - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Brockville, Ontario, 12 April 1911. Home in Toronto (store clerk, 1934-1941). Lance Corporal with Brockville Rifles, 8 August 1940 to 23 January 1941. Enlisted in Ottawa, 27 February 1941. To No.1 Manning Depot, 13 March 1941. To No.5 SFTS for non-flying duties, 5 May 1941. To No.2 ITS, Regina, 3 July 1941; promoted LAC 8 August 1941; to No.1 Manning Depot, 9 August 1941; to No.5 AOS, 16 August 1941; to No.7 BGS, 8 November 1941; graduated 20 December 1941 and promoted Sergeant. To No.1 CNS, Rivers, 20 December 1941; completed course on 19 January 1942. To "Y" Depot, Halifax, 20 January 1942. Struck off strength in Canada on posting to RAF overseas, 8 February 1942. Taken on strength of No.3 PRC, Bournemouth, 20 February 1942. To No.2 (Observer) AFU, 21 March 1942. To No.16 OTU, 5 May 1942. Promoted Flight Sergeant, 20 June 1942. To No.1474 Flight, 15 August 1942. Promoted WO2, 20 December 1942. To No.192 Squadron, 4 January 1943. Commissioned 11 June 1943. To RAF Station Foulsham (still with No.192 Squadron), 25 November 1943. Promoted Flying Officer, 11 December 1943. Repatriated to

Canada 28 February 1945. To No.3 Release Centre, Rockcliffe, 13 March 1945. Released 12 April 1945. Died in Brockville, 17 January 1977. Front gunner in Wellington DV819 which crashed at sea; wounded in calf of left leg. Landed three hours after engagement with German night fighter and came under treatment two hours after landing. Admitted to Tempsford Hospital on 3 December 1942, transferred to Royal Victoria Hospital (Deal) the same day. To RAF Hospital, Halton, 5 December 1942; , and declared fit for duty and discharge, 4 January 1943 (to have 21 days sick leave before return to unit). For details of event that brought him this award, see E. Paulton.

GRANT, F/O Frederick Percy (J17870) - **Mention in Despatches** - No.192 Squadron (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

Public Record Office Air 50/503 has Combat Report filed by him on the action of 3 December 1942:

1. No.1 - 3 December 1942 - Wellington Ic "G" - 1474 Flight - Frankfurt
2. 0442 hours - 14,000 feet - 110 A.I.S.
3. Clear moonlight
4. No searchlights, no flak
5. Only saw Ju.88 once in breakaway after turret rendered unserviceable. Third attack turret was rendered unserviceable as cannon shell rendered sight, guns and hydraulics unserviceable.
6. Ju.88 night fighter
7. No lights.
8. All cannon shells front guns
9. Range about 400 - 600 yards. Straight from behind and underneath.
10. Front gunner after third attack went up beside pilot and helped to control aircraft until ditching.
11. Diving turns, corkscrew and low over the drink, land.
12. Rear gunner opened fire at 400 yards on first attack. The enemy aircraft opening fire at same time, damaging rear turret and making unserviceable. Front turret also becoming unserviceable through cannon fire after first attack, Front Gunner being wounded in leg.
13. No claim was made by either Rear Gunner or Front Gunner. Rear Gunner wounded in shoulder and right hand. Front Gunner wounded in leg. Wireless Operator wounded in right leg, baled out when over land on Captain's order. Special Wireless Operator wounded badly on face and neck.
14. No rounds fired in front turret. Over 1,000 rounds fired in rear turret. Guns Browning. Turret F.N. [Fraser Nash] 5.
15. No.16 OTU, Upper Heyford.

Notes: On Repatriation Form dated 12 February 1945 he stated he had flown 19 sorties (101 hours 15 minutes), the last on 15 September 1944, plus 211 non-operational hours. His flying time overseas has been on Ansons (55 hours), Wellingtons (236 hours) and Halifax aircraft (21 hours 15 minutes).

Application for Operational Wing dated 23 January 1945 differs slightly - sortie dates given as 15 August 1942 to 20 January 1945.

Assessment by W/C D.W. Donaldson, No.192 Squadron, dated 22 July 1944 read: "A reliable and efficient navigator both on operations and on the ground. He is very hard and has shown great energy and organizing ability in running the navigation section. A very good officer." Assessment by W/C D.W. Donaldson, No.192 Squadron, dated 11 February 1945 (on posting) read, "This officer has completed a good tour of operations as a bomb aimer. On the ground he has proved an extremely good officer and shown exceptional energy and initiative and powers of organization. He has been a most willing worker in every way and can be relied upon to complete any task given him."

Training: Interview date uncertain. He was short (five feet four inches) and weighed 137 pounds. "A good smart type of lad with brother already serving in RCAF. Neat and well mannered."

Course at No.1 ITS was 4 July to 8 August 1941. Courses in Mathematics (76/100), Armament, practical and oral (84/100), Signals (97/100), Drill (85/100), and Law and Discipline (98//100). Placed fifth in a class of 16 Observers. "Fine, dependable type, steady and hard worker."

Course at No.5 AOS was 18 August to 9 November 1941. Anson aircraft (24.55 as first navigator by day, 24.20 as second navigator by day, 6.25 as first navigator by night, 2.55 as second navigator by night.) Scored 235/500 on "Proficiency as Air Observer." Remarks were as follows: "Works well in the air but has been considerably handicapped by lack of eye-glasses which have not been forthcoming." Ground courses in DR Plotting (86/150), DR and DF written (119/200), Compasses and Instruments (114/150), Signals (50/100), Maps and Charts (82/100), Meteorology (61/100), Photography (79/100), and Reconnaissance (67/100). Placed 21st in a class of 36. "If the airman had had eyeglasses he would probably have been 12th or 15th in his class. Works well and accurately. Is very interested in his work." Rated "average" as Navigator and Observer.

Course at No.7 BGS was 10 November to 20 December 1941. Battle aircraft with 14.35 on Bombing (Day) and 5.25 on Gunnery (Day); also 5.55 as passenger. Average high level bombing error was 178 yards; average lowlevel bombing error was 175 yards. Gunnery results

were as follows: Beam Test (six percent hits), Beam Relative Speed Test (three percent), Under Tail Test (five percent). Other examination in Bombing, written (119/150), Bombing, practical (107/150), Gunnery, written (65/100) and Gunnery, practical (64/100). Placed 25th in a class of 27. "Hard working. Has shown considerable improvement throughout the course. Wrote supplemental in Gunnery."

Course at No.1 ANS was 22 December 1941 to 19 January 1942. Anson aircraft - 5.45 as first navigator by day, 5.50 as second navigator by day, 8.25 as first navigator by night, 8.05 as second navigator by night. "This lad is developing into a very good man in the air." Ground courses in Astronautical Navigation, Plotting (88/150) and Astronautical Navigation, Written (62/100). "Showing improvement because of his hard work and honest endeavour." Placed 21st in a class of 27. "A very good worker, tries hard to do well. Showed improvement after obtaining his eye glasses."

Course at No.16 OTU was 8 May to 16 August 1942. Flew in Anson aircraft (5.35 day, 7.00 night) and Wellingtons (53.45 day and 31.15 night). Also flew two operational sorties (15 hours at night). Dropped 17 bombs high level by day and 28 high level by night; dropped eight bombs in high glide by day and eight more by night; dropped 16 bombs low level by day and eight low level by night. Completed four simulated bombing exercises by day and two photo-flash releases. "A very keen type with average results who has encountered difficult conditions during his bombing training. His high glide day and night are not a true reflection of his ability as they were carried out under adverse weather conditions. This bomb aimer made a total of ten unsuccessful sorties in an endeavour to complete his training." (S/L H. Wright, Chief Armament Instructor). In gunnery training he fired 400 rounds by day and 200 rounds by night on 25-yard range; also 30 clay pigeon releases (12 hits). Took part in four air firing exercises with drogue (2,000 rounds, three percent hits); two exercises with cine camera (four films exposed, "good average"). In Range Estimation graded 93 percent; in Aircraft Recognition graded 62 percent. Practical Harmonization deemed "Satisfactory"; Practical Gun Cleaning and Maintenance at 75 percent ("satisfactory"). Also did Navigation Training - deemed "average" in Map Reading and "average" in Log Keeping. Made eight attempts in Target Location Exercises using infra-red, of which four were successful. The instructor, F/O R. Findlater, described him as "A careful, confident type, worked well with the navigator." Overall on 14 August 1942 the Chief Instructor, F/O G.D. Lyster, described him as "One who is not easily discouraged."

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GRANT, F/O Harold Graham (J86001) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 26 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Winnipeg, 17 March 1923; home there (metal worker); enlisted in Winnipeg 21

May 1942. Trained at No.2 ITS (graduated 23 January 1943), No.15 EFTS (graduated 2 April 1943) and No.38 SFTS (graduated 23 July 1943). Commissioned 1944. Released 8 April 1946. Rejoined RCAF, 14 June 1947. Remained in RCAF to 20 January 1960. Died 31 October 1997 in Sherman, Texas as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998.

As pilot this officer has completed many sorties, the last of which was an attack against Cologne recently. His determination on this occasion was typical of that which he has shown throughout his tour. Soon after the bombs had been released his aircraft was hit by shrapnel. One engine was put out of action. Almost immediately the aircraft was again struck. A second engine was damaged and soon failed completely. Both turrets had also been rendered unserviceable and much navigational equipment was damaged. Height was gradually lost and it seemed as though Flying Officer Grant would be compelled to try to land his aircraft in France. He held on to his original course, however, and displaying superb skill and exceptional determination flew the severely damaged aircraft to an airfield in this country. His coolness and courage in harassing circumstances set an example of a very high standard.

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GRANT, F/O Ian Craig (J28351) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Montreal, 18 February 1923; home there; former Air Cadet (one year). Enlisted in Montreal, 15 July 1942. Posted to No.3 ITS, 24 October 1942; promoted LAC, 11 December 1942; to No.13 EFTS, 23 January 1943; ceased training and posted to No.5 Manning

Depot, 17 February 1943; to No.4 BGS, 6 March 1943; graduated 28 May 1943 and posted next day to No.9 AOS (graduated and commissioned 9 July 1943). To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943. Repatriated 18 June 1945. To Debert, 19 June 1945. To Release Centre, 26 October 1945. Released 19 November 1945. RCAF photo PL-32770 (ex UK-14589 dated 7 September 1944) is captioned as follows: "Flying Officer Ian C. Grant, Westmount, left, and Pilot Officer F.J. Devine, DFC, Thorold, Ontario, bomb aimer and skipper respectively, relax over a cup of hot coffee in the interrogation room of the RCAF Bomber Group's Porcupine squadron after a raid on enemy shipping in Brest harbour." No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 17 September 1944 when he had flown 35 sorties (160 hours five minutes) from 18 April to 28 August 1944.

This officer, the Air Bomber of the crew captained by Pilot Officer F.J. Devine, DFC, has now completed his tour of operations comprised of thirty-five trips over enemy territory. The courage, skill and determination in action displayed at all times by Flying Officer Grant have been a great inspiration to his crew, and his coolness and devotion to duty has contributed in a large measure to the success of his many operational flights...

The sortie list was as follows:

www.bombercommandmuseum.ca/archives

18 April 1944 - Noisy le Sec (5.15)
20 April 1944 - Lens (4.54)
30 April 1944 - Somain (4.45)
6 May 1944 - West Brest area (5.00)
8 May 1944 - Brest (4.35)
9 May 1944 - St. Valerie en Caux (4.35)
11 May 1944 - St.Nazaire (5.15)
15 May 1944 - Gardening, Kattegat (5.20)
19 May 1944 - Le Calipan (3.00)
21 May 1944 - Gardening, Frisians (4.15)
22 May 1944 - Le Mans (4.45)
27 May 1944 - St. Malo (4.50)
7 June 1944 - Achere (5.00)
8 June 1944 - Lorient (6.25)
10 June 1944 - Versailles Matelot (5.35)
14 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - Oisemont (4.15)
24 June 1944 - Bonnetot (3.55)
25 June 1944 - Gorenflos (3.55)
4 July 1944 - Villeneuve St. George (6.10)
6 July 1944 - Sautrecourt (3.45)
9 July 1944 - Andauval (3.05)
19 July 1944 - Gardening, Heligoland (4.15)
24 July 1944 - Le Hay (3.30)
25 July 1944 - Gardening, Brest (5.25)
28 July 1944 - Hamburg (5.40)
31 July 1944 - Gardening, Brest (4.30)
3 August 1944 - Foret de Nieppe (4.00)
5 August 1944 - Leu Desserent (5.00)
8 August 1944 - Foret de Chantilly (4.20)
9 August 1944 - Foret de Croc (4.10)
12 August 1944 - Brest (4.55)
28 August 1944 - Brest harbour (3.50)

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GRANT, F/L James (J10965) - **Distinguished Flying Cross** - No.117 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946. Born in Vancouver, 30 January 1920. Educated there including a four year course in motor mechanics. Winch operator for Dominion Collieries, Cumberland, British Columbia for two years. Enlisted in Vancouver, 5 June 1940. To No.1 Manning Depot, Toronto, 7 June 1940. To No.1 ITS, Toronto, 24 June 1940; promoted LAC, 19 July 1940 and posted that date to No.8 EFTS, Vancouver; to No.4 SFTS, Saskatoon, 12 October 1940; graduated and promoted Sergeant, 20 December 1940. To No.1 ANS, Rivers, 4 January 1941. To No.3 SFTS, Calgary, 3 March 1941 as navigation instructor. To No.15 SFTS, Claresholm, 27 July 1941. Promoted WO2, 20 December 1941; commissioned 31 March 1942. To No.3 SFTS, Calgary, 23 June 1942. Promoted Flying Officer, 1 October 1942. To No.1 GRS, Summerside, 23 January 1943. To Western Air Command, 10 April 1943; to Annette Island, 22 April 1943 for service with No.115 Squadron. To Patricia Bay, with that unit, 21 August 1943; to Tofino with that unit, 17 March 1944. To Pennfield Ridge, 24 August 1944. To "Y" Depot, Lachine, 4 October 1944; embarked from Canada that day. Disembarked in Britain, 12 October 1944. To No.107 OTU. 28 October 1944. Promoted Flight Lieutenant, 1 November 1944. To Middle East, 31 December 1944. To No.117 Squadron, 4 February 1945. To United Kingdom, 11 October 1945. Repatriated to Canada, 2 December 1945. To No.8 Release Centre, 10 December 1945. Retired 7 June 1946. Letter dated 7 May 1946 indicated he had been offered a First Officer's position with TCA. Died 31 July 1996 in Abbotsford, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. RCAF photo PL-60834 (ex UK-22408 dated 4 July 1945) shows RCAF members of an RAF transport squadron under canvas during heavy rain - Rear Row, FS B. Davis (R194328, Morin Heights, Quebec), F/O George Wurtele (J39532, Westmount), F/O Kirk Strachan (J23535, St. Mary's, Ontario), F/L Jim Grant (J10965, Cumberland, B.C.), F/O Doug McDonald (J41728, Toronto), F/O A.A. Stewart (J41595, Vancouver). Front Row, FS Bob Pittam (R180402, London, Ontario), F/O J.E.D. Boyd (J44069, Carlisle, Ontario), WO Gord Mackey (R188640, Ottawa). Lying in front is F/O Mac Thomson (J38585, Almonte, Ontario).

This officer has shown great ability as flight commander in the squadron. During the great drive south through Burma he undertook a large number of operations, often in the face of enemy fire and adverse weather. Despite the difficulties and hazards of flying through the monsoon, Flight Lieutenant Grant has always displayed great keenness and determination. His skill and devotion to duty have been an inspiration to all.

Notes: On 26 October 1943, flying a Ventura, he hit a tree while flying over the sea. Not hospitalized. Carbon monoxide poisoning given as cause.

Application for Operational Wing dated 16 November 1945 stated he had flown 153 sorties (484 hours 30 minutes), 22 February to 1 September 1945 with No.117 Squadron (No.229 Group).

Assessed 18 May 1945 when he had flown 1,690 hours (149.35 in past six months) - "A good average officer. Perhaps a little over confident but very capable in the performance of his flying duties. Keen and cheerful, he has been satisfactory in all respects. He should do well on this unit." (W/C W.J. McLean).

On form dated 22 January 1946 he stated he had flown 88 hours non-operational on single-engine aircraft, 1,339 hours non-operational on multi-engine aircraft, and 660 operational hours on multi-engine aircraft. Types and hours flown were Dakota (560), Anson (470), Bolingbroke (34), Tiger Moth (84), Ventura (380), Crane (555) and Lysander (four).

Described 8 November 1945 as "A reasonable candidate for the Interim Air Force." (W/C T.P. Harnett, President of Interviewing Board).

Training: Interviewed in Vancouver, 29 April 1940. "This man would prefer to enlist as a mechanic but has no training, Was very active in the Boy Scouts and had 17 Merit Badges, No experience with fire arms but appears to have the ability to retain what he is taught." Recommended for Air Gunner.

Attended No.1 ITS, 24 June to 20 July 1940. Courses in Mathematics (85/100), Law and Discipline (94/100), Drill (80/100), Armament, practical and oral (86/100) and Visual Link (Pass)/ Placed 40th in a group of 244. "Education Grade 12. Worked underground in coal mine as winch operator. Very tough class of work. This man would make an excellent gunner but it was decided he would be more valuable as a pilot."

Attended No.8 EFTS, 23 July to 15 September 1940. Tiger Moth aircraft - 28.00 dual, 25.10 solo and five hours in Link. "Above average".

Ground courses in Airmanship (153/200), Airframes (164/200), Engines (160/200), Signals, practical (45/50), Theory of Flight (79/100), Air Navigation (156/200), Armament, oral (150/200). Placed 14th in a class of 23. "Conduct has been good and at all times has behaved well. His ability to do things is brought out by his work and he realizes a responsibility towards whatever he may be asked to do. Would probably be reliable in any emergency."

Attended No.4 SFTS, 15 October to 20 December 1940. Anson aircraft - 22.50 day dual, 36.15 day solo, 1.55 night dual, 4.00 night solo. Logged 14.35 in Link. "Average ability as general

pilot, but allows air speed to diminish on turns. Good average instrument pilot.” Ground courses in Airmanship (116/200), Armament, written (72/100), Armament, practical (69/100), Air Navigation (171/200), and Signals (48.5/50). Placed 14th in a class of 38.

Short Course in Navigation, No.1 ANS, 6 January to 1 March 1941. Avro Anson aircraft, 36.35 day and 4.35 night. Graded in the following - DR Navigation (345/450), Magnetism and Compasses (139/200), DF and WT (85/100), Instruments (101/150), Mathematics (84/150), Maps and Charts (110/150), Meteorology (164/200) and Reconnaissance (55/100). Placed ninth in a course of 16. “Average - a reasonably good student.” (F/O A.W. Mitchell).

Attended No.1 GRS, Summerside, 1 February to 2 April 1943. Avro Anson aircraft - 42 hours 40 minutes. Graded under the following headings - DR Navigation Intermediate (88/100), . DR Navigation Final (222/300), DR Navigation Air Work (237/300), Reconnaissance (154/200), Reconnaissance Air Work (72/100), Astro Navigation (82/100), Compasses and Instruments (148/200), Meteorology (136/200), Signals (82/100), Coding (82/100), Ship Recognition (174/200), Photography (80/100) and Visual Signals (Pass). Placed second in a class of 22. “Above average. A pupil of ability. Worked hard on the course, showing keenness throughout. His results were good in all subjects and he has a sound all-round knowledge,” (F/L Simpson). “A keen and hard working pupil who has achieved very good results. Should make a sound G.R. pilot.” (W/C E.T. Newell ?).

Attended Chemical Warfare Air Weapons course, 8-20 November 1943. Flew Bolingbroke (two hours 20 minutes) and Lysander (three hours 30 minutes). Graded in Anti-Gas Theory (76/100), Anti-Gas Practical (77/100), Chemical Air Weapons Theory (149/200) and Chemical Weapons Air Exercises (Pass). Placed second on a class of seven. “Competent. Has demonstrated ability. Worked consistently and well during course. Obtained good results on his air exercises.” (S/L E.C.M. Sheffield).

Course at Pennfield Ridge commenced 25 August 1944. Graded in General Flying (300/400) and Night Flying (75/100). “A capable and competent pilot.” (W/C J.G. Twist, 13 September 1944).

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GRANT, S/L Malcolm Edward (C1466) - **Air Force Cross** - No.17 EFTS - Award effective 28 May 1943 as per **London Gazette** dated 2 June and AFRO 1459/43 dated 30 July 1943 - Born in Ottawa, 1912; attended Ashbury College and Queen's University. Enlisted in Ottawa, 1 January 1940; trained at Camp Borden. Promoted Flight Lieutenant, 1 September 1941. As of 15 October 1941 he was at No.13 SFTS. Promoted Squadron Leader, 1 October 1942. To No.17 EFTS, 11 December 1942. To No.10 EFTS, 29 April 1943. To “A”, 31 August 1943; to No.1 Composite Training School, 9 June 1944; to Release Centre, 21 February 1945; released 1 March

1945.

This officer, by his untiring energy and devotion to duty, has set a splendid example to all ranks serving under him. He is an outstanding Flight Commander and Examining Officer and has been instructing in the C.T.E. [?] since October 1940. He has completed nearly 1,700 hours instructional flying. Squadron Leader Grant has, at all times, performed his duties in an exceptionally meritorious and efficient manner.

NOTE: The hazards of instructing are shown by two incidents. On 27 June 1941 (No.10 SFTS, Harvard 2941) the pupil pilot suddenly pulled back the control column to correct airspeed on landing and aircraft zoomed upwards. Grant pushed the nose down and opened the throttle but the engine did not pick up and the aircraft hit the ground, causing Category "B" damage. The cause was ruled to be "Instructor's failure to correct his pupil's error in time to prevent accident". On 8 March 1943 (No.17 EFTS, Finch 4754) he was giving dual night instruction. The pupil (LAC J.W. Bennett, RAF) opened the throttle violently on takeoff, causing a severe swing; Grant grabbed the controls but at 150 feet the engine cut and the aircraft went out of control, crashing in a stump-studded area 100 yards west of the runway. Grant was slightly injured; his pupil was fatally injured.

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GRANT, W/C Patrick James (C1521) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Enlisted in Ottawa, 15 December 1939. Promoted Flight Lieutenant, 1 May 1941. As of 3 July 1941 he was at No.21 EFTS. To No.13 (Operational Training) Squadron, 31 March 1942. To No.7 (BR) Squadron, date not shown. To No.3 OTU, date not shown. Promoted Squadron Leader, 5 November 1942. To No.7 (BR) Squadron again, 12 December 1942. To "Y" Depot, 12 May 1943. To RAF overseas, 31 May 1943. Promoted Wing Commander, 17 July 1944. Repatriated to Canada, 29 March 1946. Reverted to Squadron Leader, 1 October 1946. Stayed in postwar RCAF until at least 1947 when he was with No.435 Squadron (service number 20081). RCAF photo PL-33692 (ex UK-15424 dated 29 September 1944) shows W/C P. Grant of Assiniboia, Saskatchewan and W/C J. Frizzle, taken in Northern Ireland where they commanded the two RCAF Sunderland squadrons. No citation has been found to this award. However, Public Records Office Air 2/9114 (dealing with American awards) has a recommendation for a US honour and this may relate to the MiD. He was reported as having flown 57 sorties and 542 hours (clearly operational hours); the proposed American citation would have read:

Wing Commander Grant commanded 423 Squadron from July 1944 to February 1945 during which time he displayed powerful leadership and organizing ability. These qualities played a major part in the operational efficiency of the squadron.

GRANT, S/L Patrick James (20081) - **Croix de Guerre 1940 with Palm (Belgium)** - No.423 Squadron - Awarded as per **London Gazette** dated 27 June 1947 and AFRO 403/47 dated 25 July 1947. Pilot. Public Records Office Air 2/9110 has recommendation (believed for this award) drafted when he was a Wing Commander and held wartime number C1521; it is this document that links him to No.423 Squadron.

Wing Commander Grant was a Flight Commander from August 1943 - July 1944, when he was appointed to command the squadron. He carried out many operational sorties, displaying outstanding keenness and ability, which contributed to the operational efficiency of the squadron.

GRANT, S/L Patrick James (20081) - **Chevalier of the Order of Leopold with Palm (Belgium)** - Awarded as per **London Gazette** dated 27 June 1947 and AFRO 403/47 dated 25 July 1947. Pilot.

RCAF Press Release No.84 dated 12 September 1944 from F/L S.L.Tilley (associated with photo UK-7852) transcribed by Huguette Oates reads:

WITH THE RCAF IN COASTAL COMMAND: -- P.J. Grant, of Assinibois, Saskatchewan, has been promoted to the rank of Wing Commander, and appointed Officer Commanding an RCAF Sunderland flying boat squadron which operates from a base in Northern Ireland.

This Canadian squadron, according to an official announcement released by RCAF Overseas Headquarters today, for some time has been engaged on anti-submarine work for Coastal Command. It was previously led by W/C L.G.G.J. Archambault, of Quebec City, and Kentville, N.S.

In peacetime, Pat Grant was "a flying policeman" and one of the most experienced of pilots serving with the Royal Canadian Mounted Police. His job was to fly up and down the Eastern Canadian seaboard searching for rum smugglers who were operating along the coastal areas of the Maritime Provinces.

In wartime, as a 33 year-old pilot serving with the Royal Canadian Air Force, he continues to patrol the North Atlantic but now he hunts for Nazi U-boats operating off the coast of Ireland. Helping to protect Allied convoys, as they cross the ocean with vital reinforcements and war supplies, has also been part of Grant's work for the past year.

W/C Grant's association with the RCAF began in 1929 when, at the bottom of the ladder, he enlisted in the permanent force and served as an AC1 mechanic at Camp Borden, Ontario. Three years later, he started bush flying and carried supplies to isolated mining areas in Northern Ontario. In the same year, the RCMP secured his services but immediately war broke out, he left the Mounties and returned to the RCAF

Before coming overseas, W/C Grant served with RCAF Stations and Squadrons based at Jerico Beach, B.C., Trenton, Saskatoon, Boundary Bay, B.C., Chatham, N.B., and at Prince Rupert, B.C. In May, 1943, he was sent to Coastal Command overseas to join the same RCAF flying boat squadron which he now commands.

Mainly because of his RCMP training, W/C Grant's favorite recreation is horseback riding. And the former Mountie now devotes most of his off duty hours giving free riding lessons to Canadian airmen in his squadron which is based on the only Coastal Command Station that operates a permanent riding club of its own.

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GRANT, LAC Robert Alexander (R169961) - **Mention in Despatches** - Croft (AFRO gives only "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 29 March 1921. Home in Chatham, Ontario. Enlisted in London, Ontario, 23 July 1942 as "Tradesman" but soon reclassified for instrument training. To Technical Training School, 20 August 1942; to No.123 Squadron, 27 December 1942; promoted AC1, 1 January 1943. To "Y" Depot, 13 March 1943; to United Kingdom, 1 April 1943 (promoted LAC that date). Recommendation stated he had served one year in Canada, 18 months overseas. Repatriated 6 June 1945. Released 2 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945.

This airman has been employed as an instrument mechanic in Daily Servicing Squadron for the past fifteen months. This airman's devotion to duty and untiring co-operation has contributed to the efficient operation of his section. He has worked long hours and has remained cheerful and willing. He is a willing and capable tradesman.

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GRANT, F/L Robert Bickerton (J27189) - **Distinguished Flying Cross** - No.10 Squadron - Award

effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 24 March 1924 in Stittsville, Ontario; home there (student). Educated at Queens University. Enlisted in Ottawa, 25 May 1942 and posted to No.1 Manning Depot. To No.8 SFTS (guard), 23 July 1942. To No.3 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.11 EFTS until 16 December 1942; may have graduated 5 February 1943 but not posted to No.9 SFTS until 20 February 1942; graduated and commissioned, 11 June 1943. To No.1 GRS, 18 June 1943; to No.31 OTU, 20 August 1943. To "Y" Depot, 9 December 1943. Promoted Flying Officer, 11 December 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Promoted Flight Lieutenant, 18 October 1944. Repatriated 8 April 1945. Retired 1 June 1945. Living in Toronto in 1950. RCAF photo PL-41569 (ex UK-18048 dated 10 January 1945) is captioned as follows - "With Canadians Flying in the RAF - FS C.W. Howstead, London, Ontario, navigator, left, and F/L R.B. Grant of Ottawa, pilot, members of the same Halifax bomber crew, peel off their heavy flying kit a few minutes after returning from the bombing of a German target."

Flight Lieutenant Grant has now completed his first operational tour which has included attacks on such heavily defended targets as Essen, Cologne, Magdeburg and Stuttgart. He was the captain of an aircraft detailed to attack Kiel in September 1944. On the approach to the target the aircraft was hit by anti-aircraft fire causing extensive damage but with his usual coolness and determination this officer completed the mission successfully. His fearlessness in the face of danger coupled with his courage and devotion to duty have shown him to be an excellent leader and a pilot of outstanding ability.

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GRANT, P/O Robert Stuart (J92382) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Toronto, 24 January 1922; home in Weston (airframe mechanic). Enlisted in Toronto, 26 November 1942. Granted Leave Without Pay until 15 June 1943 when posted to No.1 Manning Depot. To "A", 11 July 1943. To No.2 SFTS, 25 August 1943. To No.1 Air Gunner Ground Training School, 1 October 1943. Promoted LAC, 12 November 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 23 December 1943. To "Y" Depot, 14 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 30 November 1944. Promoted Flying Officer, 30 April 1945. Repatriated 13 June 1945. To Yarmouth that date. Retired 4 October 1945. Died in Port Perry, Ontario, 22 November 2012. RCAF photo PL-40366 (ex UK-17165 dated 5 December 1944) is captioned as follows: "The lad in the centre has just returned from an attack on a synthetic oil plant in the Ruhr, in the course of which he put a two-second burst into a marauding Ju.88. He is FS R.S. Grant (Weston,

Ontario), Moose Squadron rear gunner. At left sits his mate of the mid-upper turret, FS Raymond Andrew (Pickering, Ontario). At right, the Moosemen's gunnery leader, F/L Alfred Jennings, DFC (Ealing, London, England). RCAF photo PL-42248 (ex UK-19091 dated 20 February 1945) is captioned as follows: "Just back from attacking Goch in the northwest Rhur, these gunners of a Moose Squadron Lancaster tell Section Officer Sally Morton, left, Intelligence Officer (Gore Bay, Ontario), how they fought off two Junkers 88s. The rear gunner, P/O Robert Grant of Weston, Ontario (centre) claimed the first Nazi as 'damage' after putting 400 rounds into it. The mid-upper at right is P/O Ray Andre, Pickering, Ontario." Died in Port Perry, Ontario, 22 November 2012. Recommended 23 March 1945 when he had flown 31 sorties (192 hours 35 minutes), 16 August 1944 to 13 February 1945.

Pilot Officer Grant has proved himself to be a conscientious and able air gunner. His aircraft has been attacked on many occasions by enemy fighters but they have always been successfully evaded, largely owing to the precise and reliable instructions which Pilot Officer Grant has given to his pilot. On two occasions his well directed fire has damaged enemy fighters. This officer has always displayed outstanding courage in hazardous circumstances.

DHH file 181.009 D.1941 (Library and Archives RG.24 Volume 20612) has the original sortie list and submission, prepared 22 March 1945; clearly in same crew as P/O Raymond Andrew:

27 August 1944 - Mimeyecques (3.45)
29 August 1944 - Stettin (10.00)
12 September 1944 - Dortmund (5.45)
18 September 1944 - Domburg (4.00, day)
19 September 1944 - Domburg (3.45, day)
27 September 1944 - Bottrop (5.50, day)
28 September 1944 - Cap Gris Nez (3.40, day)
6 October 1944 - Dortmund (6.40)
23 October 1944 - Essen (6.05)
25 October 1944 - Essen (5.45)
28 October 1944 - Cologne (5.45, day)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.30)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.20, day)
16 November 1944 - Julich (5.30, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (6.50)
27 December 1944 - Opladen (6.20)
29 December 1944 - Gelsenkirchen (6.45)
30 December 1944 - Cologne (6.20)
2 January 1945 - Nuremburg (9.00)
5 January 1945 - Hanover (5.35)
6 January 1945 - Hanua (6.55)
28 January 1945 - Stuttgart (7.50)
1 February 1945 - Ludwigshaven (7.25)
2 February 1945 - Wiesbaden (6.15)
4 February 1945 - Bonn (5.40)
7 February 1945 - Goch (6.00)
13 February 1945 - Dresden (9.35)

Flying Officer Grant has completed 31 operations sorties against Germany's most heavily defended areas. His aircraft has been stalked on many occasions by enemy fighters, but [they] have been safely eluded due to the precise and reliable instructions he has given to the pilot.

On two occasions his well directed gun fire was seen to damage attacking enemy fighters which resulted in the pilot being able to press home two very successful sorties. Flying Officer Grant's courage and devotion to duty under the most hazardous circumstances has always set an example of the highest order. I therefore consider the exploits of this officer fully merits the award of a non-immediate Distinguished Flying Cross.

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GRANT, F/L William George Hyland (J25311) - **Mention in Despatches** -No.407 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 9 April 1923. Home in Vancouver; enlisted there 6 March 1942. Trained at No.2 ITS (graduated 24 October 1942), No.2 EFTS (graduated 27 December 1942) and No.12 SFTS (graduated 16 April 1943). Pilot of aircraft attacking midget submarines, 25 April 1945. Retired 26 September 1945. Rejoined RCAF, 11 May 1951 (40261), retiring 21 November 1969; living in Trenton at that time. DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation for a DFC drafted 26 May 1945 when he had flown 35 sorties (321 hours 55 minutes on operations) as follows:

As a second pilot in the squadron, this officer has consistently proved himself to be outstanding in his ability, energy, and unswerving devotion to duty. Since joining the unit as a captain, Flight Lieutenant Grant has set an excellent example to the remainder of the squadron by continuing to display exemplary qualities of leadership and loyalty.

This has resulted in a highly trained, determined and cooperative crew whose tireless efforts were rewarded at 2357 hours 25th April 1945, when an enemy submarine was attacked and sunk in position 52:07N 03.41E after a successful radar homing and Leigh Light illumination in F/407 (Form Orange Langham/03 26th April 1945 refers).

* * * * *

GRAVELL, LAC Karl Mander (R97644) - **George Cross** - No.2 Wireless School - Awarded 11 June 1942 as per **London Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born in Norkkoping, Sweden, 24 September 1922. Educated in Sweden to 1936; arrived in Canada,

1937 and naturalized on 2 July 1937. Further educated at Kitsilano High School, 1937-1939; at King Edward High School, 1939-1940. Keen model aircraft builder and sought to become an air gunner. Enlisted in Vancouver, 15 March 1941. Posted to No.2 Manning Depot that day as AC2; to No.12 SFTS, Brandon, 16 May 1941 (guard duty); to No.2 Wireless School, 19 July 1941. Promoted to LAC, 18 August 1941. Not the most disciplined pupil; on 3 July 1941 he forfeited seven days' pay for being asleep on sentry duty at Brandon; on 5 September 1941 he was awarded 120 hours detention for "breaking out of barracks" when he was a defaulter; he was further charged with "Conduct to the prejudice of good order and Air Force discipline in that he concealed himself, well knowing the Air Force authorities were searching for him". He was in trouble again on 16 September 1941 for failing to appear on parade including defaulters parade (seven days confined to base); on 22 September he charged with indiscipline for "smoking in an unauthorized place" (three days confined to base), and on 22 October was awarded another three days confined to base for "failing to arise at Reveille".

On November 10, 1941, Moth Wireless Training No.4833 crashed in Simons' Valley and immediately burst into flames. The Trainee Wireless Air Gunner, LAC K.M. Gravell, managed to extricate himself from the wreckage and get clear. In spite of the intense shock caused by the loss of one eye and severe burns suffered at the time of the crash, LAC's Gravell's first and only thought was for the welfare of his pilot so, finding that his pilot was still in the aircraft and ignoring the fact that his own clothes were ablaze, he attempted to get back to the flaming wreckage to pull his pilot clear, but had barely reached the aircraft when Mrs. F. Walsh (School Teacher) at great danger to herself, ran up and dragged him away. Mrs. Walsh rolled him on the ground to extinguish the flames which had, by this time, completely enveloped his clothing. LAC Gravell subsequently died from his burns. Had he not considered his pilot before his own safety and had he immediately proceeded to extinguish the flames on his own clothing, he would probably not have lost his life.

NOTE: F/O James Robinson (C3021) was killed; Mrs. Francis Walsh, teacher at Big Springs School, Calgary, awarded George Medal for efforts to save Gravell (**London Gazette**, 11 June 1942) for the same incident:

An aircraft crashed in the school yard of Big Springs School (in the Simmonds Valley near Calgary, Alberta) and burst into flames. The pilot was instantly killed and the pupil (LAC Gravell) seriously burned and injured. The pupil was endeavouring to pull the pilot from the blazing wreckage when Mrs. Walsh, who had heard the crash, ran out to the scene of the fire. She displayed great personal courage and coolness in circumstances which were entirely strange to her. In the face of considerable danger from the gasoline fire she ran into the blazing wreckage and dragged out the pupil, rolled him on the ground and

extinguished the fire on his person. With the help of her pupils she then carried the injured man to her school, rendered First Aid and sent for medical assistance. In carrying out this feat, Mrs. Walsh received burns about the face and suffered from shock but made no comment whatever regarding her own injuries which were not attended to until after the medical officers who had arrived at the scene of the accident had cared for the injured man.

NOTE: The following is an account of his flying time up to the incident:

23 September 1941 - Norseman 2463 (F/O McHugh) - one hour (passenger)
3 November 1941 - Norseman 2463 (F/O McHugh) - two hours (A & B exercise)
3 November 1941 - Moth 4840 (Sgt Rodge-Williams) - one hour (listening watch)
4 November 1941 - Moth 4842 (F/O Lawson), one hour (D exercise)
4 November 1941 - Norseman 2463 (F/O Robinson) - 80 minutes (DF exercise)
4 November 1941 - Moth 4833 (F/O Brown) - 30 minutes (C exercise)
5 November 1941 - Moth 4845 (F/O Porter) - 30 minutes (C exercise)
10 November 1941 - Moth 4833 (Sergeant Rodge-Williams), one hour (D exercise)
10 November 1941 - Moth 4833 (F/O Robinson), 40 minutes (DF exercise, crashed)

A note about Flying Officer James Robinson may be in order. Born in Ballyfrenis, County Down, Ireland on 20 June 1897, he had been raised in Canada and served in the RFC/RAF during the First World War (trained in Canada between 1 April 1918 and end of 1918; trained at No.4 School of Aeronautics from 6 April 1918, No.42 Wing from 28 May 1918, No.43 Wing from 7 August 1918 and School of Air Fighting from 21 August 1918 to 11 September 1918. He accumulated 117 hours 30 minutes of air time. Between the wars he was a barrister in Jasper, Alberta. Rejoined the RCAF in Edmonton, 4 November 1941, and took a refresher flying training course at No.16 EFTS, Edmonton where he logged 50 hours of air time (17 hours 40 minutes dual, 32 hours 20 minutes solo). Posted on 7 January 1941 to No.2 WS, Calgary, where he was considered an "average staff pilot."

Interviewed in Vancouver, 21 January 1941. "Very keen youth, alert, observant. Seems to possess intelligence and personality. Just out of school and ambitious to join Air Force as WAG. Very interested in model aeroplane building. Parents and candidate born in Sweden. Arrived in Canada 1937. Naturalized July 2nd 1937."

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GRAVESON, F/O Joseph Dixon (J21266) - **Air Force Cross** - No.6 (BR) Squadron - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Fort William, Ontario, 20 April 1918. Educated in that city. Labourer, plumbers

apprentice (July 1936 to July 1939) and Aircraft Rib Fitter (Canadian Car and Foundry, 1939-1940). Attended 102 Basic Training Centre (Lake Superior Regiment), November-December 1940. Enlisted at Fort William, 24 July 1941 and posted to No.3 Manning Depot. Granted Leave Without Pay until 9 September 1941 when posted to No.2 Manning Depot. To No.32 SFTS (guard), 11 November 1941. To No.2 ITS, 22 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.5 EFTS until 28 February 1942; may have graduated 24 April 1942 but not posted to No.12 SFTS until 10 May 1942; graduated and commissioned, 28 August 1942. To No.13 (Operational Training) Squadron, 26 September 1942; to No.3 OTU, date not shown. To Eastern Air Command, 2 January 1943; to No.116 (BR) Squadron, 9 January 1943. Promoted Flying Officer, 28 February 1943. To No.3 OTU, 21 November 1943. To No.6 (BR) Squadron, 15 March 1944. Promoted Flight Lieutenant, 28 August 1944. To No.6 OTU, 2 February 1945. To "Y" Depot, 18 May 1945. Embarked from Canada, 27 May 1945. Disembarked in Britain, 12 June 1945. On strength of No.3 PRC until 1 August 1945 when posted to Snaith. To Down Ampney, 26 August 1945. To No.435 Squadron, 18 September 1945, flying 150 hours overseas with that unit. Repatriated 21 January 1946. Retired 12 March 1946. Died in Thunder Bay, 19 August 1973. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 1,426 hours, of which 611 were on operations (69 sorties).

On August 30th, 1944, an airman at an isolated base where no medical aid was available was seriously injured. This officer under extremely hazardous conditions effected a successful landing on the water and subsequent take-off to evacuate the injured airman. In carrying out this rescue the hull and tailplane were damaged by the high seas, the waves being over ten feet high. The skill, courage and devotion to duty displayed by this officer were of the highest order and were responsible for saving the airman's life.

The original recommendation was raised at an uncertain date by one F/L R.G. Morgan, who suggested a Mention in Despatches. Flying time given as 1,426 hours (340 in previous six months) of which 611 hours were on operations (69 sorties). Text as follows:

On August 30th, 1944, an airman at an isolated base where no medical aid was available was seriously injured. Flying Officer Graveson, under extremely hazardous conditions, with swells over ten feet high, effected a successful landing and take take-off to evacuate the injured airman. In carrying out this rescue the hull and tailplane were damaged by the high seas. It is considered that the skill and courage displayed by this officer was of the highest order and was directly responsible for saving the airman's life.

W/C E.W. Beardmore (Station Commander) concurred; A/V/M F.V. Heakes suggested an Air

Force Cross and this was agreeable to others at AFHQ.

The ORB of No.6 (BR) Squadron states under heading of 30 August 1944, "J21266 F/O J.D. Graveson with crew two and F/L Jones, medical officer, made a successful flight to Cape Scott and return for an injured airman." It appears to have been treated as a non-operational mission and not further recorded.

A report from Coal Harbour, British Columbia dated 19 January 1945 reads as follows:

On August 30th, 1944, an urgent call was received from Cape Scott that an airman was badly injured in a dynamite explosion and help was requested. Flying Officer Graveson, J., and crew and a medical officer with Canso 11012 were airborne from Coal Harbour at 1841 en route Cape Scott. Swells on the water at Deep Cove, near Cape Scott, exceeded ten feet. Landing and taking off under these conditions was an extremely hazardous undertaking, but Flying Officer Graveson, realizing that a man's life was at stake, decided to attempt it. The landing was successfully carried out in Deep Cove and the patient was transferred from shore to the aircraft. The take-off was even more treacherous than the landing but was successfully accomplished, although the aircraft sustained some damage. The patient was landed at Coal Harbour at 2020 and lodged in the hospital. Flight Lieutenant Jones, the Medical Officer, testified that if the mercy flight has not been carried out the airman would have died.

It is felt that Flying Officer Graveson's good judgement and skilful handling of his aircraft under most hazardous sea conditions, which normally would not justify taking off or landing, definitely saved this airman's life.

The document was signed by F/L A.W. Thomas (Intelligence Officer, Coal Harbour) and F/L R.G. Morgan (on behalf of Commanding Officer, No.6 Squadron).

Training: Course at No.2 ITS was 22 December 1941 to 11 February 1942. Courses in Mathematics (144/15), Armament (44/50), Signals (143/150), Aircraft Recognition (100/100), Drill (77/100), Law and Discipline (94/100), Navigation (165/200) and General Studies (100/100). Placed ninth in a class of 176. "This airman is keen to fly and passed his ground work with a high average. He is quiet but does very well in leadership when detailed. He has a high sense of responsibility and is recommended for a commission."

Course at No.5 EFTS was 2 March to 24 April 1942 - Tiger Moth aircraft (33.55 dual, 36.45 solo, of which ten hours were on instruments. Also logged nine hours in Link. "A good pilot, no outstanding faults" (J. Fairbanks, CFI, 6 May 1942). Ground school subjects were Airmanship

(185/200), Airframes (92/100), Aero Engines (94/100), Signals, practical (100/100), Theory of Flight (82/100), Air Navigation (145/200), Aircraft Recognition (72/100), Armament (114/125). Placed seventh in a class of 105. "Mature but ill at ease. Conduct, discipline and appearance excellent. Link 85 percent."

Course at No.12 SFTS was 11 May to 28 August 1942; Cessna Crane (64.10 day dual, 73.25 day solo, 9.00 night dual, 7.00 night solo; spent 24.00 on instruments; logged 24.30 in Link. Ground courses in Airmanship and Maintenance (175/200), Armament, written (83/100), Armament, practical, 87/100), Navigation and Meteorology (140/200), Signals, written (48.5/50), Signals, practical (85/100). "Above average - a keen but determined worker - good personality." Placed 19th in a class of 47.

Course at No.3 OTU, Patricia Bay, 28 September to 18 December 1942 involved flying on Stranraer (36.30 as pilot, 20.15 as passenger). Courses in Ship Recognition (87/100), Reconnaissance (88/100), Coding (91/100), Armament (72//100), Meteorology (85/100), Photography (61/100), Astro Navigation (87/100), DR Navigation (77/100), and Seamanship (86/100). " Good average Stranraer pilot (Day). No outstanding faults. Good average Ground School student - conscientious." (F/L E.R. Austin, endorsed on 19 December 1942 by S/L C.C. Austin).

Further course at No.3 OTU, Patricia Bay, 12 December 1943 to 25 February 1944, this time on Canso A - Day Flying was 5.05 dual, 59.45 as captain; of this, 4.25 on instruments. Night Flying was 4.55 dual, 10.15 as captain. By day he dropped 54 bombs on stationary targets and 46 bombs on moving target. Fired 663 rounds, air-to-sea. Ground courses in Airmanship and Seamanship (73 percent), Bombing and Gunnery (81 percent), Coding (64 percent), Technical (86 percent), Meteorology (81 percent), Navigation (64 percent), Signals (78 percent), Aircraft Recognition (98 percent) and Ship Recognition (100 percent). Placed third in a class of six. Overall described as "unenthusiastic" although he obviously knew his subjects.

Course at No.6 OTU was 5 February to 27 April 1945. Flew Expeditor aircraft (6.20 day dual to first day solo, 15.15 total day dual, 26.35 day solo (6.00 as second pilot), 1.20 night dual to first night solo, 5.10 total night dual, 7.05 night solo); Dakota (2.10 day dual to first day solo, 9.30 day dual total, 17.35 day solo; 2.05 as second pilot); 1.35 night dual to first night solo, 7.25 total night dual, 2.45 night solo). Also logged 25 hours in Link. Flying Tests in General Flying (375/400), Applied Flying (150/200), Instrument Flying (210/250), Night Flying (90/100) and Link (37/50). Ground courses in Airmanship (254/300), Engines (273/300), Meteorology (85/100), Navigation (165/200), Signals (79/100). "This pilot is definitely above the average. He is a good captain and leader of his crew. Should go a long way." (W/C M. De Pret, 27 April 1945).

Operational Wing: Application for Operational Wing dated 25 November 1944 listed following

sorties:

2 March 1943 - No.116 (BR) Squadron - Catalina - patrol (7.15)
8 March 1943 - No.116 (BR) Squadron - Catalina - patrol (7.20)
15 March 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (10.05)
18 March 1943 - No.116 (BR) Squadron - Catalina - patrol (10.00)
23 March 1943 - No.116 (BR) Squadron - Catalina - patrol (2.30)
19 April 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (8.50)
22 April 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (7.45)
23 April 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (6.00)
27 April 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (12.55)
21 May 1943 - No.116 (BR) Squadron - Catalina - patrol (9.30)
24 May 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (4.35)
23 June 1943 - No.116 (BR) Squadron - Catalina - patrol (5.40)
26 June 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (12.05)
11 July 1943 - No.116 (BR) Squadron - Catalina - A/S sweep (10.05)
26 July 1943 - No.116 (BR) Squadron - Catalina - patrol (18.30 !!!)
7 August 1943 - No.116 Squadron - Catalina - patrol (12.45)
3 September 1943 - No.116 (BR) Squadron - Catalina - convoy (19.10)
23 September 1943 - No.116 (BR) Squadron - Catalina - convoy (11.55)
2 October 1943 - No.116 (BR) Squadron - Catalina - patrol (11.45)
5 October 1943 - No.116 (BR) Squadron - Catalina - patrol (7.00)
8 October 1943 - No.116 (BR) Squadron - Catalina - patrol (12.30)
13 October 1943 - No.116 (BR) Squadron - Catalina - convoy (8.30)
23 October 1943 - No.116 (BR) Squadron - Canso - patrol (13.15)
31 October 1943 - No.116 (BR) Squadron - Canso - convoy (12.25)
7 November 1943 - No.116 (BR) Squadron - Canso - convoy (15.00)
28 March 1944 - No.6 (BR) Squadron - Catalina - patrol (3.05)
2 April 1944 - No.6 (BR) Squadron - Catalina - patrol (1.50)
4 April 1944 - No.6 (BR) Squadron - Catalina - patrol (4.00)
5 April 1944 - No.6 (BR) Squadron - Catalina - patrol (5.20)
13 April 1944 - No.6 (BR) Squadron - Catalina - patrol (11.00)
17 April 1944 - No.6 (BR) Squadron - Catalina - patrol (12.20)
19 April 1944 - No.6 (BR) Squadron - Catalina - patrol (13.10)
22 April 1944 - No.6 (BR) Squadron - Catalina - patrol (3.05)
25 April 1944 - No.6 (BR) Squadron - Catalina - patrol (6.45)
27 April 1944 - No.6 (BR) Squadron - Catalina - patrol (11.10)
29 April 1944 - No.6 (BR) Squadron - Catalina - patrol (12.10)
2 May 1944 - No.6 (BR) Squadron - Catalina - patrol (10.00)
4 May 1944 - No.6 (BR) Squadron - Catalina - patrol (12.00)

9 May 1944 - No.6 (BR) Squadron - Catalina - patrol (12.10)
12 May 1944 - No.6 (BR) Squadron - Catalina - patrol (10.40)
24 May 1944 - No.6 (BR) Squadron - Catalina - patrol (2.35)
28 May 1944 - No.6 (BR) Squadron - Catalina - patrol (11.15)
1 June 1944 - No.6 (BR) Squadron - Catalina - patrol (9.20)
3 July 1944 - No.6 (BR) Squadron - Catalina - patrol (9.40)
5 July 1944 - No.6 (BR) Squadron - Catalina - patrol (12.55)
11 July 1944 - No.6 (BR) Squadron - Canso A - patrol (10.35)
19 July 1944 - No.6 (BR) Squadron - Catalina - patrol (2.30)
26 July 1944 - No.6 (BR) Squadron - Canso A - patrol (9.00)
30 July 1944 - No.6 (BR) Squadron - Catalina - patrol (12.20)
6 August 1944 - No.6 (BR) Squadron - Catalina - patrol (11.35)
10 August 1944 - No.6 (BR) Squadron - Catalina - patrol (10.00)
13 August 1944 - No.6 (BR) Squadron - Canso A - patrol (2.30)
17 August 1944 - No.6 (BR) Squadron - Catalina - patrol (10.20)
20 August 1944 - No.6 (BR) Squadron - Catalina - patrol (9.05)
22 August 1944 - No.6 (BR) Squadron - Canso A - patrol (5.40)
26 August 1944 - No.6 (BR) Squadron - Catalina - patrol (7.00)
27 August 1944 - No.6 (BR) Squadron - Catalina - patrol (3.00)
1 September 1944 - No.6 (BR) Squadron - Catalina - patrol (14.45)
9 September 1944 - No.6 (BR) Squadron - Catalina - patrol (7.20)
11 September 1944 - No.6 (BR) Squadron - Catalina - patrol (13.40)
19 September 1944 - No.6 (BR) Squadron - Catalina - patrol (40 minutes)
26 September 1944 - No.6 (BR) Squadron - Catalina - patrol (4.00)
2 November 1944 - No.6 (BR) Squadron - Catalina - patrol (7.10)
9 November 1944 - No.6 (BR) Squadron - Catalina - patrol (8.15)
11 November 1944 - No.6 (BR) Squadron - Catalina - patrol (8.25)

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GRAY, F/O Bruce Burrard (J18650) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born 26 April 1921. Home in Vancouver; enlisted there 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.2 WS; to No.2 BGS, 19 January 1941; graduated and promoted Sergeant, 17 February 1941. To Debert, 11 March 1941. To RAF overseas, 8 April 1941. Reduced to rank of AC2 and reclassified for General Duties, 5 August 1941. Restored to rank of LAC, 12 June 1942. Promoted Flight Sergeant, 28 January 1943. Commissioned 28 July 1943. Repatriated 4 July 1945. Released 25 September 1945. Attended law school and practiced in Vancouver until he retired to Calgary. Died 6 January 2007 in Calgary as per Royal Canadian Legion "Last Post" website and **Legion**

Magazine of November/December 2007.

As air gunner, this officer has completed many sorties on his second tour of operational duty during which a wide range of enemy targets have been attacked. He has proved himself to be a highly efficient, vigilant and resolute member of aircraft crew, whose devotion to duty has been unflinching.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.W. Gall dated 21 March 1945 when he had flown ten sorties (75 hours 20 minutes) on his second tour.

This officer has consistently displayed intrepid courage and coolness and great devotion to duty. On the night of 15th March 1945, on the tenth trip of his second operational tour, his aircraft was attacked seven times by enemy fighters. He handled his guns with great courage and disregard for personal safety until ordered to abandon the aircraft by the captain. The fighter was seen to receive strikes and burst into flame. He landed in the battle area and succeeded in reaching the Allied lines and made his way back to the Unit within three days. His obvious ability has always made him of great value to his pilot and an inspiration to other gunners. I recommend the immediate award of the DFC.

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

2 January 1945 - Nuremburg (5.20, duty not carried out)
16 January 1945 - Zeitz (8.45)
28 January 1945 - Stuttgart (7.50)
1 February 1945 - Ludwigshaven (7.00)
4 February 1945 - Bonn (7.10)
2 March 1945 - Cologne (6.15)
7 March 1945 - Dessau (9.25)
11 March 1945 - Essen (5.50)
12 March 1945 - Dortmund (6.35)
14 March 1945 - Zweibrücken (7.15)
15 March 1945 - Hagen (3.45, abandoned aircraft by parachute)

Note: Statement by J15666 F/L J.D. Craton re events of 15 March 1945: "I was at 12,000 feet and was shot at by unseen aircraft. The port wing burst into flames and the aircraft filled with smoke. The controls locked and I was unable to maintain control as the fire was gaining rapidly and I could not see my instruments. I ordered the crew to abandon aircraft. From this I had no reply from any member of the crew. As soon as I removed my oxygen mask I became dazed and remember little after that until I was descending in my chute and I was very near the ground. I

know nothing of any other members of the crew. The aircraft was burning some four or five hundred yards from where I landed."

Further to the crash of KB846, west side of Rhine near Krefeld, returning from bombing mission on Hagen, 15/16 March 1945: "At 1644 hours the above mentioned aircraft took off from this aerodrome to carry out a bombing raid on Hagen. The aircraft piloted by F/L J.D.C. Craton (J15666) failed to return from this operation and was reported missing the following morning. On 19th March 1945, the rear gunner, J18650 F/O B.B. Gray returned to this unit and was reported safe in the United Kingdom. The rear gunner reported that the aircraft was repeatedly attacked by an enemy night fighter on the return journey. Fire developed and the rear gunner baled out and landed near an American artillery post near Krefeld. On 24th March 1945, a postagram was received from Headquarters, Bomber Command, quoting a signal received from No.151 Repair Unit which states that an aircraft identified as the subject aircraft was found near Krefeld and that four unidentified badly burned bodies had been removed by an unknown Graves Registration Unit. On 26th March 1945, a telephone communication was received from the pilot, F/L Craton, informing this unit that he was safe at No.11 Canadian General Hospital at Taylow, Bucks." (No.428 Squadron Circumstantial Report dated 28 March 1945).

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GRAY, F/L Clarence Boyd (J35291) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Toronto, 20 March 1922; home in Port Credit (chemist). Another card gives home as Viking, Alberta. Had served two years in COTC. Enlisted in Edmonton, 25 July 1941 and granted Leave Without Pay until 10 September 1941 when posted to No.3 Manning Depot. To No.15 SFTS, 26 October 1941 (non-flying duty). To No.2 ITS, 6 December 1941; graduated 31 January 1942 and promoted LAC; to No.15 EFTS, 14 February 1942; to No.3 SFTS, 25 April 1942; graduated and promoted Sergeant, 14 August 1942. To No.1 GRS, 4 September 1942; to No.9 BGS, 12 November 1942. Date of posting overseas unclear. Commissioned 12 September 1943. Repatriated 18 June 1945 and posted to Debert. Released 18 October 1945. RCAF photo PL-40062 (ex UK-16359 dated 11 November 1944) is captioned as follows: "During a recent raid over enemy territory, F/O R.G. Herbert, Vancouver, bomb aimer in a Halifax bomber of the Bison Squadron of RCAF Bomber Group in Britain skippered by Flying Officer C.B. Gray, Viking, Alberta, shot down an enemy aircraft with his forward gun." No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 December 1944 when he had flown 28 sorties (157 hours 35 minutes), 14 August to 5 December 1944.

This officer has taken part in 28 attacks on enemy targets, a large proportion of which were against the heavily defended targets of industrial Germany. By his skill as a pilot he has at all times attacked his target and brought his aircraft safely back to base. He has shown himself to be an outstanding captain of aircraft and is possess of a fine offensive spirit and a determination to press on to his objective in spite of all difficulties. By his tact and cheerfulness he has at all times inspired and encouraged his crew.

It is considered that this officer's operational record and his devotion to duty fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

14 August 1944 - Aisy (4.10)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (5.35)
25 August 1944 - St. Mathieu (5.30)
27 August 1944 - Marquis (4.00)
6 September 1944 - Emden (4.20)
10 September 1944 - Le Havre (3.55)
11 September 1944 - Gardening, Kiel (5.30)
12 September 1944 - Dortmund (5.05)
13 September 1944 - Sea search (4.40, no sortie)
15 September 1944 - Kiel (6.00)
17 September 1944 - Boulogne (3.35)
20 September 1944 - Calais (3.10)
25 September 1944 - Calais (4.00)
27 September 1944 - Sterkrade (5.35)
28 September 1944 - Cap Gris Nez (5.00)
4 October 1944 - Gardening, Oslo (7.45)
6 October 1944 - Dortmund (6.10)
9 October 1944 - Bochum (6.05)
21 October 1944 - Hanover (2.50, recalled)
23 October 1944 - Essen (5.50)
24 October 1944 - Gardening, Oslo (6.05)
25 October 1944 - Cologne (6.05)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.05)
6 November 1944 - Gelsenkirchen (5.10)
18 November 1944 - Munster (5.20)

21 November 1944 - Gardening, Oslo (7.50)
30 November 1944 - Duisburg (6.05)
5 December 1944 - Soest (6.15)

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GRAY, WO1 (now F/O) Douglas Campbell (R63608/J95419) - **Mention in Despatches** - No.435 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 January 1921 in London, Ontario. Educated in Lobo and Strathroy, Ontario. Home in Mount Brydges, Ontario. Enlisted in London, Ontario, 10 May 1940. To No.1 ITS, 27 May 1940; graduated 21 June 1940 when posted to No.3 EFTS (promoted LAC on 22 June 1940); graduated 31 August 1940 when posted to No.2 SFTS; graduated 1 December 1940 when promoted Sergeant. To No.1 ANS, Rivers, 4 January 1941; to No.10 SFTS, Dauphin, 6 May 1941. Promoted Flight Sergeant, 1 December 1941; promoted WO2, 1 January 1942; reduced to Sergeant, 1 August 1942 following low flying offence, 24 June 1942; promoted Flight Sergeant, 1 March 1943. To Communications Squadron, Rockcliffe, 17 August 1943; promoted WO2, 7 September 1943; to No.164 Squadron, Moncton, 11 December 1943; to "Y" Depot, Lachine, 25 August 1944; posted overseas, reporting to No.3 PRC, 6 September 1944; to Doncaser, 12 September 1944; to No.229 Group, 20 September 1944; to TSTU, 24 September 1944; No.435 Squadron, 11 November 1944; Commissioned 15 February 1945. To United Kingdom, 9 July 1945. To No.437 Squadron, 5 August 1945. Repatriated to Canada, 22 October 1945; released 11 December 1945. Served in RCAF Auxiliary postwar (No.420 Squadron as pilot, 24 March 1949 to 30 November 1953; Fighter Controller, No.2420 Aircraft Control and Warning Squadron, 24 October 1956 to 25 October 1958). Died in London, Ontario, 31 August 1988. No citation. Unit identified in AFRO as "Overseas"; DHist file 181.009 D2585 (RG.24 Vol.20626) gives unit as No.436 Squadron (error). RCAF photo PL-2184 circa 1941 shows LAC T.R. Blythe (Kapuskasig) and LAC D.C. Gray (London, Ontario) pointing to air activities. RCAF photo PL-60990 (ex UK-23202 dated 19 August 1945) show him as a Warrant Officer in Burma, explaining a camera to a native.

He reported having flown 170 sorties. On a form dated 1 December 1945 he reported the following flying:

Non-Operational, single engine - 296 hours five minutes.
Non-operational, multi-engine - 2,090 hours five minutes
Operational (all multi-engine) - 530 hours 15 minutes

He also reported the following times for types:

Crane - 1,097 hours

Lodestar - 200 hours
Dakota - 1,324 hours 25 minutes

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GRAY, F/L Ernest Gordon (J14183) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 19 December 1920 at Chute Panett, Quebec (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home there. Enlisted in Montreal, 23 June 1941 and posted to No.1 Manning Depot. To No.1 SFTS, 3 August 1941 (non-flying duty). To No.1 WS, 8 November 1941. Promoted LAC, 9 December 1941. To No.9 BGS, 1 August 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 11 June 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 25 January 1945. To No.9 BGS, 26 February 1945. To Release Centre, 17 March 1945. Released 7 April 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 2/8882 has recommendation dated 20 September 1944 when he had flown 50 sorties (275 hours), 16 April 1943 to 29 Aug 1944.

* denotes counted as 1/3 sortie

16 April 1943 - Pilsen (3.35), DNCO
20 April 1943 - Stettin (8.50)
28 April 1943 - GARDENING, Kattegat (7.00)
13 May 1943 - Bochum (6.00)
23 May 1943 - Dortmund (4.50)
19 June 1943 - Le Creusot (7.40)
21 June 1943 - Krefeld (4.50)
22 June 1943 - GARDENING, Frisians (3.50)
24 June 1943 - Wuppertal (5.55)
25 June 1943 - Gelsenkirchen (5.15)
28 June 1943 - Cologne (.35), DNCO
8 July 1943 - Gelsenkirchen (7.35)
13 July 1943 - Aachen (6.10)
24 July 1943 - Hamburg (6.15)
25 July 1943 - Essen (5.10)
27 July 1943 - Hamburg (4.20), DNCO
29 July 1943 - Hamburg (7.20)

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24 December 1943 - Berlin (7.35)

2 January 1944 - Berlin (6.25)
27 January 1944 - Berlin (7.45)
28 January 1944 - Berlin (8.35)
30 January 1944 - Berlin (6.20)
15 February 1944 - Berlin (6.55)
19 February 1944 - Leipzig (6.55)
20 February 1944 - Stuttgart (6.20)
24 February 1944 - Schweinfurt (6.55)
25 February 1944 - Augsburg (7.10)
1 March 1944 - Stuttgart (7.00)
15 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (4.55)
22 March 1944 - Frankfurt (5.25)
24 March 1944 - Berlin (6.45)
30 March 1944 - Nuremburg (6.45)
18 April 1944 - Moisy le Sec (3.35)*
8 May 1944 - Haine St.Pierre (2.45)
10 May 1944 - Ghent (2.20)
11 May 1944 - Boulogne (2.30)
19 May 1944 - Le Mans (4.00)
10 July 1944 - Nucourt (3.30)
18 July 1944 - Cagny (2.30)
28 July 1944 - Stuttgart (6.15)
29 July 1944 - St.Lo (2.35)
3 August 1944 - Foret de Nieppe (2.05)
4 August 1944 - L'Isle Adam (2.45)
12 August 1944 - Falaise (2.40)
14 August 1944 - TRACTABLE 21A (2.20)
15 August 1944 - Melsbroek (2.15)
16 August 1944 - Kiel (4.55)
18 August 1944 - Sterkrade (3.35)
25 August 1944 - Russelsheim (6.45)
27 August 1944 - Kiel (5.25)
29 August 1944 - Stettin (8.30)

Flying Officer Gray is a very efficient and conscientious Air Gunner who has now completed two tours of operations. He is a good leader, imbued with a fine offensive spirit and a keenness for operational duty which is most commendable. His excellent personal example of fearlessness and devotion to duty has inspired his crew to greater efforts, and undoubtedly contributed in no

small way to their fine record of achievement.

Public Record Office Air 50/248 has a Combat Report for the night of 1st/2nd March 1944, Lancaster O/405, ND507 or JB507. Crew consisted of J16708 F/L A.J. Van Rassel, 141555 F/O G.F.W. Gillspie, 710165 Sergeant W. Howard, R109440 Warrant Officer F. Billingsley, R211205 Sergeant C.C.Y. Bergeron (mid-upper gunner, trained at No.9 BGS), J14183 F/O E.G. Gray (rear gunner, trained at No.9 BGS and No.22 OTU) and 1043385 Sergeant C.O. Beadman.

While on operations to Stuttgart on the night of March 1st, 1944 and in a position 4850" North 0930" East, Lancaster "O" Serial No.JB507 of 405 Squadron was attacked by a twin-engined fighter identified by the rear gunner as being a Me.210. The encounter took place at 19,000 feet altitude while flying at 145 I.A.S. on a heading of 070 True. Visibility was good with 5/10 cloud tops at 12,000 feet and no moon.

The enemy aircraft was first sighted by the rear gunner [Gray] silhouetted against the cloud at a range of 1,000 yards in the Starboard Quarter down. The enemy followed the bomber while closing in slowly on the Port Quarter down until it reached a position at 800 yards range at which time it banked towards the bomber and commenced to attack. The rear gunner held his fire until the range closed to 500 yards when he directed the pilot [Van Rassel] to corkscrew port, and opened fire with a short burst of 100 rounds total. The fighter then broke the attack by climbing on the port quarter and was not sighted again. There was no indication of imminent attack and the enemy aircraft did not open fire, no damage was caused to the fighter. Monica and Fishpond was reported unserviceable.

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GRAY, F/O Gordon Herbert (J28504) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Winnipeg, 13 August 1915; home in Victoria (clerk and draughtsman). Enlisted in Vancouver, 13 June 1942. To No.3 Manning Depot, 12 July 1942. To No.5 BGS, 11 September 1942 (non-flying duty); to No.7 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.2 BGS, 20 February 1943; to No.5 AOS, 15 May 1943; graduated and commissioned, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Repatriated via Greenwood with No.408 Squadron, 20 June 1945. Released 23 September 1945. RCAF photo PL- 44576 (ex UK-22071 dated 12 June 1945) shows him in his "office". The caption states he had flown nearly 50 sorties. "His aircraft was holed by flak in the final British bombing trip of the war against Germany, to blast Hitler's hideout at Berchtesgaden." No

citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 44 sorties (206 hours 50 minutes), 22 May 1944 to 16 March 1945.

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22 May 1944 - Le Mans (5.40)
24 May 1944 - Aachen (4.50)
26 May 1944 - Cherbourg (3.50)
27 May 1944 - Borg Leopold (5.45)
31 May 1944 - Au Fevre (4.05)
6 June 1944 - Conde sur Noireaux (6.10)
6 June 1944 - Houlgate (4.45)
7 June 1944 - Lorient (5.55)
9 June 1944 - Le Mans (5.45)
21 June 1944 - Oisemont-Neuville au-Bois (5.30)
24 June 1944 - Bonnetot (4.30)
25 June 1944 - Gorenflos (4.30)
28 June 1944 - Wizernes (3.50)
4 July 1944 - Villeneuve St.George (5.55)
6 July 1944 - Siracourt (4.25)
8 July 1944 - Lorient (6.20)
12 July 1944 - Bremont (4.15)
7 August 1944 - Caen area (2.40)
14 August 1944 - Potigny (2.40)
15 August 1944 - Volkel (3.10)
18 August 1944 - Bremen (5.05)
25 August 1944 - Russelsheim (7.10)
2 December 1944 - Ruhr Valley (5.30)
4 December 1944 - Uret (4.05)
6 December 1944 - Merseburg (6.15)
27 December 1944 - Ulm (5.55)
5 January 1945 - Hanover (5.00)
14 January 1945 - Saarbrucken (4.40)
16 January 1945 - Zeitz, with Deputy Master Bomber (6.50)
28 January 1945 - Stuttgart (5.35)
1 February 1945 - Ludwigshaven (5.25)
2 February 1945 - Wanne Eickel (4.05)
7 February 1945 - Cleve (3.40)
8 February 1945 - Wanne Eickel (3.55)
13 February 1945 - Bohlen (6.50)
14 February 1945 - Chemnitz, with Master Bomber (7.10)
23 February 1945 - Pforzheim (6.25)
23 February 1945 - Pforzeim (6.30)
1 March 1945 - Mannheim (5.05), with Master Bomber (5.20)
2 March 1945 - Cologne (4.05)

5 March 1945 - Chemnitz (7.55)

14 March 1945 - Zweibrucken, Long Stop (5.00)

16 March 1945 - Nuremburg, with Master Bomber (7.05)

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Flying Officer Gray is an extremely valuable member of aircrew, who despite the large number of sorties he has participated in, has retained an unflagging zeal for operations. At present engaged on his second tour of operations, he has at all times displayed great keenness to participate in attacks on all types of targets, including Nuremburg, Hanover and Dresden [sic, not listed on sortie sheet] and many other heavily defended German targets. Throughout his operations, Flying Officer Gray has set an outstanding example to all crew members, and his cheerful disposition and willingness to help others has been a great asset to the squadron.

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GRAY, F/O James Andrew Douglas (J26469) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Hanna, Alberta, 15 December 1917; home in Viking, Alberta (student). Another card gives home as Toronto. Enlisted in Toronto, 7 April 1942 and posted to No.1 Manning Depot. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942 but not posted to No.12 EFTS until 24 October 1942; may have graduated 8 January 1943 but not posted to No.2 SFTS until 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 18 May 1943. To United Kingdom, 22 June 1943. Commissioned in September 1943, backdated to 14 May 1943. Promoted Flying Officer, 14 November 1943. Repatriated 3 February 1945. Retired 29 March 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 2/9050 has recommendation dated 6 December 1944 when he had flown 31 sorties (168 hours 35 minutes) as follows:

23 July 1944 - Kiel
25 July 1944 - Stuttgart
31 July 1944 - Foret de Nieppe
3 August 1944 - Trossy St.Maximim
4 August 1944 - Pauillac
5 August 1944 - Blaye
7 August 1944 - Fontenay le Marmion
11 August 1944 - Givors
29 August 1944 - Stettin
31 August 1944 - St.Riquier
3 September 1944 - Gilze-Rijen
6 September 1944 - Le Havre
12 September 1944 - Stuttgart
16 September 1944 - Hopsten
26 September 1944 - Karlsruhe
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
11 October 1944 - Fort Fredrik Hendrik
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
27 November 1944 - Freiburg
28 November 1944 - Neuss
30 November 1944 - Duisburg

Flying Officer Gray, a Canadian, has completed an excellent operational tour comprising 31 sorties with this squadron. These sorties have been carried out by both day and night and include many against fiercely defended targets in Germany and German-occupied territory.

This gallant officer has earned the approbation of all by his determination to strike hard at the enemy and his obvious enthusiasm for operations. His courage and flying skill have been an inspiration to the whole squadron and it is characteristic of his aggressive spirit that, having just completed 31 arduous but highly successful operations, he has volunteered for an immediate second tour of operations.

Flying Officer Gray, by the high order of personal courage which he has displayed at all times during a splendid record of operations has well merited this recommendation for an award of the Distinguished Flying Cross.

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GRAY, WO2 James Gordon (R198884) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Viking, Alberta, 15 June 1924; home there (farmer). Enlisted in Edmonton, 24 November 1942. To No.3 Manning Depot, 8 March 1943. To No.20 Pre-Aircrew Education Detachment, 25 April 1943. To No.2 ITS, 12 June 1943; graduated and promoted LAC, 20 August 1943; to No.1 Air Gunner Ground Training School, 3 September 1943; to No.9 BGS, 16 October 1943; graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, 10 December 1943; to No.1 Aircrew Graduate Training School, 18 January 1944; to "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Repatriated 8 June 1945. Retired 14 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 47 sorties (232 hours 50 minutes), 7 August 1944 to 20 March 1945. His sortie list and hours is identical to that of F/O John E. Brearley, suggesting they were in the same crew.

7 August 1944 - L'Hague (4.55)
8 August 1944 - Chantilly (5.15)
9 August 1944 - Prouville (4.10)
12 August 1944 - La Breteque (4.40)
14 August 1944 - Aisy (4.45)
15 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.00)
31 August 1944 - Cezembre (4.55)
6 September 1944 - Emden (4.35)
10 September 1944 - Le Havre (4.05)
11 September 1944 - Kiel Bay (5.30)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (3.50)
14 October 1944 - Duisburg (4.05)
23 October 1944 - Essen (4.10)
28 October 1944 - Walchern (2.05)
30 October 1944 - Cologne (4.40)
2 November 1944 - Dusseldorf (4.10)
4 November 1944 - Bochum (3.45)
6 November 1944 - Gelsenkirchen (3.35)
9 November 1944 - Wanne Eickel (3.50)
16 November 1944 - Julich (3.40)
18 November 1944 - Wanne Eickel (4.20)
21 November 1944 - Aschaffenberg (5.15)
27 November 1944 - Neuss (4.00)
17 December 1944 - Ulm (6.15)
22 December 1944 - Bingen (5.05)
28 December 1944 - Bonn (4.45)
29 December 1944 - Gelsenkirchen (5.00)
30 December 1944 - Cologne (4.20)
2 January 1945 - Nuremburg (6.20)
5 January 1945 - Rayon (5.20)
5 January 1945 - Hanover (4.30)
16 January 1945 - Magdeburg (6.10)
7 February 1945 - Cleve (4.05)
8 February 1945 - Politz (7.55)
13 February 1945 - Dresden (8.00)
14 February 1945 - Chemnitz (7.00)
21 February 1945 - Duisburg (4.40)
23 February 1945 - Essen (3.55)

2 March 1945 - Cologne (4.15)
5 March 1945 - Chemnitz (7.25)
7 March 1945 - Dessau (7.55)
11 March 1945 - Essen (4.35)
15 March 1945 - Misburg (6.15)
18 March 1945 - Witten (5.05)
20 March 1945 - Heide (4.45)

www.bombercommandmuseumarchives.ca

Warrant Officer Gray is a very efficient and conscientious air gunner who has almost completed two tours of operations. He is a good leader imbued with a fine offensive spirit and a keenness for operational duty which is most commendable. His excellent personal example of fearlessness and devotion to duty has inspired his crew to greater efforts and undoubtedly contributed in no small way to their fine record of achievement.

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GRAY, W/C James Lorne (C1244) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 2 March 1913 in Toronto (RCAF Press Release 4907 announcing award). Educated in Winnipeg and University of Saskatoon. Joined RCAF as temporary P/P/O at Camp Borden, 13 June 1935 while attending ab initio flying training course. Relinquished commission 31 August 1935 but continued lecturing in aerial navigation at the University of Manitoba. Re-enlisted in Winnipeg, 18 October 1939. Promoted Squadron Leader, 15 September 1941. To Western Air Command, 20 April 1942. Posted overseas, 8 June 1942. Repatriated at uncertain date. To Western Air Command again, date uncertain. Promoted Wing Commander, 6 October 1943. To AFHQ, 25 June 1944. Retired 1 May 1945. Postwar he was associate director-general in the research and development division of the department of Reconstruction and Supply in Ottawa. From 1946 to 1948, he was with Montreal Armature Works Limited. In 1948, he was the scientific assistant to the President of the National Research Council of Canada. From 1949 to 1952, he was the Chief of Administration for the NRC Chalk River project. In 1952, he joined Atomic Energy of Canada Limited as a General Manager; became a Vice-President in 1954, and President in 1958, retiring in 1974. In 1969, he was made a Companion of the Order of Canada. He was awarded honorary degrees from the University of British Columbia and the University of Saskatchewan. Died 2 March 1987.

This officer has displayed exceptional organizing ability and zeal in setting up the operations rooms throughout this command. His service has been characterized by considerable ability and capacity for long hours of work and a cheerful readiness to accept extra duties. His devotion to duty is exceptional.

* * * * *

GRAY, W/C John Campbell (C2662) - **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 Lobo Township, 5 June 1899. Educated at London Collegiate Institute. Enrolled

in RAF, 28 May 1918 as a clerk in Pay Office; discharged 28 December 1918. Lieutenant, Dufferin Rifles, 1923-1934. Cashier, accountant and stock broker between the wars; his last job was handling court receiverships. Home in London, Ontario; enlisted in Windsor, Ontario, 4 September 1940 in Administrative Branch. Attended RCAF School of Administration, Trenton, 23 September to 19 October 1940. To No.1 BGS, Jarvis, 20 October 1940. To No.4 BGS, Fingal, 25 November 1940 (Adjutant to January 1942 and Senior Administrative Officer thereafter). Promoted Flight Lieutenant, 15 May 1941. To AFHQ, 30 June 1942. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 August 1944. To No.4 Release Centre, 27 December 1944. Resigned his commission, 15 January 1945 to accept a position with the War Assets Corporation. Died in Ottawa, 16 March 1990 as per **Airforce Magazine** of July-August-September 1990.

Throughout his service this officer displayed loyalty and devotion to duty of the highest order. He worked many hours beyond those normally expected of him and was tireless in his efforts to co-ordinate his work with that of his associates, frequently and willingly doing more than his share. His unswerving loyalty, attention to detail and unique resourcefulness set an example and standard which made possible a substantial reduction in establishment. He invariably accepted greater responsibilities than he was normally called upon to do and his exceptional organizing ability has been of inestimable value to the efficient running of this section.

Recommendation for an OBE raised on 25 January 1945 by A/V/M F.S. McGill (AMSO/Directorate of Organization and Establishments) as follows:

Throughout his service this officer displayed loyalty and devotion to duty of the highest order. He worked many hours beyond those normally expected of him and was tireless in his efforts to co-ordinate his work with that of his associates, frequently and willingly doing more than his share. His unswerving loyalty, attention to detail and unique resourcefulness set an example and standard which made possible a substantial reduction in establishment. He invariably accepted greater responsibilities than he was normally called upon to do and for his exceptional efforts which have been of inestimable value to the war effort he is recommended for the award of the OBE.

This did not reach the Priority List for June 1945. It was resubmitted by A/V/M McGill on 25 July 1945; wording much as that of 25 January 1945; approved at AFHQ by Air Commodore M. Costello, 19 November 1945.

Notes: Course at School of Administration included the following subjects - Air Force Law,

Central Registry and Orderly Room Procedures, Organization, Letter Writing (including preparation of Courts of Inquiry, Boards of Officers, Administration (Messes, Canteens, Equipment) and Drill. Placed 15th in a class of 43. "A good type of officer who acquired an extensive knowledge of the various subjects, He should be able to undertake Administrative duties in a satisfactory manner."

Letter, 19 March 1942, W/C H.G. Richards (No.1 Training Command) to AFHQ (excerpt). "It is reported by the Commanding Officer, No.4 Bombing and Gunnery School that this officer is most loyal and conscientious, has an above average knowledge of Administrative duties, and shows exceptional devotion to duty. In his present position he has proven entirely satisfactory, and he has a personality that enables him to get along with all types of people, as well as the ability to handle all situations in a calm and clear-sighted manner. Flight Lieutenant Gray commands the respect and confidence of all ranks on the Station."

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GRAY, F/O John MacPherson (J21518) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 14 February 1944 as per **London Gazette** dated 29 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Lougheed, Alberta, 19 April 1911; home in New Westminster. Enlisted in Vancouver, 18 June 1941 and posted to No.2A Manning Depot. To No.8 BGS, 15 July 1941 (guard). To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To Trenton, 25 April 1942. To No.8 BGS, 26 May 1942. Commissioned 21 November 1942. To "Y" Depot, 23 November 1942. To RAF overseas, 29 December 1942. Promoted Flying Officer, 21 May 1943. Repatriated 22 May 1944. To Mountain View, 21 August 1944. To No.7 Personnel Holding Unit, 2 November 1944. To No.3 Release Centre, 24 January 1946. Retired 29 January 1946.

This officer piloted an aircraft detailed to attack Berlin one night in January 1944. Soon after crossing the enemy coast the aircraft was hit by shrapnel. One of the tanks was damaged, causing a loss of petrol. Despite this, Flying Officer Gray flew on to the target and bombed it. During the return flight the wireless apparatus and some navigational equipment became unserviceable. The enemy coast was crossed, but some time later the petrol supply became exhausted. Coolly and skilfully Flying Officer Gray brought the aircraft down on to the rough sea and not one of his crew was hurt and all got safely aboard the dinghy. This officer set a fine example of skill, determination and devotion to duty.

NOTE: DHH file 181.009 D.1552 (National Archives of Canada RG. 24 Volume 12601) has the original recommendation by W/C C.B. Sinton for an immediate award, drafted 6 February 1944

when he had flown three sorties (22 hours 25 minutes).

On the night of 28/29 January 1944, Flying Officer J.M. Gray was piloting a Halifax Mark III on a bombing mission to Berlin. Just after crossing the enemy coast at 20,000 feet, his aircraft was hit by a chance shot of heavy flak causing loss of petrol from each of the starboard tanks. Knowing full well that he was going to be short of petrol to reach England with the normal safety margin, he pressed home his attack and successfully bombed his target.

On his return journey his navigational aids and wireless became unserviceable and it was evident that he would have to ditch in the sea before reaching the English coast. This officer calmly and coolly carried out his normal ditching procedure and made a magnificent show in the actual landing of his aircraft in that none of his crew members were injured and all members escaped to the dinghy.

This was Flying Officer Gray's first trip as Captain and it is a tribute to his courage, in knowing that shortage of petrol would possibly place him in extreme difficulties, he vigorously pressed home his attack against a hotly defended target. It is also a tribute to his skill and splendid airmanship that he was able to effect a successful ditching in a rough sea, thereby saving the entire members of his crew.

I consider that his devotion to duty and skilful airmanship under most trying conditions fully merits the award of the Distinguished Flying Cross.

The website "Lost Bombers" relates the incident in markedly different way. It states that Halifax HX265 (BM-D) was one of three 433 Squadron Halifaxes lost on the night in question (the others being HX281 and HX285). Airborne at 0019 hours, 29 January 1944 from Skipton-on-Swale. Outbound, hit by flak which damaged the starboard fuel tanks, thus causing a serious loss of fuel. The crew turned back but despite judicious handling of the throttles and fuel management, the Halifax had to be ditched in the North Sea, roughly 15 miles off Hartlepool on the Durham coast. All were picked up, relatively unscathed. "This was a remarkably good effort from a 'sprog' crew on their first operation. P/O J.M.Gray."

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GRAY, F/O Kenneth Grant (J10401) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Stoughton, Saskatchewan, 16 December 1919; home there.

Enlisted in Regina, 16 December 1939 and posted to No.2A Manning Depot. To No.3 SFTS (guard), 2 August 1941. To No.2 WS, 15 September 1941. Promoted LAC, 15 October 1941. Graduated and posted to No.32 BGS, 31 January 1942; graduated and commissioned, 5 March 1942. To "Y" Depot, 10 March 1942. To RAF overseas, 24 April 1942. Promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 4 August 1944. Repatriated 15 December 1944. Took pilot training at No.15 EFTS and No.19 SFTS, qualifying as pilot, 13 July 1945; released 19 September 1945.

This officer has at all times shown coolness and determination in the execution of his duties. His excellent team spirit has inspired the other members of his crew with confidence. His first class co-operation with his captain and navigator has on many occasions been largely responsible for the success of their mission. In the face of severe opposition he has shown a complete disregard for personal danger. His sorties have included attacks against such heavily defended targets as Essen, Cologne and Hamburg.

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GRAY, FS Malcolm Francis (R106620, later J19383) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Edmonton, 17 October 1918; home in Vancouver (shipping clerk). Enlisted in Vancouver, 23 May 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 20 June 1941. To No.4 ITS, 4 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.8 EFTS; graduated 7 October 1941 and posted next day to No.3 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942; to RAF Trainee Pool, 23 January 1942; promoted Flight Sergeant, 2 July 1942; promoted WO2, 2 January 1943; promoted WO1, 2 July 1943. Commissioned 5 December 1943. Promoted Flying Officer 5 June 1944. Repatriated 30 November 1944. To "Y" Depot again, 1 February 1945; to RAF overseas, 18 June 1945. Repatriated 23 October 1945. Released, date uncertain. Rejoined RCAF as pilot and Flying Officer, 27 December 1951 (201503) and awarded CD. Date of retirement uncertain. Photo PL-32423 is a portrait. Died in Delta, British Columbia, 21 March 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003.

Despite some harassing incidents early in his flying career, this airman has continued to take part in operations in a most determined manner. On one occasion his aircraft suffered serious damage from anti-aircraft fire. Whilst engaged in minelaying, one engine was put out of action and the bomb doors could not be closed owing to damage to the hydraulic system. Despite these difficulties Flight Sergeant Gray was able to regain an altitude of fifteen thousand

feet and hopes of reaching base revived when a little. Later, however, a second engine failed and the aircraft was forced down onto the sea. On this flight he displayed exceptional coolness and skill. His continued gallantry and devotion to duty have been most commendable.

On the occasion of his ditching, the Halifax aircraft (DT615, VR-P or "P For Peter") was airborne at 1825 hours, 27 February 1943 from Middleton St. George to lay mines off the Frisian Islands (Nectarines Region). Hit by Kriegmarine Flak and ditched. Twenty-two hours later, having been sighted earlier in the day, the crew were picked up by the Royal Navy. Sergeant M.F.Gray RCAF, Sergeant C.F.Wilby RCAF, Flight Sergeant C.O.Hancock RCAF, F/O W.J.McNicol RCAF, Sergeant G.H.Low RCAF, Sergeant M.S.Braniff RCAF, P/O R.Harling, DFC, RCAF. See entry for Sergeant Low, awarded DFM.

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GRAY, FS Robert Alexander (R116691) - **Mention in Despatches** - No.158 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in London, Ontario, 15 July 1923; home there. Enlisted in London, 21 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC on 7 October 1941; to No.21 EFTS, 25 October 1941; graduated 19 December 1941 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 24 April 1942. To No.4 BGS, 8 May 1943. Promoted Flight Sergeant, 24 October 1942. To "Y" Depot, 11 January 1943. To RAF overseas, 2 February 1943. Promoted WO2, 24 April 1943. Promoted WO1, 24 October 1943. Commissioned 11 November 1943 (J19799). Promoted Flying Officer, 11 July 1944. Repatriated in the spring of 1945, apparently for "Tiger Force" training. To Release Centre, 3 September 1945. Released 13 September 1945. Rejoined as pilot, 6 January 1951 (service number 36896). Killed in flying accident, 22 July 1952 when Lancaster 102 collided with a Vampire at Bagotville, Quebec. Shown in photo PL-36838 (H.G. Franks, DFC, Robert A. Gray, DFC, G.S. Dunbar, DFC and K. Koresky, DFC)

GRAY, P/O Robert Alexander (J19799) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944.

As pilot and captain Pilot Officer Gray has completed a large number of sorties against dangerous and difficult targets. He has invariably displayed a high degree of skill, courage and resolution, qualities which have on more than one occasion enabled him to complete his mission in the face of heavy odds. He is an ideal leader whose example has been most impressive.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 19 May 1944 when he had flown 28 sorties (168 hours 40 minutes). Sortie list and submission as follows:

24 July 1943 - Hamburg (5.45, second pilot)
27 July 1943 - Hamburg (6.10, second pilot, baled out and landed safely)
23 September 1943 - Mannheim (7.35)
27 September 1943 - Hanover (5.55)
3 November 1943 - Dusseldorf (4.52)
18 November 1943 - Mannheim (7.28)
19 November 1943 - Leverkusen (5.48)
22 November 1943 - Berlin (7.01)
20 January 1944 - Berlin (7.11)
21 January 1944 - Magdeburg (6.19)
30 January 1944 - Berlin (6.05)
15 February 1944 - Berlin (6.16)
20 February 1944 - Stuttgart (7.37)
24 February 1944 - Schweinfurt (8.18)
15 March 1944 - Stuttgart (8.19)
18 March 1944 - Frankfurt (5.50)
22 March 1944 - Frankfurt (5.32)
24 March 1944 - Berlin (6.45)
26 March 1944 - Essen (4.33)
30 March 1944 - Nuremburg (8.03)
10 April 1944 - Tergnier (5.01)
18 April 1944 - Tergnier (4.14)
20 April 1944 - Ottignies (3.45)
22 April 1944 - Dusseldorf (4.58)
24 April 1944 - Karlsruhe (6.18)
26 April 1944 - Villeneuve St. George (5.14)
27 April 1944 - Aulnoye (3.58)
8 May 1944 - Marseilles (3.50)

On the night of 3rd November 1943, Pilot Officer Gray was captain of an aircraft detailed to attack Dusseldorf. When about 50 miles from the target a coolant leak caused the starboard outer engine to fail but, with outstanding coolness and courage, Pilot Officer Gray feathered the motor and went in to attack.

Similar determination was shown on 18th November 1943, when the starboard inner engine of his aircraft was knocked out by flak as he started his bombing run on Mannheim. Quickly regaining control of the machine, after a temporary loss,

he gave his crew assurance and, with consummate courage, held the aircraft straight and level to allow the bomb aimer to do his job.

Yet again, over Hanover on 27th September, the inspiring courage of this 20-year old captain saved the lives of his crew and brought the aircraft safely back to base. Attacked by a Junkers 88 and a Messerschmitt 210 he found that all guns on his aircraft were jammed, but by the sheer brilliance of his pilotage he was able to get away.

His brilliant work was again in evidence on the Mannheim raid of 23rd September 1943 when his gunners shot down a Messerschmitt 210 after a sharp and determined combat.

Pilot Officer Gray has completed 28 sorties, 22 of which have been flown against the most heavily defended areas of Germany. His determination unshaken by having to bale out on his Second Pilot trip to Hamburg on 27th July 1943, this young officer has constantly revealed outstanding qualities of leadership, coolness and courage in times of danger, and devotion to duty at all times. It is recommended that his record fully merits the award of the Distinguished Flying Cross.

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GRAY, S/L (now W/C) Robert John (C905) - **Member, Order of the British Empire** - No.9 AOS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Springhill, Nova Scotia, 29 April 1915 (RCAF Press Release 2659 announcing award). Attended Mount Allison University (B.Sc., 1934). Joined RCAF at Amherst, Nova Scotia, 7 November 1938. Qualified for pilots wings at Camp Borden, 2 September 1939. Attained rank of Flight Lieutenant, 1 November 1940. Served in No.5 Squadron and No.4 TC HQ before posting to No.9 AOS, 22 January 1942. Promoted Squadron Leader, 12 August 1942. Promoted Wing Commander, 1 October 1943. To AFHQ, 31 October 1943. To "Y" Depot, Lachine, 28 March 1944. Taken on strength of No.3 PRC, Bournemouth, 24 April 1944. Served overseas with Nos.427 and 420 Squadrons. Repatriated 10 June 1945. To Debart, 6 September 1945. Remained in RCAF after war; promoted Group Captain, 1 January 1952 and finally to Air Commodore. In October 1945 he went to CJS Washington; July 1946 to Directing Staff, RCAF Staff College, Toronto; June 1948, made Executive Assistant to Chief of the Air Staff; March 1951, appointed CO, Station Whitehorse; February 1952, CO of Station Goose Bay; August 1953, to attend National Defence College, Kingston; July 1954, Director of Postings and Careers, AFHQ; attended University of Western Ontario (post graduate studies, MA in Business Administration); June 1959, appointed Director of Management Engineering at AFHQ; named

Chief of Organization and Management, AFHQ, April 1960. Retired August 1964. Received Queen's Coronation Medal, 23 October 1953. On retirement he joined the law firm of P.S. Ross and Partners (Ottawa), moving to Halifax to direct eastern operations; retired again in 1977. Died in Cumberland, Nova Scotia, 4 July 2008. Photo PL-36367 is a portrait. RCAF photo PL-42631 (ex UK-19650 dated 30 March 1945) is captioned as follows: "Back from the 1,000 bomber raid on the German industrial city of Dortmund, W/C R.J. Gray, MBE, Bedford, Nova Scotia, holding the cup, gives the facts to A/C F.R. Miller, Ottawa, Ontario, Base Commander at the left, and W/C V.F. Ganderton, DFC, Wainwright, Alberta, the officer commanding the Lion Squadron, at the right."

This officer has served as a Chief Supervisory Officer at this school for the past twenty months with outstanding devotion to duty. Due to his initiative and enthusiastic perseverance in forwarding training, a very high degree of efficiency has been maintained throughout an almost continuous period of changes and expansions. The extremely harmonious and efficient relationship existing between the service and civilian management is largely due to this officer's tact and resourcefulness.

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GRAY, F/O Roderick Borden (J13979) - **Mention in Despatches** - No.172 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born in Sault Ste. Marie, Ontario, 2 October 1917. Educated there to June 1937, then worked for CPR as freight trucker until enlistment. Joined Canadian Army, 13 July 1940, transferring to RCAF, 21 October 1941 when posted to No.1 Manning Depot. To No.31 Radio School, 10 November 1941. To No.1 ITS, 4 January 1942; graduated and promoted LAC, 27 February 1942 where he was described as "Studious, capable type of airman. Cool, calm and conscientious, confident and dependable". Further trained at No.5 AOS (27 February to 5 June 1942, 82 hours 40 minutes on Ansons, assessed as "above average"), No.7 BGS (6 June to 24 July 1942, 29 hours 40 minutes on Fairey Battles, graduated third in a class of 21, assessed in bombing as "steady bomb aimer" and in gunnery as "steady, reliable gunner"), No.1 CNS (25 July to 27 September 1942, 31 hours on Ansons, assessed as "good at all tasks") and No.1 GRS (25 September to 6 November 1942, 18 hours 45 minutes on Ansons and assessed an "an average student"). Commissioned 5 September 1942. To "Y" Depot, 7 November 1942. Arrived in UK, 30 November 1942. Promoted Flying Officer, 5 March 1943. Crewed at No.3 OTU (30 March to 1 June 1943). No.172 Squadron, 2 June 1943 until he was killed in action, 27 August 1944 (Wellington NB798). As of 16 July 1944 he was reported to have flown a total of 590 hours as "observer" including 152 in previous six months and was assessed as "A quiet and pleasant manner; above average in his loyalty; a sound and reliable officer". Medals with Canadian War Museum (AN 19780241-001).

GRAY, F/O Roderick Borden (J13979) - **George Cross** - No.172 Squadron - Award effective 13 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945.

One night in August 1944, this officer was the navigator of a Wellington aircraft which was shot down into the sea by a U-boat in the Atlantic. Flying Officer Gray and three other members of the crew managed to extricate themselves from the aircraft. Despite a severe wound in the leg, Flying Officer Gray succeeded in inflating his own dinghy and then assisted his captain, who had been wounded, into it. Soon afterwards cries were heard from another member of the crew, who had broken his arm, and Flying Officer Gray also helped him into the dinghy. Knowing that it could not hold more than two persons, Flying Officer Gray, although suffering intense pain, refused to get into the dinghy. Assisted by another member of the crew and by an occupant of the dinghy, he held onto its side for some hours. The pain from his leg (it is thought that the lower part had been shot off) was increasing in intensity and he was becoming exhausted. He steadfastly refused, however, to endanger his comrades by entering the dinghy. He eventually lost consciousness and died. When it became light, his companions realised that he was dead and they were forced to let his body sink. The survivors were rescued later. Flying Officer Gray displayed magnificent courage and unselfish heroism, thus enabling the lives of his comrades to be saved.

NOTE: No.172 Squadron report on the loss of the aircraft gives the following details. Pilot was 135872 F/L G.E. Whiteley; 2nd pilot J36575 F/O T.G. Robb (New Westminster); navigator J13979 F/O R.B. Gray; WOPAGs were R124688 WO G.H. Bulley (later awarded DFC), 1383877 FS J.W.C. Ford and 1295543 FS D. Rowell. Aircraft departed Chivenor at 1726 hours. Aircraft patrolling Bay of Biscay in moonlight without radar. When cloud finally obscured moon, radar was switched on (0010 hours). At 0015 hours flying at 800 feet they got a contact 25 degrees to port and eleven miles off. They homed on this and switched on Leigh Light at 3/4 mile distance from target. Fully surfaced U-boat seen which immediately opened fire. Port engine hit and burst into flames. Aircraft continued and at 1/4 mile s range starboard engine hit. Attack completed but no results seen. Port engine feathered, fire extinguished and aircraft maintained height for 1/2 mile before flying into sea. Whitely, Gray, Bulley and Ford found themselves in water with one "K" type dinghy and a torch. Whitely put into dinghy with Ford on top of him as both were injured. Gray and Bulley clung to dinghy but Gray died in the night, although Whitely held onto him until dawn. Bulley remained in water the whole 15 hours and did excellent work. Wellington A/172 spotted survivors at 45 degrees 30 minutes north, two degrees 23 minutes west at 1353 hours; rescue effected at 1500 hours by Sunderland P/10 which landed in open sea, arriving at Mount Batten at 1830 hours.

On 20 March 1945, Warrant Officer Bulley was quoted in a letter (Department to National Defence to widow in Winnipeg):

Never so long as I live will I forget Cy Gray's courage. I definitely owe my life to him. In my opinion he was just about the biggest hero that ever lived.

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GRAY, P/O Roger Thomas (J86561) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 11 February 1921 at Indian Head, Saskatchewan; educated there and home there (farmer). Enlisted in Regina, 12 November 1940 as Aero Engine Mechanic. To Technical Training School, 18 December 1940. Promoted AC1, 10 May 1941. To No.5 BGS, 17 May 1941. Promoted LAC, 1 October 1941. Remustered to aircrew and posted to No.2 ITS, 11 April 1942; may have graduated 20 June 1942 but posting to No.3 AOS was 1 August 1942; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Disembarked in Britain, 18 December 1942. To No.9 (Observer) AFU, 18 May 1943. Promoted Flight Sergeant, 20 May 1943. To No.20 OTU, 22 June 1943. To No.1658 Conversion Unit, 24 September 1943. Promoted WO2, 20 November 1943. To No.158 Squadron, 30 November 1943. To No.640 Squadron, 7 January 1944. Commissioned 20 April 1944. To No.16 OTU, 17 August 1944. To No.85 OTU, 26 August 1944. Promoted Flying Officer, 20 October 1944. Repatriated 14 May 1945. To No.6 Release Centre, Regina, 27 May 1945. Retired 21 June 1945. Died 14 January 1998 in Indian Head, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998, which gave his officer service number but listed his rank as AC2. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation when he had flown 36 sorties (175 hours 38 minutes) as follows:

15 February 1944 - Berlin (7.18)
19 February 1944 - Leipzig (6.42)
24 February 1944 - Schweinfurt (8.00)
1 March 1944 - Stuttgart (7.51)
15 March 1944 - Stuttgart (8.03)
30 March 1944 - Nuremburg (7.02)
9 April 1944 - Villeneuve St.George (5.24)
10 April 1944 - Tergnier (5.03)
18 April 1944 - Tergnier (4.49)
20 April 1944 - Ottignes (4.16)
6 May 1944 - Montes Gassicourt (4.29)
8 May 1944 - Morsalines (3.32)
9 May 1944 - Morsalines (4.16)
12 May 1944 - Hasselt (4.57)
19 May 1944 - Boulogne (3.15)
31 May 1944 - Trappes (5.08)
2 June 1944 - Trappes (5.32)
6 June 1944 - Maisy (4.35)
6 June 1944 - Chateaudun (5.22)
9 June 1944 - Laval (5.13)
12 June 1944 - Amiens (4.08)
14 June 1944 - Evrecy (4.46)
16 June 1944 - Sterkrade (4.02)
22 June 1944 - Siracourt (3.38)
1 July 1944 - Oisemont (3.29)
4 July 1944 - Domleger (3.40)
7 July 1944 - Caen (3.38)
12 July 1944 - Ferme de Forestal (3.59)
17 July 1944 - Caen H.I. (4.06)
24 July 1944 - Stuttgart (8.04)
25 July 1944 - Wanne Eickel (4.26)
28 July 1944 - Foret de Nieppe (3.45)
30 July 1944 - Battle area (3.40)
1 August 1944 - Cappelle Notre Dame (2.59)
3 August 1944 - Foret de Nieppe (3.12)
5 August 1944 - Foret de Nieppe (3.10)

This officer has completed as Navigator a first tour of operations, consisting of 36 sorties, including heavily defended targets such as Berlin, Leipzig, Schweinfurt and Nuremberg. Regardless of all opposition, he has at all times displayed a high standard of skill, courage and devotion to duty.

Pilot Officer Gray has consistently proved himself in action. He has always shown great keenness in operational flying and his skill and ability as navigator has, on more than one occasion, substantially increased the efficiency of his crew on bombing operations and has enabled them to bring their aircraft safely back to base under extremely difficult conditions.

I strongly recommend him for the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 8 May 1945 he stated he had flown 36 sorties (174 hours 38 minutes), the last on 5 September 1944 (probably meant 5 August 1944). Also 299 hours non-operational. Types experienced overseas were Tiger Moth (9.06), Anson (35.35), Wellington (162.34) and Halifax (266.23).

Application for Operational Wing dated 23 August 1944 stated he had flown 36 sorties (174 hours 38 minutes), 23 January to 5 August 1944.

Training: Interviewed on remuster, 5 March 1942 in Saskatoon. "Good type of young farm lad, bright, intelligent, alert, good family background for service. Very keen for aircrew. About fifteen hours as passenger. Creates excellent general impression."

Attended No.2 ITS, 12 April to 20 June 1942. Courses in Mathematics (134/150), Armament (46/50), Signals (135/150), Anti-Gas (49/50), Aircraft Recognition (100/100), Drill (65/100), Law and Discipline (92/100), Navigation (156/200) and General Studies (89/100). Placed fifth in a class of 92. "This airman was ill during the course but made the grade, He studied hard and had a good mark. He should be good Navigator material. He is clever, self-confident and a willing type."

Attended No.3 AOS, 2 August to 20 November 1942. Flew in Anson aircraft (37.40 day as first navigator, 33.05 day as second navigator, 21.10 night as first navigator, 13.15 night as second navigator. Examined in Navigation, air work (518/700), Photography, air (79/100), Elements of Navigation (326/500), Magnetism and Compasses (73/100), Instruments (45/50), Signals, practical (100/100), Signals, written (39/50), Maps and Charts (29/50), Meteorology (100/100), Photography (43.5/50), Reconnaissance (79/100) and Aircraft Recognition (96/100). Was tenth in a class of 22. "Works very hard in the air, better than average ability."

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GRAY, S/L Ross Garstang (J7547) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Edmonton, Alberta, 15 December 1915 (interview information). Educated at Ridley College and graduated in Chemical Engineering from University of Toronto in 1938. Later attended Osgoode Law School. Enlisted in Toronto, 8 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.3 Training Command, 24 February 1941. To No.8 AOS (guard), 24 February 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.17 EFTS; graduated 26 July 1941 when posted to No.8 SFTS; graduated and commissioned, 10 October 1941. Ultimately promoted to Flying Officer, 1 October 1942; to Flight Lieutenant, 1 May 1943; to Squadron Leader, 18 July 1944; to Wing Commander, 5 May 1945. Posted to Central Flying School, Trenton, 10 October 1941 for instructor's course. Instructed at No.3 SFTS, Calgary, 30 December 1941 to 24 August 1943. Trained at No.36 OTU, Greenwood, 4 September to early November 1943. To "Y" Depot, 13 November 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943 with disembarkation date of 21 December 1943. Further trained at No.60 OTU, 1 February to 10 April 1944. With No.418 Squadron, 12 April to 23 October 1944. Returned to Canada, 23 November 1944 for instructional work at No. 8 OTU, Greenwood (7-13 January 1944) and No.7 OTU, Debert (14 January to 22 April 1945). Returned overseas 26 April 1945, when he took command of No.406 Squadron. Returned to Canada, 10 September 1945; released 30 October 1945. Credited with the following victories: **12/13 August 1944**, one V-1 destroyed over sea; **21 September 1944**, one unidentified single-engine enemy aircraft destroyed in air. unidentified single-engine enemy aircraft destroyed on ground and two unidentified single-engine enemy aircraft damaged on ground; **30 September 1944**, one FW.190 destroyed and one damaged (air), one Bf.110 destroyed and one damaged (ground), one Do.217 damaged (ground), one unidentified single-engine enemy aircraft damaged (ground); **12 October 1944**, two Junkers W.34s destroyed and one damaged on ground, four Ju.87s destroyed and dive damaged on ground. Called to the Ontario Bar in 1945; practised Intellectual Property Law in Ottawa with Herridge Tolmie (later merged with Osler Hoskin). Died in Ottawa, 16 May 1992. Photo PL-28742 shows F/L Ross Gray and F/O Frank Smith, 21 April 1944. RCAF photo PL-33216 (ex UK-15278 dated 26 September 1944) shows F/L Noel Gibbons (left) with his skipper, S/L R.G. Gray "after they returned from the longest daylight Mosquito raid ever performed by an RCAF aircraft." RCAF photo PL-33217 (ex UK-15279) is captioned as follows: "S/L R.G. Gray, pilot of a City of Edmonton Mosquito receives the congratulations of his CO, W/C A. Barker, after leading a flight of two Mosquito aircraft deep into Germany on the longest daylight sortie in RCAF history. Navigator F/L N.J. Gibbons DFC looks on." Photo PL-44637 (ex UK-22125 dated 14 June 1945) is group picture of No.405 Squadron personnel turned out for a sports meet; W/C Ross Gray seated in centre with hands clasped and in light trousers; on his immediate left is adjutant

F/L R.W. Murray (Toronto). Photo PL-44457 (ex UK-21968 dated 7 June 1945) taken on occasion of marriage of F/O John Caine to LACW Olive Jane Ford (WAAF) on 31 May at St. Oldhelms Church, Edmonton, London. In photo, left to right are W/C Russ Bannock, W/C Ross Gray, Mr. and Mrs. Caine and F/O J.H. Wymans (Edmonton). See H.A. Halliday, **The Tumbling Sky** (Canada's Wings).

This officer has taken part in a large number of varied sorties, including attacks on enemy airfields and railways. Throughout he has displayed a high standard of leadership, skill and courage, qualities which have contributed materially to the operational efficiency of the flight he commands. In September 1944, Squadron Leader Gray led a section of aircraft to attack an enemy airfield at Bad Aibling. During the operation, Squadron Leader Gray shot down two enemy aircraft over the sea. Some days later this officer again led a small formation of aircraft to attack two enemy airfields, one of them far into enemy territory. Once again the operation was attended with good results. Several enemy aircraft on the ground were most effectively attacked, whilst in the air Squadron Leader Gray shot down a Focke Wulf 190. Much of the success can be attributed to this officer's careful planning, great skill and gallant leadership.

GRAY, S/L Ross Garstang, DFC (J7547) - **Bar to Distinguished Flying Cross** - No.418 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945.

This officer has completed many sorties far into enemy territory since being awarded the Distinguished Flying Cross. In these operations he has displayed a high degree of skill, coupled with unswerving devotion to duty. On a recent sortie, undertaken in most adverse weather, Squadron Leader Gray most effectively attacked six enemy aircraft on the two enemy airfields which he operated against in Czechoslovakia. The result obtained reflects the greatest credit on his outstanding ability and determination.

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GRAY, F/O Wallace Gilbert (J25043) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 9 September 1921 in Consort, Alberta; home in Vancouver (auditor). Enlisted there 1 May 1942. To No.3 Manning Depot, 6 July 1942. To No.4 SFTS (guard), 14 August 1942. To No.7 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942; posted next day to No.2 AOS; graduated and commissioned, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF Trainee Pool, 15 May 1943. Promoted Flying Officer, 2

October 1943. Repatriated 23 March 1945. Promoted Flight Lieutenant, 2 April 1945. To Western Air Command, 3 April 1945. To No.5 OTU, 10 May 1945. To No.122 Squadron, 10 June 1945. To Communications Flight, 16 September 1945. Retired 31 October 1945. Photo PL-35889 is a portrait. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 15 September 1944 when he had flown 36 sorties (143 hours 20 minutes), 9 April to 14 August 1944. Sortie list identical to that of P/O M.N. Skosov.

www.bombercommandmuseumarchives.ca

9 April 1944 - Lille (4.10)
10 April 1944 - Tergnier (4.50)
18 April 1944 - Tergnier (4.35)
20 April 1944 - Ottignies (3.40)
30 April 1944 - Acheres (4.30)
1 May 1944 - Malines (3.30)
6 May 1944 - Montgassicourt (4.10)
9 May 1944 - Berneval (3.05)
11 May 1944 - Trouville (4.15)
19 May 1944 - Boulogne (3.15)
22 May 1944 - Orleans (5.10)
24 May 1944 - Aachen (4.10)
7 June 1944 - Juvisy (4.35)
9 June 1944 - Laval airfield (5.00)
12 June 1944 - Amiens (4.10)
16 June 1944 - Domleger (3.20)
22 June 1944 - Noyelle en Chaussee (4.40)
24 June 1944 - Noyelle en Chaussee (3.20)
25 June 1944 - Montorgueil (3.25)
27 June 1944 - Mont Candon (3.15)
28 June 1944 - Blainville (6.35)
1 July 1944 - St.Martin l'Hortier (3.25)
4 July 1944 - St.Martin l'Hortier (3.25)
7 July 1944 - Croixdale (3.55)
9 July 1944 - Chateau Bernapre (4.00)
12 July 1944 - Thiverny (4.10)
23 July 1944 - Kiel (5.15)
25 July 1944 - Foret de Croc (3.40)
28 July 1944 - Foret de Nieppe (3.15)
30 July 1944 - Villers Bocage (4.00)
2 August 1944 - Foret de Nieppe (3.15)
3 August 1944 - Foret de Nieppe (3.10)
5 August 1944 - Foret de Nieppe (3.15)
9 August 1944 - Foret de Mormal (3.35)
11 August 1944 - Wemars Cappel (3.20)
14 August 1944 - TRACTABLE III (4.00)

This officer has completed 36 sorties against the enemy as navigator, and flown a total of 143 operational hours.

He has carried out attacks against many of the heaviest defended of targets including Tergnier, Aachen and Kiel.

He is an extremely capable navigator who, by his ability, courage and unyielding determination, has set a magnificent example to everyone on the squadron. There have been many occasions on which his tenacity and endurance have been tested. Each time he has shown coolness and devotion to duty of a high order, and has often played a large part in extricating his aircraft from a perilous situation.

I have no hesitation in recommending him for the award of the Distinguished Flying Cross.

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GRAY, FS Walter John (R69014) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 24 May 1913. Home in Englehart, Ontario. Enlisted at Sudbury, Ontario, 25 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, 10 May 1941. To No.10 SFTS, 14 May 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 17 January 1942. To RAF overseas, 9 February 1942. Promoted Corporal, 22 September 1942. Promoted Sergeant, 6 May 1943. Promoted Flight Sergeant, 10 February 1944. Repatriated 2 August 1945. To Debart, 12 August 1945. Retired 13 September 1945. RCAF photo PL-42175 (ex UK-18452 dated 23 February 1945) is captioned as follows - "On behalf of the District of Porcupine, Ontario, W/C G.A. Tambling, (London, Ontario), Commanding the Porcupine Squadron of RCAF Bomber Group in Britain, distributes pajamas to squadron personnel from the bundles received at Christmas time. Left to right, the Wing Commander, FS W.J. Gray (fitter, Kirkland Lake, who worked for the Timmins and Northern Ontario Railway before enlisting), LAC Z.E. Regimbal (rigger, Iroquois Falls) and LAC Pat McCafferty (fitter, Timmins, formerly of South Porcupine Mines)." DHist file 181.009 D.2908 (RG.24 Vol.20633) has recommendation sent by No.433 Squadron to Station Skipton, 20 July 1944 (which gives names as Walter James) confirming he had served 20 months in Canada, 29 months overseas. Fitter IIE. Died 23 December 1999 in Englehart, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000.

This Non-Commissioned Officer has been in charge of "B" Flight Maintenance

since the inception of the squadron. He has at all times displayed great initiative and energy in organizing and maintaining the high degree of morale and workmanship within his section and the record of serviceability of the aircraft in "B" Flight is a worthy tribute to his workmanship.

GRAY, FS Walter John (R69014) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for BEM dated 14 May 1945.

Flight Sergeant Gray, during the whole of his long term of overseas service, has at all times shown the utmost keenness and tenacity of purpose in maintaining a high standard of serviceability among the operational aircraft committed to his charge. His neat appearance and efficient manner, often under the most adverse of conditions, has made him a shining example to those under him and a strong hand to those in authority over him.

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GRAY, F/O William (J24023) - **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 in Vancouver, 4 April 1915; home there; enlisted there 19 June 1937 as Aero Engine Mechanic. With No.8 (BR) Squadron as of 12 June 1938; LAC as of 1 July 1939. Promoted Corporal, 1 February 1940. To "K", 30 September 1940. Promoted Sergeant, 1 December 1940. To "A", 30 April 1941. To No.120 (BR) Squadron, 24 September 1941. Promoted Flight Sergeant, 1 October 1941. To Central Navigation School, 31 January 1942. Remustered to aircrew and reverted to Sergeant, 15 July 1942; to No.4 ITS that date; may have graduated 9 October 1942 but not posted to No.5 BGS until 6 November 1942' graduated 9 January 1943 when posted to No.5 AOS; graduated and commissioned 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 26 March 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, 18 February 1945. Date of repatriation uncertain. Remained in postwar RCAF, reverting to Flying Officer, 1 October 1946. Retired 21 October 1960. Died in London, Ontario, 25 July 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 17 October 1944 when he had flown 34 sorties (164 hours 40 minutes), 8 September 1943 to 14 October 1944.

This officer has completed a long operational tour most successfully. His trips include Berlin, Frankfurt, Hamburg, Dusseldorf, Kiel and Duisburg. His co-operation, coolness and devotion to duty contributed in a large measure to the

success of these operations.

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

The sortie list was as follows:

8 September 1943 - Boulogne (3.10)
18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt (3.10, duty not carried out)
26 March 1944 - Berlin (7.30)
30 March 1944 - Nuremberg (7.15)
12 April 1944 - Noisy le Sec (5.25)
22 April 1944 - Dusseldorf (5.05)
24 April 1944 - Karlsruhe (6.35)
1 May 1944 - Ghislain (4.00)
12 May 1944 - Louvain (4.45)
2 June 1944 - Neufchatel (3.55)
5 June 1944 - Houlgate (4.35)
6 June 1944 - Coutrances (4.20)
8 June 1944 - Mayenne (5.40)
10 June 1944 - Versailles Matelot (5.05)
16 June 1944 - Sterkrade Holten (4.20)
23 June 1944 - Bientques (3.50)
24 June 1944 - Barnieres (3.40)
1 July 1944 - Biennais (3.45, day)
15 July 1944 - Nucourt (4.10)
18 July 1944 - Wesseling (5.15)
24 July 1944 - Forfay (3.50)
28 July 1944 - Hamburg (5.30)
1 August 1944 - Ferme de Forrestal (3.30, day)
4 August 1944 - Bois de Chassont (4.05, day)
5 August 1944 - St.Leu d'Esserent (4.50, day)
18 August 1944 - Bremen (5.25)
27 August 1944 - Mimoceque (3.45)
28 August 1944 - Brest (3.15, day)
12 September 1944 - Bochum (4.45, day)
15 September 1944 - Kiel (5.25)
25 September 1944 - Calais (4.20, day)

27 September 1944 - Bottrop (5.25, day)
28 September 1944 - Cap Gris Nez (3.40, day)
14 October 1944 - Duisburg (5.15, day)

Note: The website <http://www.yorkshire-aircraft.co.uk> reports that on 4 August 1944, Halifax aircraft NP723 of No.432 Squadron suffered minor flak damage in attacking a supply and repair depot at Bois de Cassen; unit diary said the aircraft was "well plastered" by falling shrapnel. Crew was S/L Maurice William Pettit, DFC (pilot), Sergeant Arthur Victor Plummer, RAF (flight engineer, later DFM), Warrant Officer Alex Henry Branch (J87394, navigator, later DFC), Warrant Officer William Gray (bomb aimer, later DFC), Warrant Officer G.J. Keogh (WOP/AG), Warrant Officer Ralph Gordon Bullivant (mid-upper gunner, later DFC) and Sergeant Douglas Richard Penny (rear gunner, awarded DFM).

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GRAY, S/L William Robert (J4927) - **Commended for Valuable Services** - No.5 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 23 November 1914. Home in Merlin, Ontario; enlisted in Toronto, 16 August 1940. To Patricia Bay Detachment, 22 September 1940. To No.2 ITS, 2 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.7 EFTS; graduated 16 January 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 29 March 1941. Commissioned 30 March 1941. To Embarkation Depot, 14 April 1941. To RAF overseas, 20 April 1941. Promoted Flying Officer, 30 March 1942. Attained rank of Squadron Leader, 27 September 1943. Repatriated 9 March 1944. To No.5 OTU, 13 April 1944. Retired 29 November 1945. Died in Merlin, Ontario, 1 April 2007 as per **Legion Magazine** of May/June 2007.

This officer has commanded a flight at No.5 Operational Training Unit since the unit commenced training. He has at all times set a high example to his instructors and has worked ceaselessly to graduated pupils of the highest quality. He has at all times exhibited the greatest zeal and energy and has contributed immeasurably to the success of the unit.

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GRAYSON, FS Harold Lewis (R68020) - **Distinguished Flying Medal** - No.408 Squadron - Award effective 16 June 1944 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born in London, Ontario, 12 December 1908 (MI.9 Report); home there; enlisted there 17 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 14 August 1940. Promoted AC1, 21 December 1940. To No.5 SFTS, 27 December 1940. Promoted LAC, 1 April 1941. To "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942. Remustered to

aircrew, graded as Flight Engineer, 7 December 1942 when promoted Sergeant. In late March 1943, following a raid on Berlin, he was one of a seven man crew that parachuted from 600 feet over Sweden. Promoted Flight Sergeant, 7 June 1943. Repatriated to Canada, 12 April 1944. To No.4 AOS, 24 May 1944. Promoted WO2, 7 June 1944. To No.5 OTU, 30 June 1944. Promoted WO1, 7 December 1944. To No.5 OTU Detachment, 3 July 1945. Released 17 September 1945. RCAF photo PL-19951 (ex UK-5376 dated 28 September 1943) is captioned as follows: "Flight Lieutenant H.T. Miles, DFC is captain of a crew which is now on Lancasters. He has completed 40 operational trips, mostly on Stirlings, some trips on Halifaxes. He has recently been made Flight Commander. The members of the crew from left to right are mid-upper gunner Sergeant D.C. Sheppard (R120619, Regina, Saskatchewan; bomb aimer Flying Officer D.B. Young (J14819, Vancouver); flight engineer Sergeant H.L. Grayson (R68020, London, Ontario); rear gunner Sergeant D. Beynton (R110387,

Abbotsford, awarded a DFM for having shot down a Ju.88); pilot F/L H.T. Miles, DFC (Toronto); wireless operator Sergeant P.M. Hughes (655043, Blackpool, Lancs); and the navigator, is Flying Officer J.E. Marier (J13819, Toronto).

As flight engineer this airman has taken part in very many sorties involving attacks on such targets as Berlin, Hamburg and various centres in the Ruhr area. He has at all times displayed a high standard of skill and has proved himself to be a cool and resolute member of aircraft crew. His fearlessness and strong sense of duty have set an excellent example.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C D.S. Jacobs drafted 16 May 1944 when he had flown 30 sorties (176 hours seven minutes); no sortie list but text as follows:

Flight Sergeant Grayson has been engaged in operations with this squadron from February 1943 until March 1944, in the capacity of Flight Engineer. In the course of his numerous operations he has completed eleven (11) sorties to the Ruhr, three (3) to Hamburg, five (5) to Berlin and several others to distant German targets.

On one occasion, in the course of a raid on Berlin, his aircraft was attacked by an enemy night fighter and severely damaged, putting two engines on the same side out of commission, one of which was on fire. Under these trying conditions, Flight Sergeant Grayson with great coolness assisted his pilot in regaining control of the aircraft and then extinguished the fire in the engine. Course was then set for neutral territory where the crew abandoned the aircraft safely by parachute. The keenness and devotion to duty of this N.C.O. was amply demonstrated when he insisted continuing on operations and he subsequently completed twenty (20) additional sorties to finish his tour. The splendid example of devotion to duty displayed by this airman has been an inspiration to all.

I strongly recommend that Flight Sergeant Grayson be granted the award of the D.F.M.

The Commanding Officer of Station Linton-on-Ouse (G/C C.L. Annis) wrote on 21 May 1944:

This N.C.O.'s operational career has consistently been most praiseworthy. I strongly support this recommendation for the D.F.M.

Air Commodore A.D. Ross (Commanding No.62 Base) wrote on 24 May 1944:

During his tour of operations this N.C.O. has given a consistent display of courage, skill and an ability to make instant decisions in an emergency. His determination to complete his tour is most praiseworthy and has set a splendid example. For his fine record, fearlessness and strong sense of duty throughout his tour, I recommend he be awarded the D.F.M.

The document was subsequently minuted in ink to the effect that the award had been approved as per Bomber Command signal M.854 dated 30 May 1944.

Public Record Office WO 208/3313 has joint MI.9 report of P/O Ronald Victor Fisher (RAF), Sergeant Harry Wein (RAF), Sergeant Alois Siebek (RCAF), Sergeant Robert McHenry Hall, Sergeant Franklin Grant (RCAF) and Sergeant Harold Lewis Grayson, who had left Stockholm on 28 April 1943 and arrived at Leuchars on 28 April 1943 (interviewed 29 April 1943).

We comprised the crew of the Halifax aircraft piloted by Sergeant Batchelor (S/P.G. - 1177), and our experiences are as described in his report, except as noted below.

When we baled out, Grant and Wein met shortly after landing; the remainder of us were separated.

By daybreak on 28 March we had all given ourselves up to the Swedish police and were taken to Ulricehamn. We were not interrogated.

On 30 March, while on the train from Boras to Stockholm, we met the Swede Hans Ostelius. He formerly worked with the Swedish Air Lines in London, and P/O Fisher knew him slightly. He asked one or two technical questions, such as the strength of the force in our operation, and the percentage of losses suffered by the RAF in raids on Germany. He also remarked, "We did not even find the Nordern [sic] bomb sight of your plane." We do not carry such a sight.

The British Air Attache in Stockholm told us he would protest to the Swedish authorities about this behaviour of Ostelius.

We left Stockholm by air on 27 April, arriving at Leuchars the next morning.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43> records that on the night of 3-4 July 1943, No.408 Squadron Halifax JD174 was hit by flak during an attack on Cologne. Starboard wing tip damaged. Crew landed it safely at Leeming. Crew were - F/L Harold Thomas Miles, DFC, RCAF (J.6946, captain), F/O John Eugene Marier, RCAF (J.13819,

navigator, DFC with No.434 Squadron, 5 April 1945), F/O David Bryson Young, RCAF (J.14819, bomb aimer, DFC, November 1945), Sergeant P. M. Hughes, RAFVR (wireless operator), Sergeant S. C. Shepherd, RCAF (air gunner), Sergeant Benjamin Douglas Boynton, RCAF (R.110387, air gunner, DFC awarded 6 August 1943) and Sergeant Harold Lewis Grayson, RCAF (R.68020, flight engineer, awarded DFC 13 August 1943).

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GRECO, F/O John Paul (J20863) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Toronto, 21 March 1917; home there. Enlisted in North Bay, 31 July 1941. Granted Leave Without Pay until 20 September 1941 when posted to No.1 Manning Depot. To Rockcliffe, 25 October 1941. To No.3 ITS, 23 November 1941; graduated and promoted LAC, 17 January 1942 but not posted to No.4 EFTS until 1 February 1942; may have graduated 10 April 1942 but not posted to No.8 SFTS until 25 April 1942; ceased training 25 June 1942 when posted to Trenton; to No.6 BGS, 1 August 1942; graduated 27 September 1942 when posted to No.9 AOS; graduated and commissioned, 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 9 March 1945. To Mountain View, 30 March 1945. To No.1 Air Command, 18 June 1945. To Lachine, 29 September 1945. Retired 22 October 1945. RCAF photo PL-22372 (ex UK-6069 dated 11 November 1943) shows a crew who have assembled ducks for egg supply - Back row are F/O G.G. Sutherland, DFC (Winnipeg), F/O J.P. Greco (Toronto), F/L J.R. Beggs (Winnipeg), F/O D.E. Rosenroll (Moose Jaw); Front row are N.R. McGregor (Unity, Saskatchewan) and P/O W.J. Sheppard (Montreal). RCAF photo PL-28392 (ex UK-9095 dated 22 March 1944) shows the following (all decorated) waiting to be interrogated after a mission - back row is F/O Jim de Rosenroll (Moose Jaw, navigator), F/O Jack Greco (Toronto, air bomber), front row, Sergeant Denny Salmon (Astoria, Long Island, rear gunner), F/O Al Miles (North Sydney, N.S., wireless operator), P/O A.C. Yule, DFM (Toronto, flight engineer). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 10 May 1944 when he had flown 25 1/3 sorties (169 hours 50 minutes), 16 May 1943 to 7 May 1944. NOTE: all sorties from 16 May to 29 July 1943 were on Wellingtons; all subsequent sorties on Halifax bombers.

* denotes counted as 1/3 sortie

16 May 1943 - GARDENING, Frisians (3.25)
25 May 1943 - Dusseldorf (5.15)
29 May 1943 - Wuppertal (6.05)
21 June 1943 - Krefeld (4.45)
22 June 1943 - Mulheim (4.50)
3 July 1943 - Cologne (2.45), DNCO, aircraft u/s
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (6.05)
26 June 1943 - GARDENING, Brest (6.00)
15 September 1943 - Montlucon (7.00)
16 September 1943 - Modane (6.00)
22 September 1943 - Hanaover (5.40)
3 October 1943 - Kassel (6.15)
8 October 1943 - Hanover (5.10)
19 November 1943 - Leverkusen (5.55)
25 November 1943 - Frankfurt (8.20)
29 December 1943 - Berlin (7.50)
21 January 1944 - Magdeburg (7.15)
4 February 1944 - GARDENING, La Rochelle (8.05)
21 February 1944 - GARDENING, La Rochelle (7.00)
2 March 1944 - Meulan (6.05)*
11 March 1944 - GARDENING, Lorient (7.30)
16 March 1944 - Amiens (5.15)*
22 March 1944 - GARDENING, Kiel (7.20, PFF)
26 March 1944 - Courtrai (5.00)*
30 March 1944 - GARDENING, Heligoland (5.50, PFF)
12 April 1944 - GARDENING, Heligoland (4.35, PFF)
29 April 1944 - Morlaix (5.10)*
7 May 1944 - GARDENING, Frisians (3.55)

Flying Officer Greco has consistently set an excellent example of efficiency and devotion to duty. He has taken part in a very great number of sorties against the enemy and has attacked most of the major German targets including Berlin. As bomb aimer he has always pressed home the attack with the greatest determination and skill. He has shown a complete disregard for personal safety in the face of enemy opposition. Throughout, this officer has shown great courage and set an example worthy of the highest praise.

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GREEN, F/L Arthur Favence (J9548) - **Air Force Cross** - No.7 EFTS (AFRO gives unit only as "No.51 Group Pool Overseas") - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 25 October 1917 in Alberton, P.E.I. Educated there and four years pre-medical at University of Prince Edward Island. Teacher at Rosebank (1937-1938) and Alberton (1938-1941). Enlisted in Charlottetown, 13 March 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, Quebec City, 9 April 1941. To No.12 Equipment Depot, Montreal, 21 April 1941. To No.3 ITS, Victoriaville, 29 May 1941; graduated 19 August 1941 when promoted LAC; to No.17 EFTS, Stanley, Nova Scotia, 20 August 1941; to No.8 SFTS, Moncton, 11 October 1941; graduated and commissioned 2 January 1942. To "Y" Depot, 4 January 1942. Taken on strength of No.3 PRC, Bournemouth, 10 February 1942. To No.11 EFTS, 28 February 1942. To No.51 Group Pool, 24 April 1942, evidently to serve at No.7 EFTS. . Promoted Flying Officer, 1 October 1942. Attached to No.76 Squadron, 18 August 1943. Promoted Flight Lieutenant, 2 January 1944. To No.14 (Pilots) AFU, 15 February 1944. To No.11 Base, 20 July 1944. To No.576 Squadron, 14 September 1944. To No.582 Squadron. 12 November 1944. Missing, 3 December 1944; reported safe in Allied territory, 13 December 1944. Promoted Squadron Leader, 1 April 1945. To Little Staughton, 24 May 1945. To No.63 Base, 2 July 1945. Repatriated 2 August 1945. To Dartmouth, 23 September 1945. To Central Flying School, Trenton, 27 October 1945. Relinquished Squadron Leader rank, 25 January 1946. To No.1 Air Command Headquarters, 29 January 1946. To No.7 (Photo) Wing, 5 March 1946. To No.13 (Photo) Squadron, 1 April 1946. Remained in postwar air force (19885). To AFHQ, 3 September 1947 (special duties, Rochester, New York, course in Photographic Technology); while so attending photo course, attached to Canadian Joint Staff, Washington, effective 2 October 1947. To No.22 Photo Wing, Rockcliffe, 16 June 1948. To Canadian Joint Staff, Washington again, 2 September 1948. To No.22 Photo Wing, Rockcliffe, 15 June 1949. Promoted Squadron Leader, 1 January 1950. To Station Rockcliffe, 31 May 1951. To Central Experimental and Proving Establishment, Rockcliffe, 1 June 1951. To RCAF Staff College, Toronto, 1 September 1951. To Reserve Officers School, Kingston, 5 May 1952. To AFHQ, 5 August 1952. To Transport Command Headquarters, Trenton, 2 November 1952. To Goose Bay, 7 November 1953 (Chief Administrative Officer). Promoted Wing Commander, 1 July 1954. To Canadian Joint Staff, Washington, 6 August 1958 for duty at Manual Air Force Base, Alabama. To AFHQ, supernumerary, 15 June 1959. To Canadian Joint Staff, London for exchange duty to

RAF Staff College, Directing Staff, 18 July 1959. Posted from Canadian Joint Staff, London to AFHQ, 3 August 1962. Promoted Group Captain, 28 August 1963. Retired 4 April 1969. No citation found in Canadian sources. Public Records Office Air 2/8959 has recommendation which identifies unit and says he had flown 1,020 instructional hours, 483 in previous six months. Postwar appointments included Air Attache in London and Aide-de-Camp to Governor-General Vanier. Retired 1969 and became a teacher in Bells Corners, Ontario. Died in Ottawa, 9 January 1997. A photocopy of his logbook is held by the National Aviation Museum in Ottawa.

This officer has completed 15 months as a flying instructor. Throughout that period his hard and conscientious work has set an excellent example to all.

GREEN, S/L Arthur Favence, AFC (J9548) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946. Recommended when he had flown 36 sorties and 200 hours 15 minutes on operations. (Public Record Office Air 2/8772).

Squadron Leader Green is a determined and skilful captain of aircraft. Most of his attacks have been against the most heavily defended areas in Germany and enemy occupied territory. The high standard of devotion to duty displayed by this officer has been an inspiration to his squadron.

The recommendation for his DFC, drafted 19 May 1945, had the following sortie list and submission:

22 August 1943 - Leverkusen
3 October 1944 - Westkapelle
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
11 October 1944 - Fort Fredrick Hendrick
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
2 November 1944 - Dusseldorf
30 November 1944 - Duisburg
3 December 1944 - Hembach

16 January 1945 - Zeitz
28 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
7 February 1945 - Goch
27 February 1945 - Mainz
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
15 March 1945 - Hagen
18 March 1945 - Hanau
8 April 1945 - Hamburg
9 April 1945 - Kiel
10 April 1945 - Plauen
13 April 1945 - Kiel
14 April 1945 - Potsdam
19 April 1945 - Heligoland

Squadron Leader Green is a courageous and skilful Captain who has always put the maximum effort into the preparation and execution of his operational sorties. Through his untiring determination and devotion to duty he has produced many excellent results, and his cool judgement and steadiness have set a fine example to all. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

This was endorsed by the Officer Commanding, Station Little Staughton, on 24 May 1945:

This officer has completed many operational sorties over some of the most heavily defended areas in Germany and enemy occupied territory, and the high sense of devotion to duty displayed at all times by this officer makes him very worthy of the award of the Distinguished Flying Cross.

Notes: Assessed 31 July 1943 while with No.51 Group Pool (No.7 EFTS) for period 29 June 1942 to 1 August 1943. Had flown 1,200 hours 45 minutes (426.30 in past six months). "A Canadian and an excellent type. Of good physique, pleasant personality and has the qualities of a good leader." (W/C John Beaumont).

Assessed 16 June 1945 for services with No.582 Squadron since 12 November 1944. He had flown 2,178 hours (193 in past six months). "An above average officer who possesses a pleasant personality and makes a good job of anything he undertakes." (G/C S.P. Coulson).

Application for Operational Wing dated 6 May 1945 claimed 36 sorties, 13 September 1944 to 1 May 1945, No.582 Squadron.

Repatriation form dated 14 July 1945 stated he had flown 36 sorties (206 operational hours), the last on 19 April 1945. Had also 1,803.05 non-operational hours. Types flown were Magister (5.35), Tiger Moth (1,69.35), Oxford (93.55), Wellington (76.40), Halifax (48.10) and Lancaster (315.10).

Flying types listed as of 31 December 1956 were as follows: - Finch (64.00), Anson I (102.00), Anson V (50.00), Magister (5.00), Tiger Moth (1,465.00), Snargasher (10.00), Oxford (90.00), Wellington (75.00), Halifax II (45.00), Lancaster I and III (320.00), Lancaster X (67.00). Cornell (5.00), Harvard (130.00), Mitchell (704.00), Dakota (137.00), Norseman (2.00), Beechcraft (353.00), Otter, water (24.00).

Training: Interviewed in Charlottetown, 13 March 1941 by F/L H.A.S. Molyneux. "Splendid type, gentlemanly. Officer material. Has been Principal of Alberton High School. Intelligent. Very keen and should make a good pilot."

Attended No.17 EFTS, 20 August to 10 October 1941. Finch II aircraft - 32.35 dual, 31.25 solo. Was 5.10 on instruments. Logged ten hours in Link. "Good steady student. Appearance and discipline good. Commission material." Courses in Airmanship (186/200), Airframes (87/100), Aero Engines (77/100), Armament, oral (195/200), Signals, practical (98/100), Air Navigation (190/200), Theory of Flight (82/100), Drill (57/100). Placed eleventh in a class of 29. "Pleasing personality, very likeable. Above average in intelligence. Sincere."

Attended No.8 SFTS, 13 October 1941 to 2 January 1942. Anson aircraft - 43.35 day dual, 48.10 day solo, 2.15 night dual, 9.50night solo. Was 23.40 on instruments. Logged 20 hours in Link. "No serious faults except perhaps a little difficulty in controlling air speed. On instruments his let-downs, single engine work and recoveries indicate lack of coordination. Should be all right." (S/L H. Bryant). Graded in Airmanship and Maintenance (137/200), Armament, written (73/100), Armament, practical (75/100), Navigation (125/150), Meteorology (48/50), Signals, written (47/50) and Signals, practical (100/100) Placed third in a class of 50. "Ambitious and hard working. He is very aggressive, clean cut and mannerly."

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GREEN, F/O Cameron Fraser (J16495) - **Air Force Cross** - No.7 OTU - Award effective 21 April

1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born 27 March 1923. Home in Port Alberni, British Columbia. Enlisted at Vancouver, 13 May 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 8 June 1941; to No.4 ITS, 2 July 1941; graduated and promoted LAC, 8 August 1941 when posted to No.5 EFTS; graduated 25 September 1941 when posted to No.7 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 28 December 1941. To RAF overseas, 7 January 1942. Commissioned 17 December 1942. Promoted Flying Officer, 17 June 1943. Repatriated 1 May 1944. To No.31 OTU, 16 June 1944; to No.7 OTU, 30 June 1944; to Debart, 21 July 1944. Promoted Flight Lieutenant, 17 December 1944. Retired 2 October 1945. Joined postwar RAF (service number 59436) when that force was recruiting Commonwealth personnel in 1946-47 and served in Burma. Commended for Valuable Services in the Air, 9 June 1955. No citation in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 1,065 hours; of these, 180 had been in past six months.

After completing a long tour of operational flying duties this officer was posted to an Operational Training Unit where he has been acting as test pilot. His keenness, unflinching devotion to duty and untiring efforts have contributed to a large degree to the high standard of maintenance and serviceability on his Operational Training Unit. His thoroughness in carrying out these duties has resulted in a large decrease in technical failures and has helped to impart a greater feeling of confidence in the pupils.

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GREEN, F/L Frederick Ernest (J15071) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 24 August 1942 as per **London Gazette** dated 11 September 1943 and AFRO 1535/42 dated 25 September 1942. Born in Petersburg, Virginia, 1 March 1916 (birth date from obituary). of British parents; educated in Canada; home in Toronto. Enlisted in Toronto, 23 July 1940. To Trenton, 31 August 1940. To No.1 ITS, 23 October 1940; graduated and promoted LAC, 28 November 1940 when posted to No.13 EFTS; graduated 28 January 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 4 May 1941 although posting to Embarkation Depot was effective 30 April 1941. To RAF overseas, 8 May 1941. Reported to No.3 Personnel Reception Centre, Bournemouth, 31 May 1941; further trained at No.53 OTU; with No.411 Squadron, 26 July 1941 to 13 April 1942; with No.412 Squadron, 13 April to 14 November 1942; with No.421 Squadron, 14 November 1942 to 2 June 1943. Commissioned 25 November 1941; promoted Flying Officer, 13 April 1942; promoted Flying Officer 1 October 1942, although he had been Acting Flight Lieutenant since 12 April 1942; confirmed as Flight Lieutenant, 14 November 1942 and promoted Acting Squadron Leader. Back in Canada, 6 June to 26 August 1943 and returned to Britain; with No.421 Squadron, 28 September to 30 October 1943; with No.416 Squadron, 20 October 1943 to 29 June 1944 (shot down by flak and hospitalized several

weeks). Confirmed as Squadron Leader, 6 June 1944. Repatriated to Canada, 27 November 1944; to No.1 AOS, 10 January 1945; to Moncton, 13 May 1945. Released from RCAF on 1 May 1946. Victories as follows: **27 March 1942**, one Bf.109 destroyed near Ostend (Spitfire AA839); **15 April 1942**, one FW.190 damaged, Le Treport-Abbeville (Spitfire BL897); **26 July 1942**, one FW.190 destroyed and one damaged, northeast of Abbeville/Drucaat; **29 July 1942** (Spitfire BL972), one FW.190 destroyed ten miles south of Brighton (Spitfire BL897). Photo PL-10347 shows him sitting in Spitfire. Died 1 July 2001 in Woodstock, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2001.

This officer has participated in sorties over enemy territory and has destroyed at least three enemy aircraft. During the combined operations at Dieppe he completed three sorties, two of which were low level escort duties. Flight Lieutenant Green has invariably displayed high skill and great determination.

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GREEN, Corporal Harold (R71309) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 31 December 1904. Home at Varsity View, Manitoba; enlisted in Winnipeg, 30 September 1940 as an Airframe Mechanic. To No.7 AOS, 4 November 1940. Posted to School of Technical Training, St. Thomas, 16 December 1940. Promoted AC1, 10 May 1941. To No.7 SFTS, 14 May 1941; to "Y" Depot, Halifax, 31 October 1942; to RAF overseas, 30 November 1942; attained rank of Corporal, 1 April 1943. Repatriated 13 June 1945. Released 20 October 1945. No citation in AFRO.

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GREEN, S/L John Frederick (C1970) - **Mention in Despatches** - No.145 Squadron (Canada) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in St.Thomas, Ontario; educated there, Ridley College and University of Toronto; graduated in architecture from the University of Toronto in 1927. Hudson Motors sales representative before the war. Enlisted in London, Ontario, 8 May 1940. Trained at No.3 EFTS (graduated 4 May 1941) and No.6 SFTS (graduated 3 July 1941). These dates do not make sense when we note that he was promoted Flight Lieutenant, 15 July 1941. To No.14 SFTS, 2 October 1941. To No.31 GRS, 6 August 1942. To Eastern Air Command, 12 October 1942. To Yarmouth, 13 October 1942. To No.10 (BR) Squadron, 14 December 1942. Promoted Squadron Leader, 1 July 1943. To No.145 (BR) Squadron, 9 October 1943. Attained rank of Wing Commander, 1 July 1944. To "Y" Depot, 20 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1943. Repatriated to Canada 10 July 1946; released 24 August 1946. Returning to St. Thomas after the war, he designed numerous buildings in the area including

private homes, the Memorial Arena, Curling Club, Central Elgin Collegiate, Parkside Collegiate, Valleyview Nursing Home and several buildings in Sparling Industrial Park. He was the supervising architect for the Ontario Police Academy in Aylmer and the St. Thomas Elgin General Hospital. J. Fred was a member of the Phi Delta Theta fraternity for 78 years. He was life member of the Royal Military Institute in Toronto. Died in St. Thomas, Ontario, 30 January 2004. Had flown 1,783:55 hours to date, 461:35 operational hours (46 sorties) when recommended..

This officer has completed over 400 hours of anti-submarine operations over the North Atlantic area in the past ten months. First employed as flight commander and then as squadron commander, he has set an outstanding example to those serving under him. His leadership and ability have been outstanding.

GREEN, S/L John Frederick (C1970) - **Distinguished Flying Cross** - No.145 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. As of recommendation he had flown 1,990 hours, 492 on operations (50 sorties).

This officer has set a splendid record during his tour of operational flying in the North Atlantic area. He has at all times displayed the utmost courage and determination and has proven himself to be a valuable asset to his squadron. He is an excellent leader and has shown outstanding qualities of leadership as a squadron commander. Through his personal efforts and enthusiasm he has trained his squadron to a high level of efficiency. The manner in which he has carried out his flying is most praiseworthy.

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GREEN, S/L John Joseph, MBE (C24869) - **Commended for Valuable Services** - RCAF Station Rockcliffe (Test and Development Establishment) - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 9 November 1905 in Portsmouth, England; educated there; attended Portsmouth Municipal College, 1922-1925 and Royal College of Science, London, 1926-1930 (Ph.D. in Aeronautics, 1930). Demonstrator in Chemistry, Portsmouth, Municipal College, 1925-1926. To Canada in 1930 where he joined the staff of the National Research Council (Assistant Research Physicist). Received RCAF flying instruction at Camp Borden, 1934 (20 hours), 1935 (60 hours), 1936 (30 hours), 1937 (60 hours), 1938 (15 hours), 1939 (20 hours), 1940 (25 hours), 1941 (35 hours) and 1942 (50 hours). Held Private Pilot License 1508. Granted practice flying privileges with No.12 (Communications) Squadron, Rockcliffe. Had flown Harvards and Hurricanes before joining RCAF. Enlisted in Ottawa, 26 March 1943 in Aero Engineer Branch with acting rank of Squadron Leader; to No.1 Officer School, 1 April 1943; to Rockcliffe, 14 May 1943 as Chief Technical Officer, Test and

\Development Establishment. Qualified for pilot's flying badge, 3 September 1943. Confirmed in rank of Squadron Leader, 16 December 1943 at which time he was also transferred to General List from Non-Flying List. To No.3 Release Centre, Rockcliffe, 25 January 1945. Retired 1 February 1945. Remained in government service to 1963 when he entered industrial area; retired 1970. Founding member and first president of Canadian Aeronautical; Institute (Canadian Aeronautics and Space Institute). Also a founding member of the Council of Aeronautical Sciences (president, 1972-1978). Died 27 March 1984. MBE was awarded in June 1943 in Civil Division.

As chief research engineer at Test and Development Establishment for over a year and a half, Squadron Leader Green, by his energy, forethought and outstanding ability as an aeronautical research engineer, contributed a great deal to research in the Royal Canadian Air Force and has, thereby, materially aided the war effort. This officer has at all times worked long hours, applying himself to service problems far beyond ordinary requirements. He has frequently personally carried out tests in the air and has displayed great skill as a pilot in addition to his engineering ability.

Recommendation raised 25 December 1944 by W/C J. Angus MacLean when he had flown 633 hours (114 in previous six months). Wording as above

Library and Archives Canada has a John Joseph Green fond (RCIA 28383) consisting of 3.9 metres of textual records, 220 photographs (213 black and white) and two prints (photolithographs). His dates are given as 1905-1984 with the papers covering 1918-1984. Contents are described as scrapbooks, notebooks, logbooks, articles, correspondence and memoranda which document his academic achievements, and his career as an aeronautical engineer and a public servant. The fonds also contains photographs of trials of Alexander Graham Bell's hydrofoil HD-4, Baddeck. Also included in this fonds are two reproductions of pen and ink sketches of Fairchild "Sekani" and Northrop "Delta" aircraft. The archival description includes the following biographical notes:

John Joseph Green, aeronautical engineer and public servant, was born in Portsmouth, England, in 1905. In 1923, he received a B.S.c. from the University of London. From the Imperial College of Science and Technology, he subsequently received a B.S.c. and a A.R.C.S. in Physics in 1928, and a D.I.C. in Aeronautics in 1929, and a Ph. D. in Aeronautics in 1930. Green emigrated to Canada in 1930 where he worked for the National Research Council Aerodynamics Laboratory, 1930-43. He was awarded an M.B.E. for valuable public service in the field.

From 1943 to 1945, Dr. Green served in the RCAF as Chief Research Engineer in the RCAF Test and Development Establishment. A pilot since 1933, Green tested no less than twenty-five types of aircraft. Squadron-Leader Green retired from the

RCAF in 1945 having received the King's Commendation for valuable service in the air.

From 1945 to 1949 Dr. Green was Chief Research Aeronautical Engineer in the Air Transport Board, Ottawa. From 1949 to 1955 he was Chief of Division "B", Defence Research Board, and Scientific Advisor to the Chief of the Air Staff, RCAF. In 1955 he was Canadian Joint Staff and Defence Research Attaché, Canadian Embassy, Washington. In 1959 he became Chief Superintendent, Canadian Armament Research and Development Establishment, Valcartier, Quebec. Finally, in 1963 he was appointed Director of Research, Litton Systems, Canada, Limited.

Dr. Green has won national and international recognition in the field of aeronautical research and development. He was first president of the Canadian Aeronautics Institute and later president and Honorary Fellow of the Canadian Aeronautics and Space Institute (CASI). He was a founding member of and a Canadian representative on both the Council of the Advisory Group on Aeronautics Research and Development to NATO and the International Council of Aeronautical Sciences (ICAS). He was a member of the Association of the Scientific, Engineering and Technological Community of Canada and a member of the Board of Trustees of the Asian Institute of Technology.

Notes: On 4 March 1943, as he applied for transfer from NRC to RCAF, Dr. C.J. Mackenzie wrote, "It is agreed that the loss of Dr. Green's direct services in the laboratories will be, perhaps, more than compensated for, by the more effective liaison which should result between the Engineering Organization of the Royal Canadian Air Force and the Aeronautical Laboratories of the Council. The Council is most anxious that our relations with the Royal Canadian Air Force should be of the closest and most harmonious character."

Flying experience as of 21 October 1943 listed as follows - Harvard (5.45 dual, 65.20 solo), Yale (4.00 dual, 15.15 solo), Tomtit (21.10 dual, 30.25 solo), DH.60 Moth (7.45 dual, 8.40 solo), Tiger Moth (1.55 dual, 12.45 solo), Hornet Moth (1.00 dual, 20 minutes solo), Stearman PT-27 (20 minutes dual, 4.00 solo), Cornell (8.20 solo), Avian (10.40 dual, 55.30 solo), Waco Cabin (11.20 dual), Delta (5.10 dual), Fairchild 71 (1.25 dual), Norseman (1.50 dual), Oxford (1.10 dual), Fleet Fort (30 minutes dual) and Anson (12.55 dual). Total 338.35 of which 30.05 had been in instruments.

Flying skills tested 22 March 1945 on a Harvard. Experience listed as 102 hours 50 minutes single engine dual, 317.20 single engine solo, 3.30 twin engine dual, 13.10 twin engine solo. Rated above average as staff pilot, high average on instruments and low average on night flying.

Assessed 6 September 1944 - "This officer has been doing an excellent job as Senior Research Engineer at this unit. His efforts have definitely increased the quantity and improved the quality of the results obtained from research at this unit, He is highly recommended for promotion to the rank of Temporary Squadron Leader. He is a very definite asset to the RCAF" (W/C J.A. MacLean).

Duties described on 6 February 1945 as follows: "Responsible for the supervising, direction and approval of all technical aspects of experimentation undertaken by Test and Development Establishment. This involved such responsibilities as design and airworthiness approval of installations, interpretation of results, preparation of reports, and administration of technical staff."

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GREEN, F/L Lloyd Stanley (C7399) - **Mention in Despatches** - Station Coltishall (AFRO gives only "Overseas" as unit) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Saskatoon, 3 August 1911. Home in Saskatoon; educated there including Saskatoon Normal School. Teacher from 1934 onwards at various schools. Enlisted there 12 September 1941 and commissioned as of that date. To No.2 Manning Depot, Brandon, 12 September 1941. To No.2 ANS, Pennfield Ridge, 26 September 1941. To "Y" Depot, 2 November 1941. Attached to No.20 OTU, Lossimouth, 28 January 1942 for Flying Control course. To Coltishall, 1 December 1942. Promoted Flying Officer, 12 March 1942; promoted Flight Lieutenant, 3 December 1942. Attached to Station Kenley and No.127 Airfield, 12-15 June 1943. Repatriated 22 February 1944; to No.36 OTU, 5 April 1944; to No.8 OTU, 30 June 1944; to Release Centre, 27 March 1945; released 6 April 1945. Flying Control Branch. Member of RCAF Primary Reserve as Air Controller (219216), 27 June 1953 to 31 March 1960. Frequently on duty at summer camps, notably Comox. Died 4 January 1993 in Kelowna, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1993.

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GREEN, F/L Norman (C9030) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 31 January 1945. Home in Toronto; enlisted there 28 November 1941 in Aero Engineer Branch; to Aero Engineer School, 5 December 1941; promoted Flying Officer, 28 May 1942; to "Y" Depot, Halifax, 6 November 1942; to RAF overseas, 10 December 1942; promoted Flight Lieutenant, 26 November 1943. Repatriated 10 September 1945; released 25 October 1945. As of recommendation he had served one year in Canada, 26 months overseas. He was then Officer

Commanding, Repair and Inspection Squadron on the station.

This officer is a very efficient and willing worker. He has always shown splendid qualities of leadership for his men and his organizing ability has made possible a very smooth working and efficient squadron. He has had wide experience both in England and out in Africa, and has always carried out his work in a most exemplary fashion.

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GREEN, LAC Norman Edward (R69493) - **Mention in Despatches** - No.419 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 10 March 1911. Home in Hamilton; enlisted in North Bay, 7 February 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 25 February 1941. To No.1 BGS, 3 September 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Acting Corporal, 1 April 1943. Repatriated 7 June 1945. Retired 27 July 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MiD dated 14 July 1944 submitted by W/C W.P. Pleasance, CO of No.419 Squadron, confirming he had served 11 months in Canada, 30 months in England. Fitter IIA.

LAC Green has invariably shown a great capacity for steady and accurate work. On many occasions he has volunteered for extra duties and has performed these in a most commendable fashion and, in some cases, having to contend with the most adverse weather conditions.

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GREEN, F/O Percy Clifton (J24531) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Elora, Ontario, 9 March 1918; home in London, Ontario. Former member of Royal Canadian Artillery. Enlisted in London, 2 March 1942. To No.1 Manning Depot, 30 March 1942. To No.4 Manning Depot, 20 May 1942. To No.5 Manning Depot, 3 July 1942. To No.3 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942. Posted on 10 October 1942 to No.10 EFTS but ceased training and posted to No.1 Composite Training School, 25 October 1942; to No.4 BGS on 21 November 1942; graduated 5 February 1943 and posted next day to No.4 AOS; graduated and commissioned 19 March 1943. To Station Mountain View, 30 March 1943; promoted Flying Officer, 19 September 1943; to "Y" Depot, Halifax, 30 December 1943; to No.3 Personnel Reception Centre, Bournemouth, 21 January 1944; promoted Flight Lieutenant, 19 March 1945; repatriated 5 August 1945; released 14 September 1945 and settled in London, Ontario. Died in London, Ontario, 21 November 2011.

This officer has completed a large number of operational sorties and has attacked many of the enemy's most heavily defended targets with success. He has displayed skill and determination of a high order and his consistent good work has been a great help to the other members of his crew. During one attack on Magdeburg in January 1945, his aircraft sustained severe damage shortly after leaving the target area. Throughout the remainder of the mission Flying Officer Green behaved with great coolness and courage and gave valuable assistance to the navigator in guiding the aircraft safely to base. He has always set a fine example both in the air and on the ground.

The original recommendation was drafted 15 March 1945 by S/L F.S. McCarthy when he had flown 34 sorties (232 hours); submission as follows:

www.bombercommandmuseumarchives.co.uk

4 October 1944 - Bergen (6.15)
6 October 1944 - Dortmund (6.30)
9 October 1944 - Bochum (6.10)
12 October 1944 - Wanne Eickel (5.50, bombed wrong target)
14 October 1944 - Duisburg (1.25, early return)
14 October 1944 - Duisburg (6.00)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (5.35)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (7.05)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (6.35)
5 December 1944 - Soest (6.40)
6 December 1944 - Osnabruck (6.25)
18 December 1944 - Duisburg (5.45)
29 December 1944 - Spich (7.10)
30 December 1944 - Cologne (6.25)
2 January 1945 - Ludwigshaven (7.25)
5 January 1945 - Hanover (5.55)
6 January 1945 - Hanau (7.20)
13 January 1945 - Saarbrucken (7.15)
14 January 1945 - Grenenbroich (6.20)
16 January 1945 - Magdeburg (7.10)
28 January 1945 - Stuttgart (6.55)
4 February 1945 - Bonn (6.35)
17 February 1945 - Wesel (7.05)
20 February 1945 - Mannheim (7.00)
21 February 1945 - Worms (7.25)
23 February 1945 - Essen (6.25)
24 February 1945 - Kamen (6.30)
27 February 1945 - Mainz (7.00)
2 March 1945 - Cologne (6.10)
5 March 1945 - Chemnitz (9.05)
7 March 1945 - Hemmingstedt (6.45)
8 March 1945 - Hamburg (6.05)
11 March 1945 - Essen (5.35)

This officer has completed many operational sorties, a large number of which were against strongly defended targets. He has displayed skill and determination of a high order, and his consistent good work has been of great help to the rest of the members of the crew.

On a raid on Magdeburg in January 1945, the aircraft in which he was bomb aimer was in collision with another aircraft shortly after leaving the target. This resulted in the damage of the greater portion of the navigational aids, but Flying Officer Green with great coolness and determination made excellent use of the remaining aids and assisted the navigator on returning to base.

He has set a worthy example on the ground as well as in the air by his resourcefulness and devotion to duty. I strongly recommend that he be awarded the non-immediate Distinguished Flying Cross.

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GREEN, S/L Ralph Wesley (J11327) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 27 June 1921 in Grandview, Manitoba; home there (miner). Enlisted in Winnipeg, 9 January 1941 for General Duties (Messing) and posted to No.1 Manning Depot. To Halifax, 22 March 1941; remustered for aircrew, 12 September 1941 when posted to No.3 ITS; graduated and promoted LAC, 19 October 1941 but not posted to No.22 EFTS until 25 October 1941; graduated 19 December 1941 when posted to No.9 SFTS; graduated and commissioned 24 April 1942. To No.6 BGS, 8 May 1942; promoted Flying Officer, 24 October 1943; to No.123 Squadron, 6 November 1942; to No.2 Coastal Artillery Cooperation Squadron, 24 November 1942; to No.121 Squadron, 15 April 1943; to "Y" Depot, Halifax, 20 August 1943; to No.3 Personnel Reception Centre, Bournemouth, 13 October 1943; promoted Flight Lieutenant, 24 April 1944. Repatriated 17 June 1945; released 7 October 1945. Rejoined RCAF as a pilot, 29 December 1950 to 31 March 1957 (209759). Died in Regina, Saskatchewan, 14 May 2011. RCAF photo PL-42160 (ex UK-18919) is captioned as follows: "A hard rock miner at Red Lake, Ontario, before he joined up, F/L R.W. Green, Grandview, Manitoba, a pilot with the Tiger Squadron of the RCAF Bomber Group was recently promoted to the rank of squadron leader and appointed a flight commander. He is shown here standing in front of the Lancaster bomber he operates on attacks on Germany." RCAF photo PL-42161 (ex UK-18920 dated 23 February 1945) is captioned as follows: "Recently promoted in the RCAF Bomber Group, F/L H.R. Jarman, Toronto, adjutant of the Tiger Squadron, congratulates S/L R.W. Green, Grandview, Manitoba, at right, on his appointment to flight commander." No citation other than "completed...numerous operations against the enemy in the course of

which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1741 (RG.24 Vol.20608) has recommendation dated 17 April 1945 when he had completed 31 sorties (199 hours 45 minutes) between 20 September 1944 and 16 April 1945 and was a Flight Commander.

This officer, captain of a four-engined bomber and commander of an operational flight, has completed a tour which included all the more heavily defended targets, including Dusseldorf, Dortmund, Cologne, Chemnitz and Dresden, plus numerous mining operations, among them Oslo and Elbe Basin. Despite the efforts of the enemy and the hazards of weather, he never once failed to score a successful attack and return his crew unscathed. Such is the efficiency, the skill and the unfailing judgement of this captain that no single mishap has marred his tour.

As a Flight Commander, the qualities that made possible his excellent tour have been of utmost value to the squadron. His example, his co-operation and his exceptional keenness to operate have been an inspiration to his flight.

The sortie list was as follows:

20 September 1944 - Calais (3.35)
25 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.35)
28 September 1944 - Cap Gris Nez (4.20)
4 October 1944 - Bergen (7.15)
6 October 1944 - Dortmund (7.25)
9 October 1944 - Bochum (6.55)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (5.55)
23 October 1944 - Essen (6.55)
16 November 1944 - Julich (5.20)
18 November 1944 - Munster (5.45)
21 November 1944 - Gardening Oslo (7.10)
27 November 1944 - Neusse (5.00)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.30)
5 December 1944 - Soest (6.35)
17 December 1944 - Duisburg (5.55)
26 December 1944 - St. Vith (6.00)

29 December 1944 - Oberlar (6.40)
6 January 1945 - Hannau (7.15)
14 January 1945 - Grevenbroich (6.00)
14 February 1945 - Chemnitz (8.40)
27 February 1945 - Mainz (6.50)
1 March 1945 - Mannheim (7.00)
2 March 1945 - Cologne (5.45)
5 March 1945 - Chemnitz (10.05)
8 March 1945 - Gardening, Elbe Basin (5.25)
4 April 1945 - Leuna (9.20)
16 April 1945 - Schwarndorf (9.00)

NOTE: RCAF Headquarters file 17-1-27, "RCAF Army Co-Operation Squadrons - Canada - Organization and Establishment of - Policy Governing", National Library and Archives, Record Group 24, Volume 5210 has an interesting memo dated 23 November 1942, G/C T.C. Macfarlane to Air Officer Commanding, No.1 Training Command. The latter had been asked to provide five pilots trained on Bolingbromes to be sent to No.123 Squadron, engaged on army cooperation training and operations. Four of the five were duly judged unsuitable, uninterested in army cooperation work, and in one case only marginally medically fit. The exception was P/O R.W. Green, of whom it was written:

Pilot Officer Green is the only pilot of the five who has shown the slightest promise. His mental capacity seems to be below the average of other pilots on strength of No.123 Squadron but he is interested in army co-operation work, is doing his best to improve and should make a satisfactory A.C. pilot.

On 27 November 1942 the Air Officer Commanding, No.1 Training Command, directed a letter to AFHQ respecting the five pilots (four of whom it still felt would have been suitable). It said, in part:

The remarks regarding Pilot Officer Green's mental capacity cannot be understood by the Commanding Officer, RCAF Station Mountain View, who considered Pilot Officer Green as an outstanding pilot and an above-average officer in his rank.

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GREENAWAY, F/L Norman Edward (J11175) - **Air Force Cross** - Station Dorval (now No.8 RC) - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born at Camrose, Alberta, 31 July 1920; enlisted in Vancouver, 8 July

1941 and posted to No.2 Manning Depot. To No.7 SFTS (guard), 14 August 1941. To No.4 ITS, 13 September 1941; graduated and promoted LAC, 26 October 1941 when posted to No.2 AOS; graduated 31 January 1942 when posted to No.8 BGS; graduated and promoted Sergeant, 14 March 1942 when posted to No.1 ANS; graduated and commissioned 13 April 1942 but not posted to No.31 GRS until 8 May 1942. To RAF overseas, 23 July 1942. Promoted Flying Officer, 13 October 1942. Missing, 14 October 1943 and then reported safe. Promoted Flight Lieutenant, 13 April 1945. Repatriated to Canada, 24 July 1945; released 29 September 1945 and settled in Calgary. Graduated in Engineering, University of Alberta. Subsequently moved to Saskatoon, where he founded an asphalt company. Died of a stroke in Toronto while visiting family, 11 September 2000. For account of 1943 incident involving a Hampden, see Bill Wharton, "We Die Tonight", **RAF Flying Review**, February 1960, and H.A. Halliday article on Hampdens in 1998 issues of **Journal of the Canadian Aviation Historical Society**. Public Record Office Air 2/9117, courtesy of Steve Brew, has citation as it appears below, forwarded by Transport Command Headquarters and drafted when he had flown 630 hours on current duties, 134 in previous six months. Photo PL-129521 is a postwar portrait. PL-129521A is group shot taken in Greenland after rescue.

This officer was navigator of an aircraft which was forced down off the coast of Greenland in 1943. The crew were rescued after some days of privation, as a result of which Flight Lieutenant Greenaway contracted severe frost-bitten feet. During his convalescence, when unfit for flying duties, he assisted the group navigational staff in the compilation of data for route manuals and an airfield gazetteer. His cheerful disposition and energy have been of great value in this work and of considerable encouragement to his colleagues. He is an excellent practical navigator and has invariably foregone his leave to help clear any accumulation of delivery aircraft.

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GREENE, F/O George Allison (J22852) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Vancouver, 16 May 1920 (birth date from obituary); home there (sales clerk); brief service with 15th Vancouver Coastal Brigade (Royal Canadian Artillery). Enlisted in RCAF in Vancouver, 16 October 1941. To No.3 Manning Depot, Edmonton, 7 November 1941. To No.4 SFTS, Saskatoon (guard), 21 December 1941. To No.7 ITS, Saskatoon, 16 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.6 EFTS, Prince Albert until 21 June 1942; graduated 15 August 1942 and posted next day to No.4 SFTS, Saskatoon; ceased training 23 September 1942 and posted next day to No.1 Composite Training School, Trenton; to No.7 BGS.Paulson, 9 October 1942; graduated 4 December 1942 and posted

next day to No.7 AOS, Portage la Prairie; graduated and commissioned 22 January 1943). To RAF overseas, 8 March 1943, disembarking in Britain on 17 March 1943. Posted that day to No.3 PRC, Bournemouth. Attached to Canadian army for two weeks. To No.24 OTU, 1 June 1943. Promoted Flying Officer, 27 July 1943. To No.1664 Conversion Unit, 21 August 1943. To No.431 Squadron, 19 September 1943. Embarked for Canada, 28 October 1944; repatriated 29 October 1944; to Western Air Command, 12 December 1944; to Patricia Bay, 29 December 1944; promoted Flight Lieutenant, 22 January 1945; to No.122 Squadron, 22 May 1945, serving until 9 September 1945; assessed highly for work as Adjutant. Released 15 September 1945. Died in Burnaby, British Columbia, 17 January 1966. 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 July 1944 when he had flown 32 sorties (173 hours five minutes), 4 October 1943 to 17 July 1944.

This officer has completed more than thirty operational sorties over enemy territory as Air Bomber. He has attacked such heavily defended targets as Berlin, Karlsruhe, Frankfurt, Leipzig and Stuttgart. Regardless of the heavy opposition, he has always taken the greatest pains to locate and bomb his target. He has shown a very high standard of photography, while his enthusiasm, courage and energy have made him a most valuable member of his squadron.

The sortie list was as follows:

4 October 1943 - Frankfurt (7.40)
3 November 1943 - Dusseldorf (6.40)
22 November 1943 - Berlin (7.10)
25 November 1943 - Frankfurt (7.45)
26 November 1943 - Stuttgart (8.35)
20 December 1943 - Frankfurt (7.25)
29 December 1943 - Berlin (8.00)
15 February 1944 - Berlin (8.00)
2 March 1944 - Meulons (4.45)
7 March 1944 - Le Mans (5.45)
13 March 1944 - Le Mans (6.00)
15 March 1944 - Amiens (4.55)
16 March 1944 - Amiens (5.10)
18 March 1944 - Gardening (4.25)
22 March 1944 - Gardening (6.15)
25 March 1944 - Aulnoye (5.50)
22 April 1944 - Dusseldorf (5.05)

24 April 1944 - Karlsruhe (6.30)
26 April 1944 - Essen (5.05)
30 April 1944 - Somaine (4.20)
7 May 1944 - St. Valery (3.50)
24 May 1944 - Trouville (3.50)
4 June 1944 - Calais (3.10)
6 June 1944 - Conde-sur-Noreau (5.05)
7 June 1944 - Versailles (5.00)
21 June 1944 - Neuville aux Bois (4.05, daylight)
24 June 1944 - Bonnetot (3.25, daylight)
27 June 1944 - Wizernes (3.25)
1 July 1944 - Biennais (3.40)
4 July 1944 - Biennais (4.00)
12 July 1944 - Bremont (3.55)
17 July 1944 - Caen (4.20)

Training: Interviewed 8 September 1941. "Eager and obviously sincere. Good appearance and quiet manner. Looking forward to the training obtainable in the service and would probably be diligent in his training. Appears intelligent and responsive. Should be good pilot material."

At No.7 ITS it was noted under "Visual Link" heading, "This trainee has an uneasy, somewhat nervous type of personality and would suggest that perhaps he will require considerate [sic] instruction to assist in his successful graduation. A very pleasant personality and cannot suggest any reason why he should not be an asset to the RCAF." (W/C L.C. Russell).

At No.6 EFTS described as follows: "Average pilot, requires more practice in instrument flying and aerobatics; should develop satisfactorily with more experience.:"

At No.4 SFTS his instructor was P/O G. Moir, (18 August 1942) followed by F/L F.A. Montgomery (from 7 September 1942). Described as "A weak pupil who has not progressed satisfactorily. Has been borderline throughout his training here." F/L R.W. Thompson wrote on 22 September 1942, "Has been border-line both instrument and clear hood since coming to this Unit. On clear hood test found his judgement on approaches and landings weak and take-offs dangerous. Has made very little progress in 46.55 hours flying."

Course at No7 BGS involved Ansons for bombing (30.30 day, 6.20 night) while gunnery was on Battles (2.10 by day) and Bolingbroke (8.45 by day). Dropped 71 bombs by day and 24 by night in high level exercises, 67 by day in low level exercises. In gunnery tests he fired 400 rounds in Beam Test, 1,400 rounds Beam Relative Speed Test and 760 rounds in Under Tail Test. Ground courses were Bombing, Written (210/250), Bombing, Oral (193/250), Proficiency as Bomb

Aimer (374/400), Gunnery, Written (81/100), Gunnery, Oral (68/100), Proficiency as Air Gunner (144/200), Aircraft Recognition (42/50), and Signals (43/50). Placed 13th in a class of 30. Under "Bombing" he was described as "Average type of bomb aimer with sound knowledge of theory" while under "Gunnery" it was noted, "Average type of air gunner. Fairly good practical work."

Course at No.7 AOS was 7 December 1942 to 22 January 1943. Anson aircraft (19.45 day, 9.00 night). Courses and marks as follows: Navigation, Air Work (61/100), Bombing, Air Work (92/100), Photography Air Work (80/100), Elements of Navigation (36/50), Signals, Practical (60/75), Reconnaissance (38/50), Aircraft Recognition (40/75). Air work described as "Capable of above average work when he applies himself. Accurate in pinpointing and computing." Ground work described as "Applied himself towards the end of the course to obtain fairly good marks. Grasps new material readily." Overall described as "A light hearted, happy-go-lucky type whose sense of responsibility could be improved."

Course at No.24 OTU was 1 June to 14 August 1943. Flying times recorded as Anson (8.05 day, 8.15 night), Whitley V (38.10 day, 79.35 night). Dropped 26 bombs by day and six by night. Took part in four daylight cross-country flights and ten night cross-country flights. Also dropped 38 flares. "An average type of air bomber; worked hard, especially in the air. Cooperates well with his crew and with a little experience should do very well."

Notes: On application for Operational Wing (26 August 1944) he stated he had flown 34 sorties (210 hours), 15 September 1943 to 4 August 1944.

On repatriation, 7 October 1944, he stated he had flown 196 operational hours and 143.30 non-operational hours overseas. Training had included 89 hours 50 minutes on Ansons and Whitleys, 41 hours 30 minutes on Halifax aircraft.

On demobilization he was described as married (no children). "Considered to have good ability to learn. Has bought house in Burnaby with garden, fruit trees, chickens. Excellent character. Service conduct good. Overseas 20 months. Has personality, energetic, ambitious to acquire good science education. Recommend assistance." (F/L W.C. Slack, 14 September 1945). It was also noted he was interested in studying Forestry Engineering at University of British Columbia.

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GREENE, F/L John James (J22689) - **Mention in Despatches** - No.406 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born in Pau, France, 24 June 1920; educated in Ontario; home in Arnprior; enlisted in Toronto, 3 October 1941. To No.1 Manning Depot, 11 November 1941. To No.14 SFTS (guard), 10

December 1941. To No.1 ITS, 15 February 1942; graduated and promoted LAC, 10 April 1942; posted next day to No.8 AOS; graduated and promoted Sergeant, 14 August 1942; commissioned 17 August 1942. Posted to "Y" Depot, Halifax, 16 August 1942; embarked for UK, 8 October 1942. To No.3 AOS, 27 October 1942; promoted Flying Officer, 17 February 1943; to No.1 CMB, 19 May 1943; to No.62 OTU, 15 June 1943. To No.54 OTU, 10 August 1943. To No.406 Squadron, 16 November 1943. Promoted Flight Lieutenant, 17 August 1944. To Canada, 8 July 1945. Released 25 October 1945. Flew 151 hours 55 on operations (37 sorties); 360 hours in UK (divided equally between Beaufighters and Mosquitoes). 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. Photo PL-43730 shows F/O H. Wyman and F/L Joe Greene. Prominent in Liberal politics after the war. Died 23 October 1978 in Ottawa (Wikipedia entry).

GREENE, F/L John James (J22689) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 28 May 1946 as per **London Gazette** dated 4 June 1946 and AFRO 781/46 dated 9 August 1946.

In addition to taking part in many defensive night fighter patrols over this country, Flight Lieutenant Greene has participated in many long and difficult intruder sorties over enemy territory. On several of these missions the marked success achieved was due in no small measure to the careful planning and ability of Flight Lieutenant Greene. During these operations seven enemy aircraft were destroyed and ten others damaged. In March 1945, during one sortie while attacking airfields in the Prague area, two Junkers 88s were shot down over their airfield despite bad weather. In April and May 1945, similar sorties were completed by Flight Lieutenant Greene with excellent results. Flight Lieutenant Greene has at all times shown himself to be exceptionally skilful as a navigator and wireless operator.

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GREENE, W/C Stanley Arthur (C1603) - **Member, Order of the British Empire** - No.2 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15

January 1943. Born 15 September 1903 at Schenectady, New York; educated in Ontario. Enlisted in RCAF, 28 June 1925 as Aero Engine Mechanic and transport driver. Involved in many mercy flights in Canadian north. On one occasion the aircraft in which he was flying developed a faulty engine and forced-landed on Hudson Bay in 20-foot waves. He crawled out on a wing, lashed himself to a strut, and repaired the engine. Assured pilot they could reach Ottawa, which they did - although the engine cut on the landing approach and they glided in. As of 1 April 1939 he was a WO2; as of 31 August 1939 he was with No.6 (BR) Squadron. Commissioned 1 January 1940; squadron had become No.10 (BR) Squadron. Went overseas with No.110 Squadron. On return to Canada, went to No.2 SFTS, 17 December 1940 as senior engineering officer. Promoted Squadron Leader, 1 July 1941; promoted Wing Commander, 1 July 1942. To AFHQ, 15 August 1942. Promoted Group Captain, 1 March 1944 and appointed Assistant Director of Repair and Maintenance. To Western Air Command, 30 November 1944 as senior Aero-Engineering Officer. Vancouver. Returned to Ottawa, 24 November 1945 as Senior Aeronautical Engineering Staff Officer, Maintenance Command Headquarters. Appointed to command No.6 RD, Trenton, 30 August 1948. Retired 11 June 1952. Died in Montreal, 28 June 1952.

This officer's initiative and excellent co-operation, his willingness to instruct airmen and officer in their work and duties, outside of his own particular sphere of work, has proven an inspiration to all concerned. He has given of his own time to such an extent that his work has had a definite beneficial influence on the RCAF. He has been responsible for the organization of the Maintenance Wing at this station, and at other stations in No.3 Training Command. He was also responsible for the organization of the Maintenance Sections for the squadrons overseas. He has also done extremely fine work in preparing and drawing up establishments for Home War Stations, in addition to running a Maintenance Wing, which, from the viewpoint of efficiency, has proved itself above the ordinary.

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GREENFIELD, Sergeant Kenneth Roy (R63643) - **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 13 December 1913. Home in London, Ontario; enlisted there 18 May 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 31 May 1940. Promoted AC1, 1 October 1940. To No.3 SFTS, 20 October 1940. Promoted LAC, 1 July 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 9 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 13 June 1943. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for Tiger Force, 31 July 1945. Retired 6 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 trade as Airframe Mechanic; service as 21 months in Canada, 33 months overseas.

Sergeant Greenfield has carried out his work conscientiously at all times, which has been an inspiration to all with whom he works, with the result that they too have cheerfully carried out their duties, although they have been called upon to put in many extra hours of work, night after night.

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GREENHALGH, WO2 Walter (Can 1591) - **Mention in Despatches** - Station Scoudouc - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 May 1910. Home in Kingston, Ontario; enlisted there 5 April 1928. As of 28 February 1939 he was with No.3 Repair Depot. Promoted Corporal, 1 April 1939. Promoted Sergeant, 15 December 1939. Promoted Flight Sergeant, 1 October 1940. Promoted WO2, 1 October 1942. To Scoudouc, 14 July 1945. To Greenwood, 31 December 1945. Posted overseas, 3 March 1946. Returned to Canada, 10 July 1946. Reverted to Flight Sergeant in postwar airforce, 1 October 1946. Promoted WO2, 1 November 1947. Promoted WO1, 1 April 1951. Retired 26 November 1956, settling in Victoria. No citation.

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GREENOUGH, Sergeant Lester Howard (Can 11634) - **Distinguished Flying Medal** - No.11 (Bomber Reconnaissance) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born in Milton, Queen's County, Nova Scotia, 11 July 1910. Home there. Pre-war truck driver and tractor operator. Enlisted in Halifax, 19 September 1939 for General Duties and taken on strength of No.5 (BR) Squadron. Promoted AC1, 19 March 1940. Promoted LAC, 19 June 1940. In the course of his posting at No.5 (BR) Squadron he was by turns a mechanic, batman, on Stranraer refuelling crew, and engaged in ferrying of Stranraers to British Columbia via the United States (March to May 1942). Reclassified Aero Engine Mechanic, 22 August 1941. Promoted LAC, 1 July 1942. Remustered to Flight Engineer, 11 January 1944 and posted to No.9 BGS. To No.3 OTU, 21 March 1944. Graduated and promoted Sergeant, 16 June 1944. To No.161 (BR) Squadron, 1 July 1944. To No.11 (BR) Squadron, 7 November 1944. Promoted Flight Sergeant, 16 March 1945. To Station Dartmouth, 23 May 1945. To Moncton, 21 July 1945. To Aylmer, 30 July 1945. To Air Navigation School, Summerside, 20 November 1945. Retained in postwar RCAF as Aero Engine Technician, being posted to Dartmouth, 23 January 1946. To Summerside, 1 April 1947. To No.2 Technical Training School, Camp Borden, 24 June 1948. . To Summerside, 20 September 1948. To Greenwood, 8 January 1951. To No.2 (Maritime) OTU, Greenwood, 8 May 1951. To No.2 (Maritime) OTU, Summerside, 15 November 1953. To Station Summerside, 13 December 1954. Released 16 July 1955. Died in Halifax, 20 February 1976. Governor General's Records

(RG.7 Group 26 Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 1,006 hours, of which 718 were on operations (78 sorties). See DFC entry for J.W.C. Langmuir for account of attack on U-Boat, 4 May 1943.

This non-commissioned officer was flight engineer of a crew which attacked a U-boat. Light flak was encountered and violent evasive action was necessary. Sergeant Greenough's coolness under fire was commendable. The navigator, who was taking photographs from an open hatch, would have fallen from the aircraft but for this non-commissioned officer's quickness in grasping his clothing. He showed courage and fortitude throughout the attack and was directly responsible for saving his navigator's life.

Recommendation raised 11 January 1945 by S/L P. Wilkinson, No.11 (BR) Squadron as follows:

This non-commissioned officer was Flight Engineer of a crew which attacked a U-boat. Light flak was encountered during violent evasive action the Navigator, who was taking photographs from an open hatch, would have fallen from the aircraft had not Sergeant Greenough grasped his clothing. This non-commissioned officer's coolness under fire was directly responsible for saving his Navigator's life. His action is worthy of high praise.

Operational Sorties: Application for Operational Wing dated 2 November 1944 listed numerous sorties on Canso aircraft before and after he remustered to aircrew, viz:

21 October 1942 - No.5 (BR) Squadron (14.30)
24 October 1942 - No.5 (BR) Squadron (11.10)
28 October 1942 - No.5 (BR) Squadron (10.40)
2 November 1942 - No.5 (BR) Squadron (11.00)
4 November 1942 - No.5 (BR) Squadron (5.00)
6 November 1942 - No.5 (BR) Squadron (11.05)
8 November 1942 - No.5 (BR) Squadron (10.25)
4 December 1942 - No.5 (BR) Squadron (7.30, patrol and search for lost aircraft)
9 December 1942 - No.5 (BR) Squadron (7.30, search for lost aircraft)
11 December 1942 - No.5 (BR) Squadron (8.00)
21 December 1942 - No.5 (BR) Squadron (9.15)
14 January 1943 - No.5 (BR) Squadron (6.30)
22 January 1943 - No.5 (BR) Squadron (7.35)
24 January 1943 - No.5 (BR) Squadron (7.55)
4 February 1943 - No.5 (BR) Squadron (13.10)
9 February 1943 - No.5 (BR) Squadron (5.00)

17 February 1943 - No.5 (BR) Squadron (8.00)
20 February 1943 - No.5 (BR) Squadron (10.25)
18 April 1943 - No.5 (BR) Squadron (13.00)
22 April 1943 - No.5 (BR) Squadron (9.50, "German sub")
25 April 1943 - No.5 (BR) Squadron (13.00)
30 April 1943 - No.5 (BR) Squadron (5.20)
4 May 1943 - No.5 (BR) Squadron (12.00, "Italian sub")
15 May 1943 - No.5 (BR) Squadron (9.15)
21 May 1943 - No.5 (BR) Squadron (12.30)
23 May 1943 - No.5 (BR) Squadron (4.15)
30 May 1943 - No.5 (BR) Squadron (7.40)
9 June 1943 - No.5 (BR) Squadron (13.00)
12 June 1943 - No.5 (BR) Squadron (5.35)
16 June 1943 - No.5 (BR) Squadron (14.00)
21 June 1943 - No.5 (BR) Squadron (12.00)
27 June 1943 - No.5 (BR) Squadron (7.00)
8 July 1943 - No.5 (BR) Squadron (11.25)
13 August 1943 - No.5 (BR) Squadron (10.20)
19 August 1943 - No.5 (BR) Squadron (12.20)
21 August 1943 - No.5 (BR) Squadron (11.20)
28 August 1943 - No.5 (BR) Squadron (10.05)
1 September 1943 - No.5 (BR) Squadron (3.50)
8 September 1943 - No.5 (BR) Squadron (9.10, "German sub")
11 September 1943 - No.5 (BR) Squadron (9.10)
15 September 1943 - No.5 (BR) Squadron (8.50)
21 September 1943 - No.5 (BR) Squadron (10.10)
23 September 1943 - No.5 (BR) Squadron (16.20)
29 September 1943 - No.5 (BR) Squadron (13.00)
8 October 1943 - No.5 (BR) Squadron (14,15)
11 October 1943 - No.5 (BR) Squadron (10.15)
24 October 1943 - No.5 (BR) Squadron (6.25)
26 October 1943 - No.5 (BR) Squadron (5.40)
27 October 1943 - No.5 (BR) Squadron (13.25)
29 October 1943 - No.5 (BR) Squadron (13.45)
6 November 1943 - No.5 (BR) Squadron (11.05)
13 November 1943 - No.5 (BR) Squadron (9.50)
20 November 1943 - No.5 (BR) Squadron (12.20)
25 November 1943 - No.5 (BR) Squadron (12.00)
28 November 1943 - No.5 (BR) Squadron (9.05)
2 December 1943 - No.5 (BR) Squadron (13.25)

30 May 1944 - No.3 OTU, Patricia Bay (9.00, search for lost aircraft)
14 July 1944 - No.161 (BR) Squadron (8.45)
21 August 1944 - No.161 (BR) Squadron (8.15)
24 August 1944 - No.161 (BR) Squadron (7.50)
29 August 1944 - No.161 (BR) Squadron (7.05)
31 August 1944 - No.161 (BR) Squadron (7.35)
23 September 1944 - No.161 (BR) Squadron (7.00)
26 September 1944 - No.161 (BR) Squadron (10.20)
1 October 1944 - No.161 (BR) Squadron (6.35)
15 October 1944 - No.161 (BR) Squadron (11.30)
17 October 1944 - No.161 (BR) Squadron (10.20)
20 October 1944 - No.161 (BR) Squadron (9.00)
23 October 1944 - No.161 (BR) Squadron (12.40)
28 October 1944 - No.161 (BR) Squadron (13.00)

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GREENSHIELDS, Sergeant (now P/O) James (R56500/J17104) - **Distinguished Flying Medal** - No.70 Squadron - Award effective 16 July 1943 as per **London Gazette** dated 23 July 1943 and AFRO 1724/43 dated 27 August 1943. Born 12 September 1919 in Beaconsfield, Quebec; home in Senneville, Quebec (purchasing agent). Enlisted in Montreal, 13 September 1940. To No.1 Equipment Depot, 19 December 1940. To No.2 WS, 31 January 1941. Promoted LAC, 3 March 1941. To No.2 BGS, 20 June 1941; graduated and promoted Sergeant, 21 July 1941. To Embarkation Depot, 22 July 1941. To RAF overseas, 14 August 1941. Commissioned 12 December 1942. Repatriated 25 October 1944. Released 1 March 1945. RCAF photo PL-28032 (ex UK-8926 dated 20 March 1944) taken after investiture at Buckingham Palace (with friend, Miss Jeannette Paynter); PL-28033 (ex UK-8927, same date) shows him by himself. Photo PL-28037 (ex UK-8931 dated 20 March 1944) is captioned as follows: "Four RCAF officers photographed outside Buckingham Palace after a recent investiture at which all had received the Distinguished Flying Medal. Awarded their decorations as Sergeants, they have all since then been commissioned. Left to right - P/O J.W. Betty, Hannah, Alberta; F/O J. Greenshields, Senneville, Quebec; F/O G.R. Price, Montreal; and P/O J.J.N. Rivard of La Tuque, Quebec."

This airman has taken part in a large number of operational sorties. As wireless operator and flare dropper he has always performed his duties with great efficiency, remaining cool and imperturbable, however heavy the opposition encountered. Sergeant Greenshields, by his undaunted spirit, courage and determination, has been a source of inspiration to the other members of his crew.

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GREENSLADE, F/L Thomas (J36624) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 15 April 1924 at Rose Lynn, Alberta; home there (farmer); enlisted in Calgary, 8 June 1942. To No.3 Manning Depot, 26 August 1942. To No.11 SFTS (guard duty), 9 October 1942. To No.7 ITS, 6 February 1943; graduated and promoted LAC, 30 April 1943; to No.6 EFTS, 1 May 1943; to No.19 SFTS, 26 June 1943; graduated and commissioned, 15 October 1943. To No.31 GRS, 22 October 1943. To "Y" Depot, 22 January 1944; taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated to Canada, 18 June 1945. To No.8 OTU, 19 June 1945 for Tiger Force training. To Greenwood, 31 July 1945. To Halifax, 5 October 1945. Released 14 December 1945, settling in Toronto. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9137 has recommendation dated 10 May 1945 when he had flown 28 sorties (167 hours 30 minutes):

www.bombercommandmuseum.com

28 December 1944 - Gelsenkirchen
2 January 1945 - Nuremburg
7 January 1945 - Munich
14 January 1945 - Merseburg-Leuna
16 January 1945 - Zeitz
1 February 1945 - Mannheim
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hannau
21 March 1945 - Bruchstrasse
23 March 1945 - Bremen
31 March 1945 - Hamburg
3 April 1945 - Nordhausen
4 April 1945 - Lutzkendorf
9 April 1945 - Kiel
18 April 1945 - Heligoland
22 April 1945 - Bremen; returned with bombs on orders of Master Bomber
29 April 1945 - MANNA (The Hague)
30 April 1945 - MANNA (The Hague)
2 May 1945 - MANNA (Rotterdam)
3 May 1945 - MANNA (Rotterdam)
8 May 1945 - MANNA (The Hague)

Flight Lieutenant Greenslade is the Canadian captain and pilot of a gallant Lancaster crew and has now completed 28 successful sorties comprising 167.30 operational flying hours. He has successfully delivered attacks against many of the enemy's most heavily defended targets such as Nuremburg, Munich, Zeitz, Dortmund, Lutzendorf and Kiel. On each occasion Flight Lieutenant Greenslade has pursued the task in hand to the utmost and he and his crew have won for themselves a very high reputation for determination and devotion to duty, pressing home his attacks with total disregard of enemy opposition.

His record of achievement is most praiseworthy and despite heavy opposition, and on several occasions bad weather, he has always cheerfully completed the task in hand with the utmost zest, instilling a high state of morale into his crew. He has on occasion flown with new crews on their first operational flight and his encouragement and confidence has been a magnificent inspiration.

For the successes he has achieved and for the fine example of leadership displayed throughout his tour, I recommend Flight Lieutenant Greenslade for an award of the Distinguished Flying Cross.

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GREENWAY, G/C Charles Henry (C178) - **Officer, Order of the British Empire** - No.2 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Born October 1914 in Cordova, Spain; came to Canada at age seven. Educated in Lloydminster and University of Saskatchewan (B.Sc., Mechanical Engineering). Joined RCAF in Saskatoon, 13 June 1935 or 6 December 1935, receiving wings in May 1936. Early in war was at Macleod, Alberta. As of 1 June 1941 he was a Wing Commander and that month went to No.11 SFTS, Yorkton, as Chief Flying Instructor. Appointed to command Station Sea Island, 28 April 1942; to command Station Tofino, 14 December 1942. Promoted Group Captain, 1 January 1944. To be CO at No.4 SFTS, Saskatoon, 5 May 1944. Appointed SASO, No.2 Air Command HQ, Winnipeg, 19 April 1945. In September 1946 became CO, Camp Borden. Extended postwar career, principally as Commanding Officer at Winnipeg and North Bay and as a staff officer in AFHQ, rising to Air Vice Marshal. Died in Ottawa, 5 January 2004.

Group Captain Greenway went overseas with 112 Squadron in the early part of 1940 and upon completion of his tour was returned to Canada where he served in turn at the following units: Chief Instructor, No.11 Service Flying Training School and Commanding Officer of the Royal Canadian Air Force Stations Vancouver, Sea Island, Tofino and Saskatoon. He is now employed as Senior Air Staff Officer, No.2 Air Command. In all of these posts Group Captain Greenway

has shown the highest zeal, loyalty and attention to duty. The results shown during his tenure of office as Senior Air Staff Officer, No.2 Air Command, have been most gratifying and are indicative of considerable initiative and organizing ability on the part of this officer.

External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation for a Croix de Guerre; he appears in a list of "Those Who Assisted in the Training of French Personnel in Canada". Many others in the document were reported as receiving French awards in AFRO 485/47 dated 12 September 1947:

Group Captain Greenway served as Commanding Officer of No.13 Service Flying Training School, and his tactful decisions contributed greatly to the maintenance of good morale and a high standard of training among French trainees.

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GREENWOOD, F/O Edward Alfred (J19060) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in North Cypress, Manitoba, 1920; home in Moose Jaw, Saskatchewan. Enlisted in Regina, 10 February 1941. Trained at No.2 ITS (graduated 9 May 1941), No.6 EFTS (graduated 3 July 1941) and No.4 SFTS (graduated 13 September 1941). Commissioned 1943. Served in postwar RCAF (30238). 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 11 June 1944 when he had flown 30 sorties (180 hours ten minutes), 24 August 1942 to 6 June 1944. Photo PL-34004 shows him.

24 August 1942 - Frankfurt (6.05)
27 August 1942 - Kassel (6.10)
27 August 1943 - Nurnburg (7.00)
7 November 1943 - La Rochelle (7.15)
18 November 1943 - Manheim (6.05)
22 November 1943 - Berlin (6.05)
3 December 1943 - Leipzig (6.35)
16 December 1943 - Berlin (7.20)
20 December 1943 - Frankfurt (4.45)
23 December 1943 - Berlin (8.15)
29 December 1943 - Berlin (6.50)
1 January 1944 - Berlin (6.25)
2 January 1944 - Berlin (6.30)
27 January 1944 - Berlin (8.35)
28 January 1944 - Berlin (8.20)
30 January 1944 - Berlin (6.35)
15 February 1944 - Berlin (7.00)
19 February 1944 - (Leipzig (6.55)
15 March 1944 - Stuttgart (7.10)
30 March 1944 - Nurnburg (6.40)
11 April 1944 - Aachen (3.45)
18 April 1944 - Rouen (4.00)
20 April 1944 - Cologne (4.50)
24 April 1944 - Karlsruhe (5.45)
27 April 1944 - Friedrichshaven (8.00)
1 May 1944 - Chambly (3.25)
11 May 1944 - Louvain (3.00)
19 May 1944 - Le Mans (5.00)
2 June 1944 - Wissant (2.10)
6 June 1944 - Outstreham (3.40)

Pilot Officer E.A. Greenwood has completed 30 Operational Sorties, 27 as Pilot and Captain of four engined aircraft and three as second Pilot. These sorties included no less than ten attacks on Berlin and many other attacks involving deep penetration into enemy territory.

Throughout this tour he has not once failed to take-off on, or returned early from, an Operation for which he has been detailed. He has been conspicuous for his Operational efficiency and determination which have been an inspiration to the rest of the crews in the Squadron.

Pilot Officer E.A. Greenwood is strongly recommended for the award of the Distinguished Flying Cross in recognition of his fine record of Operational Flying.

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GREER, LAC Alexander James Brocherst (R174385) - **Mention in Despatches** - Middleton St. George - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 27 April 1915. Home in Montreal; enlisted there 3 July 1942 as "Tradesman". To No.1 Manning Depot, 2 September 1942. To Technical Training School, 17 October 1942 and classified as Electrician. Promoted AC1, 24 February 1943. To No.13 SFTS, 25 February 1943. To "Y" Depot, 4 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Repatriated 7 June 1945. Released 7 August 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944, giving unit as Croft.

This airman enlisted 3rd July 1942, and has served in the United Kingdom since 16th October 1943. He is employed as electrician in charge of the battery charging room. His devotion to duty and untiring co-operation have contributed in a large measure to the efficient operation of his section. His strong sense of duty under trying circumstances and long hours of work is highly commendable.

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GREER, P/O John Montague (J8778) - **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 in Toronto, 8 August 1916. Enlisted in North Bay, Ontario, 19 February 1941. To No.1 Manning Depot, 25 February 1941. To "P", 23 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.16 EFTS; graduated 19 August 1941 and posted next day to No.3 SFTS; graduated and commissioned 7 November 1941. To No.113 (BR) Squadron, 18 February 1942. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 December 1943. To Eastern Air Command Headquarters, 18 January 1944. Retired 14 June 1945. Incident with submarine was 2 June 1942 when he

attacked U-432 during escort to BX-23 (Boston to Halifax convoy). Submarine reported it had been "driven off by a strong air escort".

Pilot Officer Greer has completed 350 hours of operational flying in four months, during which time he has demonstrated his ability as an operational pilot and has set a high example by devotion to duty. An attack, resulting in the damage of an enemy U-boat, was carried out during this period.

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GREER, F/L Joseph Lloyd (J6017) - **Mention in Despatches** - No.116 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 24 July 1917. Enlisted in Edmonton, 22 November 1940. To No.4 SFTS (guard), 11 December 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.5 EFTS; to No.33 SFTS, 22 April 1941; graduated and commissioned, 4 July 1941; to No.31 GRS, 25 July 1941; promoted Flying Officer, 4 July 1942; to No.1 GRS, 15 August 1942. Posted to No.3 OTU, 6 November 1942. Promoted Flight Lieutenant, 1 December 1942. To No.116 (BR) Squadron, 5 April 1943. To No.6 Communications Flight, 23 February 1945. To Northwest Air Command, 1 June 1945. Retired 27 October 1945.

This officer is a veteran of many operational sorties on anti-submarine and convoy patrols. He has proved himself to be a most capable captain and the manner in which he carries out his duties is worthy of the highest praise. His unswerving loyalty and devotion to duty is a source of inspiration to all members of his squadron.

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GREGG, F/O Robert Berkeley (J26697) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Buenos Aires, Argentina, 19 December 1918. Enlisted in Ottawa, 22 July 1942 and posted to No.6 Manning Depot. To No.1 Manning Depot, 13 August 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.1 BGS until 2 January 1943; may have graduated 2 April 1943 but not posted to No.9 AOS until 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 6 July 1943. Commissioned 5 November 1943. Promoted Flying Officer, 20 November 1943. Repatriated 28 February 1945. Retired 16 March 1945. Served in postwar RCAF (431161066). Died in London, Ontario, 6 July 1983 as per **Legion Magazine** of November 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 Office Air 2/8831 has recommendation dated 6 November 1944 when he had flown 30 sorties (144 hours 55 minutes).

www.bombercommandmuseumarchives.ca

4 June 1944 - Pas de Calais
15 June 1944 - Boulogne
17 June 1944 - Aulnoye
22 June 1944 - Marquise Mimoyecques
23 June 1944 - Saintes
27 June 1944 - Vaires
30 June 1944 - Vierzon
4 July 1944 - Orleans
6 July 1944 - Foret Ducroc
7 July 1944 - Caen
23 July 1944 - Kiel
25 July 1944 - Stuttgart
4 August 1944 - Pannilac
7 August 1944 - Fontenay le Marmion
8 August 1944 - Aire sur Lys
11 August 1944 - GARDENING (Gironde)
24 August 1944 - Russelsheim
28 August 1944 - Fromental
31 August 1944 - St.Riquier
5 September 1944 - Le Havre
6 September 1944 - Le Havre
8 September 1944 - Le Havre
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
3 October 1944 - Westkapelle
4 October 1944 - GARDENING (Kattegat)
7 October 1944 - Emmerich
11 October 1944 - Fort Frederik Hendrick
14 October 1944 - Duisburg
15 October 1944 - Essen

Flying Officer Gregg, a South American serving with the Royal Canadian Air Force, has completed 30 very successful sorties against the enemy as Bomb Aimer of a Lancaster aircraft. These raids included such heavily defended targets as Kiel, Stuttgart, Russelsheim, Duisburg and Essen, as well as many tactical targets in France, vital to the success of the Allied land operations.

This officer has proved himself more than equal to this task, pressing home every attack with exceptional skill which has only been equalled by his courage and devotion to duty. He has contributed very largely to the repeated success achieved by his captain and crew, and has set a shining example to the rest of the squadron.

I have no hesitation in recommending that Flying Officer Gregg's magnificent record be recognized by the award of the Distinguished Flying Cross.

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GREGOIRE, F/O Leo Joseph Robert (J87391) - **Distinguished Flying Cross** - No.153 Squadron (missing) - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 4 January 1920 in Aye Hill, Alberta; home in Vancouver (plumber's assistant, Consolidated Mining and Smelting, 1940-1942.). although he had attended Toronto Conservatory of Music, 1939-1940. Enlisted in Calgary, 16 September 1942. To No.3 Manning Depot, 30 September 1942. To No.7 SFTS, Macleod for guard duty, 24 November 1942. To No.4 ITS, Edmonton, 21 February 1943; graduated and promoted LAC, 30 April 1943; to No.5 EFTS, High River, 2 May 1943; graduated 25 June 1943 and posted next day to No.3 SFTS, Calgary; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 30 October 1943; embarked from Halifax, 1 November 1943; disembarked in Britain, 9 November 1943. To No.18 (Pilots) AFU, 28 December 1943, course lasting 13 January to 10 April 1944 (Oxford aircraft); attached No.1512 BAT Flight, 15 February to 6 March 1944. To No.83 OTU, course lasting from 11 April to 21 June 1944 (Wellington Xs). Commissioned 2 June 1944. To No.11 Base, 30 June 1944. To No.1667 Heavy Conversion Unit, date uncertain; to Lancaster Finishing School, 15 August 1944. To No.166 Squadron, 29 August 1944. To No.153 Squadron, 7 October 1944. Killed in action, 3/4 March 1945 (Lancaster LM750, Gardening operation; no encounters with enemy aircraft reported by others although two unidentified aircraft seen, one of them single-engined); name on Runnymede Memorial. When missing he was reported to have flown 720 hours of which 240 had been in previous six months. Photo PL-48172 shows his mother, Mrs. Rose Gregoire of Vancouver after receiving his DFC, 7 November 1949 (Government House investiture in Ottawa). There are numerous ID photos of him in his service file.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 15 January 1945 (but when updated after that date) stating he had flown 26 sorties (149 hours), 5 September 1944 to 28 January 1945).

www.bombercommandmuseumarchives.ca

5 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
23 September 1944 - Neuss
25 September 1944 - Calais
28 September 1944 - Calais
5 October 1944 - Saarbrücken
11 October 1944 - Fort Frederick Hendrik
14 October 1944 - Duisburg
28 October 1944 - Cologne
30 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
18 November 1944 - Wanne Eickel
27 November 1944 - Freiburg
29 November 1944 - Dortmund
3 December 1944 - Urft Dam
6 December 1944 - Leuna
22 December 1944 - Coblenz
27 December 1944 - Rheydt
28 December 1944 - Bonn
5 January 1945 - Royan
7 January 1945 - Munich
14 January 1945 - Leuna
16 January 1945 - Zeitz
28 January 1945 - Stuttgart

www.bombercommandmuseumarchives.ca

This Canadian captain of aircraft has now completed 26 sorties against targets in Germany and occupied territory. Throughout his tour he has pressed home his attacks with the utmost skill and determination in the face of heavy anti-aircraft fire. He has shown a complete disregard for his own personal safety and his cheerful confidence has inspired a high standard of morale in his crew. His commendable courage and high devotion to duty make him well worthy of the award of the Distinguished Flying Cross.

The website "Lost Bombers" has the following on his loss. Lancaster LM750, No.153 Squadron (P4-R), Gardening operation, 3/4 March 1945. LM750 was delivered new to No.166 Squadron on 18 September 1944, transferring with crews from No.166 Squadron to form No.153 Squadron on 7 October 1944. It took part in the following operations: with No.166 Squadron; Neuss, 23/24 September 1944; with No.153 Squadron as P4-R, Duisburg 22/23 January 1945; Gardening 3/4 March 1945 (lost). Airborne at 6 1645 hours of 3 March 1945 from Scampton for mine-laying duties in the Baltic in the area coded Silverthorne (Kattegat Areas). Crew were F/O L.J.R.Gregoire, DFC, RCAF (killed); Sergeant W.L.James (killed); WO2 M.M.Sandomirsky, RCAF (killed); WO2 K.L.D. McCoy, RCAF (the sole survivor from a No.626 Squadron Lancaster lost during a raid on Duisburg 21/22 May 1944 - ND964; after making a successful evasion, he had resumed operational flying only to die with victory in sight; killed); W/O D.S.McGregor, DFM (formerly of No.61 Squadron, killed); Flight Sergeant J.E.Sabine RCAF (killed); Flight Sergeant W.W.Webber (killed).

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GREGORY, Sergeant Donald Ralph (R84259) - **British Empire Medal** - No.3 PRC - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 18 June 1922 in Burlington, Ontario (RCAF press release 4910 announcing award); home in Burlington; attended Burlington Central Public and High Schools. Enlisted in Hamilton, Ontario, 3 January 1941 as Wireless Operator (Ground) and posted to No.1 Manning Depot. To No.1 WS, 1 March 1941. Promoted AC1, 12 October 1941. To No.13 SFTS, 13 October 1941. Promoted LAC, 12 January 1942. To "Y" Depot, 25 February 1942. To RAF overseas, 12 March 1942. Promoted Corporal, 1 January 1943. Promoted Sergeant, 16 October 1943. Repatriated, date uncertain. To Debert, 23 July 1945. Retired 12 September 1945. Graduated in Electrical Engineering from Ryerson Institute. In 1948 he opened Gregory Radio on Brant Street; expanded the business from radio to small and major appliances, TV and later colour TV. Died in Burlington, Ontario, 23 January 2015. No citation in Canadian sources. Public Records Office Air 2/8872 has recommended citation.

This airman, a wireless and electrical mechanic, has been employed in the

Signals Section of the Training Wing of a large aircrew and ground crew reception centre for a period of two years. In the spring of the current year, the entire unit was moved to another location and recently back again to its former location. The credit for installing and maintaining a large and complex Signals Section, for moving it twice and reinstalling it on each occasion, with minimum delay and little break in the training programme, must be attributed to Sergeant Gregory. He has set a splendid example of hard work and enthusiasm and the standard of his craftsmanship is excellent.

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GREGSON, F/O Harold Houghton (J26501) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Castor, Alberta, 16 June 1922; home there. Enlisted in Edmonton, 3 April 1941. To No.3 Manning Depot, 26 August 1941. To No.2 BGS guard), 24 September 1941. To No.2 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.15 EFTS; may have graduated 13 March 1942 but not posted to No.3 SFTS until 28 March 1942; graduated and promoted 14 August 1942. To No.8 AOS, 28 August 1942. Commissioned 13 May 1943. To "Y" Depot, 7 June 1943; to RAF overseas, 19 June 1943. Repatriated 13 August 1945. Retired 21 August 1945. Served in postwar RCAF from 9 September 1947 (12036); killed in an automobile accident, 8 September 1950 while attached to No.418 Squadron.

One night in June 1944 this officer was pilot of an aircraft detailed to attack a target. Shortly after crossing the French coast on the outward journey an engine failed. Despite gradual loss of height and airspeed, Flying Officer Gregson continued his mission. Undeterred by heavy anti-aircraft fire and numerous searchlights, he successfully completed the attack. On the return journey, by carefully conserving the remaining fuel, the aircraft was brought safely back to base. Flying Officer Gregson has completed many sorties and has invariably displayed praiseworthy skill and gallantry.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C L. Lecompte, 7 August 1944 when he had completed 23 sorties (140 hours 50 minutes):

On the night of 23/24th June 1944, Flying Officer Gregson was pilot of a Halifax bomber detailed to attack Bientques, France. One minute after the aircraft had crossed the French coast on the way in to the target, the port inner engine failed. With highly commendable courage and determination, this pilot decided

to continue to the target on the three remaining engines. The aircraft gradually lost height and airspeed, but due to Flying Officer Gregson's skill, the target was reached on time. Though obliged to bomb from 8,000 feet instead of from the required 11,000 feet, this officer, undaunted by the heavy flak barrage and the presence of numerous searchlights, successfully carried out the attack. By carefully husbanding the remaining fuel, he then brought his aircraft safely back to base on three engines.

Flying Officer Gregson's fine spirit and superb airmanship merit high praise. I recommend that his outstanding devotion to duty in completing this mission be recognized by the immediate [award] of the Distinguished Flying Cross.

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GREINER, F/O Clifford William Luther (J39936) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 2 January 1922. Enlisted in Regina, 8 September 1942. To No.2 Manning Depot, 2 October 1942. To Recruiting Centre, 15 November 1942. To No.2 ITS, 15 January 1943; to No.3 WS, 5 February 1943; to 2 ITS again, 6 March 1943; graduated and promoted LAC, 14 May 1943; to No.2 EFTS, 15 May 1943; ceased training and posted to No.2 Manning Depot, 22 June 1943; to No.5 BGS, 9 July 1943; graduated 13 November 1943 when posted to No.1 ANS; commissioned 23 December 1943; graduated 10 March 1944 when posted to No.1 Aircrew Graduate Training School. Taken on strength of No.3 PRC, Bournemouth, 29 April 1944. Promoted Flying Officer, 23 June 1944. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. Retired 19 September 1945. Bomb Aimer in F/O D.S. Weicker's crew. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation by W/C C.M. Black dated 17 May 1945 when he had completed 28 sorties (103 hours 55 minutes) between 6 January and 25 April 1945.

Flying Officer Greiner has completed a tour of operational sorties against heavily defended targets in Germany. At all times he has proven himself a skilful Bomb Aimer and a most competent crew member. This Bomb Aimer by his initiative and determination to press home his attacks on the enemy has been an inspiration to every member of the squadron.

In view of the excellent spirit and devotion to duty displayed by this officer, I strongly recommend him for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

6 January 1945 - Hanau (7.55)
28 January 1945 - Stuttgart (7.25)
1 February 1945 - Mainz (7.20)
2 February 1945 - Wanne Eickel (2.00, early return)
4 February 1945- Osterfeld (5.40)
7 February 1945 - Goch (6.45)
8 February 1945 - Wanne Eickel (6.30)
13 February 1945 - Bohlen (8.20)
14 February 1945 - Chemnitz (8.20)
17 February 1945 - Wesel (6.15)
20 February 1945 - Monheim (7.15)
21 February 1945 - Worms (7.35)
23 February 1945 - Essen (6.10)
5 March 1945 - Chemnitz (9.00)
7 March 1945 - Hemmingstadt (5.45)
8 March 1945 - Hamburg (6.30)
11 March 1945 - Essen (6.00)
13 March 1945 - Barman (5.40)
14 March 1945 - Zweibrucken (7.15)
15 March 1945 - Hagen (6.40)
18 March 1945- Witten (6.50)
20 March 1945 - Rheine (5.30)
22 March 1945 - Dorsten (4.50)
24 March 1945 - Gladbach (5.00)
31 March 1945 - Witten (5.55)
4 April 1945 - Harburg (6.00)
10 April 1945 - Leipzig (9.00)
22 April 1945 - Bremen (5.05)
25 April 1945 - Wangerooge (4.20)

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GRIBLING, P/O Robert Gerald (J94423) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 133/46 dated 8 February 1946. Born 3 April 1922 at Ghost Pine Creek, Alberta (birth date from obituary); home in Chilliwack, British Columbia (apprentice carpenter, 1936-1940, truck labourer, 1940-1941). Enlisted in Vancouver, 18 July 1941 for General Duties and posted to

No.1 Manning Depot, Toronto that date. To No.3 WS, Winnipeg, 3 August 1941, Classified as Driver, 1 October 1941. Promoted AC1, 18 October 1941 but almost immediately reverted to AC2 again, Promoted AC1 again, 13 October 1942. Promoted LAC, 13 January 1943. Remustered to Aircrew, 14 September 1943 and posted to No.3 Manning Depot, Edmonton. To No.4 ITS, 4 October 1943. To No.4 SFTS, Saskatoon, 15 November 1943. To No.3 BGS, Macdonald, 1 January 1944; graduated and promoted Sergeant, 24 March 1944. To No.4 Aircrew Graduate Training School, Valleyfield, 8 April 1944. To "Y" Depot, Lachine, 6 May 1944. Embarked from Halifax, 25 May 1944. Disembarked in Britain, 2 June 1944. To No.22 OTU, 27 June 1944. To No.61 Base, 20 September 1944. Attached to Dalton, 24 September to 4 October 1944. Attached to No.1664 Conversion Unit, 4 October to 11 November 1944. To No.426 Squadron, 11 November 1944. Promoted Flight Sergeant, 24 December 1944. Commissioned 19 February 1945. Repatriated 1 June 1945. To Western Air Command, 12 June 1945. To No.5 OTU, 12 July 1945. Retired 6 September 1945. Rejoined RCAF at Sea Island, 9 September 1946 as Vehicle Mechanic in rank of Sergeant (23005). To No.15 Explosive Depot, Kamloops, 15 November 1946. To No.10 Repair Depot, Calgary, 11 May 1947. To Camp Borden, 2 April 1948. To No.2 Construction and Maintenance Unit, Calgary, 20 September 1948. To No.2 Technical Training School, Camp Borden, 16 November 1949. Promoted Flight Sergeant, 1 April 1950. To No.1 Technical Training School, Aylmer, 4 April 1951. To Station Comox, 9 June 1952. Promoted WO2, 1 October 1954. Commissioned 10 October 1955 in Technical/Mechanical Engineer Branch. To Cold Lake, 16 January 1956. To Support Unit, Metz, 1 June 1959. Promoted Flight Lieutenant, 1 July 1961. To Training Command Headquarters, 29 July 1963. To Comox, 26 July 1966. To Maritime Command Headquarters, 5 August 1968. Retired 20 February 1971, settling in Union Bay, Vancouver Island. Died at Nanaimo, British Columbia, 10 April 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995. Rear gunner to F/L C.B. Benton. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation for a DFM, dated 21 April 1945, when he was a Flight Sergeant. At that time he had flown 28 sorties (180 hours 45 minutes) between 27 November 1944 and 13 April 1945. Incident mentioned would have been on 16 January 1945.

As an Air Gunner, this NCO has taken part in many sorties. On one occasion whilst over Magdeburg, the aircraft was attacked by a fighter while on bombing run. Flight Sergeant Gribling displayed great coolness in giving evading directions and returning the fighter's fire which contributed in good measure to the safe return of the aircraft.

He, at all times, has shown himself to be an efficient and alert member of aircrew.

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

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

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GRIERSON-JACKSON, S/L William Robert Francis (J5683) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Boscombe, England, 15 December 1917 as per RCAF Press Release reporting award of AFC; educated in Britain, University of Toronto where he was a graduate student in research and at Ontario Agricultural College. Home in Ladner, British Columbia (or, more possibly, Guelph, Ontario); enlisted in Hamilton, Ontario, 16 September 1940. To Trenton, 23 September 1940. To No.2 ITS, 27 November 1940; graduated and promoted LAC, 6 January 1941 when posted to to.3 AOS; graduated 31 March 1941 when

posted to No.2 BGS; graduated and promoted Sergeant, 12 May 1941 when posted to No.1 ANS; graduated 9 June 1941. To Embarkation Depot, 10 June 1941. Commissioned 11 June 1941. To RAF overseas, 29 June 1941. Promoted Flying Officer, 10 June 1942. Promoted Flight Lieutenant, 1 July 1942. Promoted Squadron Leader, 28 September 1942. Repatriated 4 December 1943. To AFHQ, 24 January 1944. To No.5 OTU, 4 April 1944. Retired 7 September 1945. After the war he changed his name to William Grierson, and obtained a Doctorate from Cornell University. In 1952 he joined the staff of the University of Florida Institute for Food and Agricultural Sciences (IFAS) at the Citrus Research and Education Center, Lake Alfred where he focused on post-harvest handling. Retired in 1982 but continued to publish and was widely consulted on citrus matters. Died at Winter Haven, Florida, 26 August 2011.

Squadron Leader Grierson-Jackson has participated in many operational sorties including two attacks upon the German naval base at Trondheim. His outstanding ability as a navigator and the fine spirit and enthusiasm he has shown have not only contributed largely to the successes achieved but have been an inspiration to all with whom he has come in contact. His powers of leadership and skill have set a very high standard to other navigators.

GRIERSON-JACKSON, S/L William Robert Francis, DFC (J5683) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944.

GRIERSON-JACKSON, S/L William Robert Francis, DFC (J5683) - **Air Force Cross** - No.5 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. No citation in AFRO or biographical file. DHist file 181.009 D.2629 (RG.24 Vol.20628) has citation as provided for an investiture:

This officer, a very capable air observer and instructor, has proven to be most efficient in carrying out his arduous duties at this Operational Training Unit. During a most difficult organizing period with its multitude of problems, he has shown great initiative and zeal. By his outstanding ability he has carried out his work in a superb manner. The operational information he has been able to pass on to the pupils has been invaluable. His devotion to duty and great desire for thoroughness have contributed greatly to the standard of trainees graduating from this Operational Training Unit.

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GRIESE, FS Donald Herbert Daryl (R130024, later J92772) - **Mention in Despatches** - No.224 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44

dated 11 August 1944. Born 18 November 1917. Home in Pembroke, Ontario; enlisted in North Bay, 29 August 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 19 October 1941. To No.4 WS, 19 January 1942; promoted LAC, 11 May 1942; to No.8 BGS, 24 October 1942; graduated and promoted Sergeant, 22 November 1942. To "Y" Depot, 7 December 1942. To No.31 Personnel Depot, 21 December 1942. To No.111 OTU, 26 December 1942. Promoted Flight Sergeant, 23 May 1943. To RAF overseas, 29 May 1943. Promoted WO2, 28 November 1943. Commissioned 25 October 1944. Promoted Flying Officer, 25 April 1945. Repatriated 8 July 1945. Retired 31 August 1945. Died in Waterloo, Ontario, 8 December 2004. 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". No citation in AFRO.

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GRIFFIN, F/L Dugald (J27514) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 28 December 1917 in Glasgow, Scotland; educated in Duncan, British Columbia, 1924 to 1934. Home in Duncan. Working in lumber mills, 1934 to 1940. Served with Canadian army, 12 March to 16 April 1942. Enlisted in Vancouver, 17 April 1942. To No.3 Manning Depot, 12 May 1942. To No.2 BGS for guard duty, 11 September 1942. To No.2 ITS, 10 October 1942; promoted LAC, 19 December 1942; to No. 15 EFTS, 9 January 1943); to No.3 SFTS, 6 March 1943; graduated and commissioned 25 June 1943. To No.1 GRS, 2 July 1943. To "Y" Depot, 25 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943 (sailing date); disembarked in Britain, 30 October 1943. Promoted Flying Officer, 25 December 1943. To No.14 (Pilots) AFU, 25 January 1944. Attached to No.1544 Beam Approach Training Flight, 21-28 March 1944. To No.19 OTU, 2 May 1944. To No.41 Base and No.1652 Conversion Unit, 28 July 1944. To No.158 Squadron, 26 October 1944. Promoted Flight Lieutenant, 31 January 1945. Repatriated 1 June 1945. To Western Air Command, 12 June 1945. To No.5 OTU, 19 June 1945. To Release Centre, 12 September 1945. Released 26 September 1945. Died in Deep River, Ontario, 7 August 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1993. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty."

2 November 1944 - Dusseldorf (5.58) - Good attack
4 November 1944 - Bochum (5.09) - Successful
6 November 1944 - Gelsenkirchen (4.58) - Bombed as ordered.
16 November 1944 - Julich (4.29) - Successful sortie.
18 November 1944 - Munster (5.27) - Bombed through clouds.
21 November 1944 - Sterkrade (7.00) - - ditto
17 December 1944 - Duisburg (5.52) - ditto
24 December 1944 - Essen-Mulheim airfield (4.57) - Bombed airfield
28 December 1944 - Opladen (5.59) - Glow seen through clouds.
30 December 1944 - Cologne (6.44) - Bombed through clouds
1 January 1945 - Dortmund (5.02) - Bombed target.
5 January 1945 - Hanover (5.03) - Successful attack.
6 January 1945 - Hanau (5.48) - Bombed through clouds.
14 January 1945 - Saarbrucken (6.31) - Bombed aiming point.
16 January 1945 - Magdeburg (5.54) - Many fires in target area.
22 January 1945 - Gelsenkirchen (5.53) - Successful attack
28 January 1945 - Stuttgart/Kornwestheim (7.52) - Bombed in cloud.
23 February 1945 - Essen (5.46) - - ditto
24 February 1945 - Kamen (6.02) - ditto
2 March 1945 - Cologne (5.30) - Bombed aiming point.
3 March 1945 - Kamen (6.16) - Cloud over target.
7 March 1945 - Hemmingstedt (6.18) - Many fires burning in T/A.
8 March 1945 - Hamburg (5.49) - Glow seen through clouds.
11 March 1945 - Essen (5.21) - Cloud and smoke.
12 March 1945 - Dortmund (5.57) - ditto
14 March 1944 - Homburg (6.12) - Good attack.
15 March 1945 - Hagen (5.46) - Many fires in target area.
20 March 1945 - Recklinghausen (5.28) - Successful.
24 March 1945 - Gladbeck (5.50) - Bombed aiming point.
25 March 1945 - Munster (4.06) - ditto
8 April 1945 - Hamburg, Blohn and Voss yards (6.02) - Good attack.

Flight Lieutenant Griffin has completed 31 operational sorties as pilot and captain of Halifax III aircraft with No.158 Squadron. All his attacks have been against major targets in Germany.

An officer with excellent qualities of leadership, Flight Lieutenant Griffin has instilled a fine offensive spirit into the whole of his crew and they have achieved excellent results.

Under enemy fire this pilot has revealed courage and coolness which have been a constant source of inspiration to all with whom he has flown, and he has repeatedly pressed on with a complete disregard for his own personal safety.

It is strongly recommended that Flight Lieutenant Griffin's excellent record of coolness, courage and unfailing devotion to duty throughout an eventful tour be recognised by the award of the Distinguished Flying Cross.

Notes: On repatriation form dated 9 May 1945 he stated he had flown 32 sorties (198 operational hours) plus 242 hours ten minutes non-operational. Types flown overseas were Oxford (81.30), Whitley (81.30), Halifax II (46.13) and Halifax III (230.55).

Assessed 18 May 1945 when he had flown 664 hours (225 in past six months). "A capable pilot and captain of heavy bomber aircraft who has completed a good operational tour. He is a reliable officer, but speaks rather indistinctly. He appreciates his responsibilities and is determined and persistent in his work." (W/C G.R. Reid).

Training: Course at No.2 ITS was 12 October to 19 December 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Signals (written), and Meteorology. Placed 29th in a class of 116. "This airman is a very methodical worker and is inclined to take things at his own speed, He is steady and reliable and usually accomplishes what he sets out to do. First impression gained was that this man was a little dull but this is by no means true. Weak in Navigation. Air Bomber is a suitable second choice for training."

Course at No.15 EFTS was 11 January to 5 March 1943. Tiger Moth aircraft (34.50 day dual, 32.10 day solo, 5.15 night dual plus 11 hours in Link. Flew 10.05 on instruments. Needed 11 hours dual to first solo. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Drill and Signals. Ground school described - "An exceptional student. Has lots of ability and is a good leader. Personal discipline is good." Flying - "Average pilot, not smooth on controls. Instrument average; navigation below average. Link - 66 percent."

Course at No.3 SFTS was 8 March to 25 June 1943. Cessna Crane (69.25 day dual, 60.50 day solo, 12.45 night dual, 6.30 night solo). Flew 14.50 in formation and 23.45 on instruments. Spent 18.45 in Link. Needed 8.40 dual to first solo. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Meteorology and Signals (written and practical). "High average pilot, knows his work and discharges his knowledge in a capable manner, no outstanding faults, reliable and clean cut personality."

Course at No.19 OTU was 3 May to 16 July 1944. Flew Whitley aircraft (2.00 day dual to first solo, 4.55 total dual, 6.10 day with a captain, 32.45 day without a captain; 1.10 night dual to first night solo, 4.40 total night dual, 5.25 night with a captain, 27.35 night without a captain). Of these times, 4.15 in formation and 15.00 on instruments. Also 15.05 in Link. Cross-Country Flights Above 10,000 feet - five by day and four by night. No Nickels or Bullseyes. Fighter Affiliation Exercises - four by day and one by night. Crew did 19 dry dinghy drills and one wet dinghy drill, plus 19 parachute drills. Tested in General Flying (240/400), Applied Flying (120/200), Instrument Flying (150/250), Night Flying (60/100) and Link (30/50). Ground courses in Airmanship (286/300), Armament (236/300), Meteorology (75/100), Navigation (174/200) and Signals (89/100). "Flying Officer Griffin is a high average pilot and also an average Captain of Aircraft. He is perhaps somewhat handicapped by his manner of speech which does not give a good impression but he is a capable leader and has taken trouble to look after his crew. He has gone through the course with ease and should with further experience prove above the average. He is theoretically very sound." (G/C R.A. Cole, 17 July 1944)

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GRIFFIN, FI/O Emily Allison Patricia (V30082) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944 - Born in Winnipeg, 16 May 1917 (RCAF Press Release 2659 announcing award). Enlisted in Winnipeg, 21 October 1941 in Administration Branch. Promoted Corporal, 27 November 1941. To No.2 SFTS, 2 January 1942, To No.6 Manning Depot, 7 March 1942. Commissioned 9 March 1942. To No.7 Manning Depot, 11 April 1942. To "Y" Depot, 15 August 1942. To RCAF Overseas Headquarters, 20 August 1942. Promoted Flight Officer, 15 January 1943. Repatriated 25 March 1944. To No.1 Training Command Headquarters, 30 November 1944. To No.1 Air Command Headquarters, 31 March 1946. Retired 22 May 1946. RCAF photo PL-28288 (ex UK-9186 dated 23 March 1944) taken following investiture at Buckingham Palace, with two friends, Miss Irene Cruse of London (right) and Flight Officer Katie Goddard (Ottawa). Caption says that Griffin had been a librarian at the University of Manitoba.

Flight Officer Griffin was the Senior Officer of the first draft of RCAF Women's Division

personnel to arrive overseas and she was personally responsible for ensuring that these young women were properly cared for in a country strange both to them and to herself. This officer showed remarkable keenness and ability in this new field and ensured that everything possible was done in the best interests of these personnel. She is an outstanding young officer who has worked tirelessly without regard for herself, and the efficiency and spirit displayed by Flight Officer Griffin has been an example to all personnel.

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GRIFFITH, F/O William John (J27419) - **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 in Toronto, 4 February 1918; home there (paymaster). Attended University of Toronto. Enlisted in Toronto, 11 June 1942. To No.1 Manning Depot, 8 July 1942. To No.14 SFTS (guard duty), 28 August 1942. To No.1 ITS, 24 October 1942. Promoted LAC, 30 December 1942 but not posted to No.4 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, 25 December 1943. Repatriated 1 May 1945. Released 16 June 1945. Died in Pickering, Ontario, 22 August 2006.

This officer has completed a successful operational tour. He has participated in many sorties against major targets including Kiel, Stuttgart and Brunswick in addition to mining operations requiring a high standard of navigational skill. On one occasion he was navigator in an aircraft detailed for a mission against Trappes in June 1944. They were attacked over the target area by a Focke Wulf 190 which was eventually destroyed. During the combat Flying Officer Griffith's aircraft was driven off track. Despite this, by cool and skilful navigation he enabled his pilot successfully to complete the mission and return to base. Although his aircraft has often been damaged by anti-aircraft fire this officer has continued to show undiminished enthusiasm for operational flying. Both in the air and on the ground Flying Officer Griffith has always shown high courage and devotion to duty.

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GRIFFITHS, F/O Robert Murray (J17375) - **Distinguished Flying Cross** - No.405 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, 29 May 1914. Educated in Missouri, 1927 to 1934; attended University of Georgia, 1937 (pre-legal course). Working as a clerk for various credit companies, October 1937 to enlistment. Enlisted in Montreal, 2 July 1941 and posted to No.4A

Manning Depot. To No.5 Equipment Depot, 18 July 1941. To No.4 WS, 23 October 1941. Promoted LAC, 25 November 1941. To Trenton, 13 March 1942 (failing "Wireless" portion of WAG training; unable to master Morse). To No.5 BGS, 28 March 1943. Graduated and promoted Sergeant, 27 April 1942 although he was below average, placing 32nd in a class of 34. To "Y" Depot, 28 April 1942. To RAF overseas, 15 May 1942; disembarked in Britain 29 May 1942. To No.7 AGS, Stormy Downs, Wales, 22 July 1942. To No.30 OTU, Hickson, 18 August 1942. To No.1659 Conversion Unit, 9 November 1942. To No.103 Squadron, 2 January 1943. Commissioned 23 March 1943. To No.1656 Conversion Unit, 26 May 1943. To No.1667 Conversion Unit, 9 June 1943; took Air Gunners Instructor Course, 24 July to 11 September 1943. Promoted Flying Officer, 23 September 1943. Took Gunnery Leaders Course, 12 October to 11 November 1943. To No.405 Squadron, 27 November 1943. To ACAC (whatever that is), 8 September 1944. Attended an investiture at Buckingham Palace in December 1944. Repatriated 25 January 1945. To No.9 BGS, 28 February 1945. Promoted Flight Lieutenant, 23 March 1945. To Release Centre, 6 April 1945. Released 13 April 1945, intending to return to National Cuty Back of New York. Died in Farmingdale, New York, 3 December 1963. Photo PL-40831 is portrait. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 22 May 1944 when he had flown 44 sorties (255 hours 25 minutes), 19 January 1943 to 19 May 1944.

19 January 1943 - Essen (4.45)
7 February 1943 - Lorient (5.10)
11 February 1943 - Wilhelmshaven (4.35)
13 February 1943 - Lorient (5.50)
14 February 1943 - Milan (8.10)
18 February 1943 - Wilhelmshaven (4.45)
21 February 1943 - Bremen (5.10)
28 February 1943 - St.Nazaire (5.35)
1 March 1943 - Berlin (6.45)
2 March 1943 - Hamburg (5.40)
11 March 1943 - Stuttgart (6.35)
12 March 1943 - Essen (3.55)
22 March 1943 - St.Nazaire (6.15)
26 March 1943 - Duisburg (4.25)
27 March 1943 - Berlin (7.00)
29 March 1943 - Berlin (2.40), DNCO
3 April 1943 - Essen (4.45)
4 April 1943 - Kiel (5.05)
10 April 1943 - Frankfurt (6.50)
13 April 1943 - Spezia (9.30)
16 April 1943 - Pilsen (9.10)
26 April 1943 - Duisburg (4.30)
28 April 1943 - GARDENING, Gulf of Danzig (10.10)
30 April 1943 - Essen (4.45)
4 May 1943 - Dortmund (4.40)
12 May 1943 - Duisburg (4.30)
13 May 1943 - Bochum (5.15)
29 December 1943 - Berlin (6.25)
20 January 1944 - Berlin (7.10)
21 January 1944 - Magdeburg (6.45)
27 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.00)
15 February 1944 - Berlin (6.30)
25 February 1944 - Augsburg (6.50)
25 February 1944 - Nuremburg (7.15)
26 February 1944 - Cologne (4.45)
22 April 1944 - Dusseldorf (3.40)
24 April 1944 - Karlsruhe (5.25)
27 April 1944 - Friedrichshaven (6.30)

3 May 1944 - Mondidier (3.05)

10 May 1944 - Ghent (2.40)

11 May 1944 - Boulogne (2.15)

19 May 1944 - Le Manse (4.05)

www.bombercommandmuseumarchives.ca

This officer is a very keen and capable Air Gunner who has completed forty-four operational sorties against such heavily defended targets as Berlin, Dusseldorf and Augsburg. Flying Officer Griffiths has always displayed a fine fighting spirit and determination to complete the most difficult tasks allotted to him. The excellent personal example set by this officer has been an inspiration to all members of the squadron.

Public Record Officer Air 50/248 has a Combat Report for night of 20/21 January 1944, Lancaster R/405 (ND347). Crew consisted of J7978 F/L J.R. McDonald, DFC, 1280273 Warrant Officer G.G. Bellaway, DFM, R73288 Flight Sergeant R.W. Wright, DFM, J17590 P/O J.C. Gibbs, J17375 F/O R.M. Griffiths, R87577 Warrant Officer J.D. Routledge and 610741 Flight Sergeant E.R. Wright.

Whilst on operations 20/21st January 1944, on Berlin, Lancaster "R" (ND347) of 405 Squadron RCAF was attacked by a FW.190 over the target at 1940 hours, heading 244M, IAS 154 knots, at a height of 19,000 feet. Visibility excellent, 10/10 cloud at 12,000 feet. Our Lancaster was silhouetted by fighter flares.

The Wireless Operator first sighted the fighter on starboard quarter, down 400 yards. Mid-Upper Gunner [Griffiths] then also sighted the enemy aircraft. The enemy aircraft made one attack from the port beam down. Enemy aircraft broke away on the port quarter stern. Evasive action taken was a diving turn to port. Mid-Upper Gunner opened fire at 375 yards and ceased fire at 300 yards. Enemy aircraft did not open fire. No damage to our aircraft. Enemy aircraft is claimed as probably damaged.

The Mid-Upper Gunner fired approximately 25 rounds from starboard gun with a number one position stoppage and 75 rounds from port gun without any stoppages.

Notes: On repatriation form dated 15 November 1944 he stated he had flown two tours (63 sorties of which 33 were Pathfinder trips). Claimed 370 operational hours and 210 training or non-operational hours (580 hours total).

RCAF Press Release No. 8068 dated 4 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: -- A descendant of Captain Bligh of Mutiny on the Bounty fame, F/O Robert A.M. Griffiths of Montreal (Park Avenue Extension) has just added further glory to the family name in winning the DFC for outstanding gunnery with an RCAF bomber squadron.

Overseas for three years, Griffiths has completed 65 operational trips in Lancasters and three German fighters have fallen to his accurate shooting.

"I ended 1944 in a big way by attending a royal investiture at Buckingham Palace late in December," said the young gunner who is now at an RCAF repatriation depot in Britain.

Griffiths mother is Mrs. Bligh Griffiths of Liverpool, England, now residing in Montreal (Montclare Avenue N.D.G.). His grandfather, the late Dr. Alexander Bligh of Liverpool, England (Rodney Street) was one of the Royal Surgeons to the King. An uncle, Alderman Alexander Bligh, also of Liverpool, England, is a former Lord Mayor of Liverpool. A sister, Elizabeth Bligh Griffiths, of Detroit, Michigan (3919 Lemay Avenue) is a Corporal in the American WAACS.

Before the war, Griffiths worked in the cruise department of Thomas Cook & Sons in New York and Havana, Cuba. On discharge from the service, he hopes to complete a course in law which he started before enlistment to join the legal department of the National City Bank in New York.

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GRIFFITHS, FS Roy (R77415, later J21320) - **Air Force Medal** - No.13 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Montreal, 20 January 1920. Home in Verdun, Quebec. Enlisted in Montreal, 22 November 1940. To "B", 2 January 1941. To No.2 WS, 2 March 1941; promoted LAC, 3 April 1941; to No.7 BGS, 18 July 1941; graduated and promoted Sergeant, 18 August 1941. To Embarkation Depot, 19 August 1941. To an RAF OTU, 6 September 1941. To Ferry Command, 1 October 1941. To Western Air Command, 13 December 1941. To No.120 (BR) Squadron, 19 December 1941. Promoted Flight Sergeant, 18 February 1942. Commissioned 16 October 1942 (J21320). To No.13 Squadron, 24 October 1942. To Eastern Air Command, April 1943. To No.117 (BR) Squadron, 5 April 1943. Promoted Flying Officer, 16 April 1943. To Shelburne, 28 November 1943. To "Y" Depot, 28 December 1943. To No.45 (Atlantic Ferry) Group, 29 December 1943. To United Kingdom, 12 January 1944. Promoted Flight Lieutenant, 16 October 1944. Repatriated 5 August 1945. Released 11 October 1945. Became a public health inspector. Died in Calgary, 25 September 2012.

This NCO is a most efficient and capable Wireless Operator Air Gunner. He is constantly striving to improve his own efficiency and that of the other Wireless Operator Air Gunners in his squadron. He is always ready and willing to assume additional duties. His unflagging zeal and enthusiasm have set an example which

has been a constant source of inspiration to his fellow NCOs.

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GRIFFITHS, F/O William French (J19961) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 5 January 1915 in Saltcoats, Saskatchewan; home in Rosetown, Saskatchewan. Lived for close to two years in Aber Frau, North Wales as a young child with his mother and sister. Began a lifelong career in the grocery business at the age of eight when he delivered groceries for the local food store in Saltcoats. Began working with Canada Safeway Limited at the age of 19 in Regina, Saskatchewan moving to various towns in the province until he became the youngest store manager in the company's history in Shonavan at the young age of 23. Enlisted in Saskatoon, 1 November 1941. To No.2 Manning Depot, 14 December 1941. To No.1 SFTS, 13 March 1942. To No.3 WS, 8 May 1942; promoted LAC, 9 June 1942; graduated 18 December 1942 but not posted to No.3 BGS until 21 December 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 7 April 1943. Commissioned 26 January 1944. Promoted Flying Officer, 26 July 1944. Flew two tours. Remained overseas in Germany during Nazi War Crimes trials. Repatriated 13 June 1946. To Western Air Command, 1 August 1946. Retired 3 December 1946. On return to Canada he resumed career with Safeway in Vancouver (1947) where he managed a store for six months before moving up to produce buyer. Moved to Saskatoon in 1948 and Winnipeg in 1950. Retired from Safeway in 1980 at which time he was Chairman of the Board. Died in Vancouver, 14 July 2006. Photo PL-44892 shows him with F/L B.A. Quinlan. RCAF photo PL-46180 (ex UK-23680 dated 13 November 1945 taken at Repatriation Depot, Torquay with F/O William F. Griffiths, DFC (described as having parents living in Victoria), his bride, Section Officer Madge Ellen Maycock (Saskatoon, catering officer at the Depot) and G/C J.A. Hutchinson, OBE (Edmonton, Commanding Officer of the Depot). DHist file 181.009 D.1761 (RG.24 Vol.20609) has undated recommendation which tells full story in greater detail; incident was 28 January 1945 (pilot S/L Brown). Just after leaving target an Me.210 was spotted 500 feet below firing at another aircraft. It then turned to port and attacked his aircraft. At 800 yards, Griffiths gave corkscrew order but it continued to close. He opened fire at 400 yards (200 rounds). Fighter seen going down in "in a sort of a spin with smoke pouring from both engines; a small flame was seen which seemed to be in the cockpit." Fighter went into cloud and not seen again. Same file has a further recommendation (less detail in citation) filed 30 March 1945; it noted he had flown 51 sorties (334 hours 40 minutes) in tours lasting from 27 July 1943 to 16 March 1944 (30 sorties, 203 hours 20 minutes) and 17 December 1944 to 18 March 1945 (21 sorties, 131 hours 20 minutes).

As air gunner, Flying Officer Griffiths has participated in a large number of sorties. He has at all times displayed great devotion to duty. On one occasion in January 1945, during a sortie against Stuttgart, his aircraft was attacked by an

enemy fighter. Directing his captain to take the necessary evading action, Flying Officer Griffiths coolly withheld his fire until the enemy came into close range. Then, with a well placed burst he succeeded in shooting down the attacker. By his vigilance and skill, Flying Officer Griffiths contributed greatly to the safe return of his aircraft.

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GRIGG, F/L (now acting S/L) Stuart James (J8823) - **Air Force Cross** - Western Air Command Headquarters - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born 17 June 1919. Enlisted in Winnipeg, 19 February 1941 and posted to No.2 Manning Depot. To No.36 SFTS guard), 28 March 1941. To No.2 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.2 AOS; graduated 30 August 1941 when posted to No.5 BGS; to No.1 ANS, 11 October 1941; promoted Sergeant, 13 October 1941; commissioned 11 November 1941. To No.5 AOS, date uncertain. To Coal harbour, 24 September 1942. To No.120 (BR) Squadron, date uncertain. Promoted Flying Officer 1 October 1942. Promoted Flight Lieutenant, 15 October 1943. To Western Air Command Headquarters, 2 January 1944. To Coal Harbour, 17 January 1944. To No.120 (BR) Squadron, 15 April 1944. To Western Air Command Headquarters again, 30 April 1944. Promoted Squadron Leader, 1 February 1945. Retired 17 November 1945. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. When recommended he had flown 985 hours, of which 462 were operational (86 sorties).

This officer has completed many operational sorties and at all times has shown initiative and devotion to duty in the energetic way he has carried out all tasks assigned to him. The perseverance and diligence he has displayed as a member of the Aircrew Assessment Board have been of exceptional value and he has been responsible to a great degree for elevating to a much higher degree the efficiency of navigation in Western Air Command. Both in the air and on the ground by his untiring zeal, he has rendered outstanding service.

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GRIGGS, WO2 John Grimsey (R122317) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 13 December 1916 in Vancouver; educated there and enlisted there 15 August 1941 and posted to No.3 Manning Depot. To No.1 Manning Depot, 29 August 1941. To No.1 SFTS, 1 November 1941 (guard duty). To No.4 Wireless School, 14 March 1942. Promoted LAC, 13 April 1942; to No.3 BGS, 25 September 1942. Graduated and promoted Sergeant, 26 October 1942. To No.3 OTU, 6 November 1942. To Eastern Air Command, 6 March 1943. To

No.116 (BR) Squadron, 9 March 1943. To No.10 (BR) Squadron, 20 May 1943. Commissioned 10 September 1944. To Station Torbay, 14 August 1945. Released 4 October 1945. Postwar worked for Revenue Canada until 1974. Died in South Surrey (Vancouver), 2 July 2015. As of recommendation for award had flown 549:35 hours, 289:35 operational (22 sorties). See entry for DFC to R.M. Aldwinckle for report of attack on U-420.

This warrant officer has been employed as wireless operator/air gunner on anti-submarine operations in the North Atlantic area. On two occasions he manned his guns with telling effect in attacks against enemy submarines. He has at all times displayed exceptional diligence in his work.

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GRIMBLE, F/O Harold Frederick (J27282) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 14 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 23 November 1915 in Montreal; home in Vancouver (general painter, 1937-1938, tugboat deck-hand, 1939-1940, household painter, 1940-1941, hotel clerk, 1941-42; enlisted in Vancouver, 13 June 1942. To No.7 SFTS, 11 September 1942 (guard duty). To No.4 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.2 BGS until 6 February 1943; to No.5 AOS, 1 May 1943; graduated and commissioned, 11 June 1943. To "Y" Depot, 25 June 1943. Embarked from Halifax, 16 July 1943. Disembarked in Britain, 22 July 1943. To No.2 (Observer) AFU, 24 August 1943. To No.23 OTU, 12 October 1943. Promoted Flying Officer, 11 December 1943. To No.61 Base, 18 February 1944. Attached to Battle School, 18 February to 8 March 1944. Attached to No.1666 Conversion Unit, 8 March to 26 April 1944. To No.78 Squadron, 26 April 1944. To No.44 Base, 8 June 1944. To No.78 Squadron, 21 October 1944. Repatriated to Canada, 7 February 1945. To No.3 Repair Depot, Vancouver, 18 February 1945. To No.8 Release Centre, 11 June 1945. Released 14 June 1945. Died in Vancouver, 25 October 1984 (British Columbia Vital Statistics). Cited with F/L William Rodney (RCAF, pilot, DFC). Photo PL-35224 is a portrait.

Early in June 1944 these officers were pilot and air bomber respectively of an aircraft detailed to attack railway sidings at Juvisy. Whilst over the target the aircraft was struck by bullets from a fighter and sustained much damage. The navigator was killed whilst Flying Officer Grimble was badly wounded in the legs. Almost immediately the aircraft was subjected to considerable anti-aircraft fire which Flight Lieutenant Rodney succeeded in evading by coming down to almost tree top height. He afterwards flew the damaged aircraft to base. On the return flight he received great assistance from Flying Officer Grimble who, in spite of the severity of his injuries, insisted on helping his captain to navigate the aircraft home. These officer displayed a high degree of gallantry and devotion to duty.

NOTE: Public Record Office Air 2/9157 has recommendation drafted by Commanding Officer, No.78 Squadron when he had flown eight sorties (33 hours five minutes). Sortie list and submission as follows:

8 May 1944 - Berneval (3.50)
9 May 1944 - Berneval (3.55)
10 May 1944 - Lens (3.52)
31 May 1944 - Trappes (5.23)
2 June 1944 - Trappes (4.42)
5 June 1944 - Courseulles (4.56)
6 June 1944 - St. Lo (5.44)
7 June 1944 - Juvisy (4.03)

On the night of 8th June, Flying Officer Grimble was the bomb aimer of a Halifax aircraft which was detailed to attack the marshalling yards at Juvisy.

He was just about to release his bombs on completing the bombing run when the aircraft was attacked by enemy fighters. The navigator was killed instantly and Grimble received two serious wounds in the legs. With great coolness he informed his captain of the position and jettisoned his bombs in the target area.

With complete disregard for his own physical suffering he insisted on carrying on his duties, helping the captain to navigate the aircraft, and refused all assistance until the aircraft was circling the airfield where it eventually landed.

By his outstanding fortitude and devotion to duty in assisting in the safe return of his aircraft to this country, thereby safeguarding lives and much valuable equipment, I consider that this officer's strong sense of duty and gallant conduct fully merit the award of the Distinguished Flying Cross (Immediate).

On 14 June 1944 the Base Commander, Station Brighton, added his remarks:

On the night of June 8th Flying Officer Grimble, although severely wounded, displayed great presence of mind and gallantry. In spite of intense physical suffering he rose to the occasion, released his bombs in the target area, and gave his captain that assistance required to bring his aircraft back to a British base. I consider this officer's courage and devotion to duty under great stress to be commendable and recommend the immediate award of the Distinguished Flying Cross.

This was endorsed by the Air Officer Commanding, No.4 Group, on 18 June 1944, and approved by Air Chief Marshal Sir Arthur Harris, Air Officer Commanding-in-Chief, Bomber Command, on 23 June 1944.

Aircraft occurrence report dated 10 June 1944 for Halifax III LK848 listed the crew as follows: J27015 F/O W. Rodney (captain), R140391 Warrant Officer V. Graham (navigator), J27282 F/O H. Grimble (bomb aimer), R105652 Warrant Officer J. Farvelten (WOP/Air), 1896388 Sergeant T. Pritchard (flight engineer), R124965 Sergeant B. Hoddenott (rear gunner), and R201095 Sergeant W. Coates (mid-upper gunner): Aircraft was airborne from Brighton, 2257 hours of 7 June 1944.

On the bombing run flying at 5,000 feet a fighter was sighted by the Rear Gunner at a range of 300 yards directly astern and below. The aircraft was identified as a Me.110. The enemy aircraft opened fire, the aircraft was hit, the navigator instantly killed and the bomb aimer wounded.

The following damage was done to the aircraft:- hydraulic damage and the undercarriage came down and the bomb doors opened, and a landing was made in this position despite the use of all emergency procedure.

Violent evasive action was taken and the aircraft came down to an altitude of 500 feet. Flying was continued at this height until the aircraft crossed the enemy coast and for a distance of five miles beyond.

The captain was then able to climb to 2,000 feet and the Wireless Operator used emergency procedure. Searchlight bombing procedure directed the aircraft to RAF Station West Malling. On landing, the starboard wheel, which was punctured during the attack swung the aircraft gently off the runway, and no further damage to the aircraft was sustained.

Notes: On repatriation he stated he had flown nine sorties (57 hours 35 minutes) plus 233 hours 25 minutes non-operational overseas.

Medical reports state, "While on a bombing raid near Paris on 8 June 1944, patient was struck by a shell fragment on the left patella, which sustained a compound comminuted fracture. At the same time a bullet cut a furrow across his right shin. Patient was given emergency treatment in the aircraft and at his Unit SSQ Brighton, Yorkshire. He was then sent at once to Preston Hall Hospital, Maidstone when the bullet was debrided, the patella excised and the patella tendon sutured. The small bullet wound was excised and left open. The left knee was put in a plaster which was changed six days later. When the second cast was removed, the

wound was found to be well healed and movements were started." He subsequently went to RAF Hospital Halton (17 July), MRU Loughborough, back to Halton (October 1944 for nine days). Returned 28 November to Loughborough until 7 January 1945 when sent to RCAF Medical Board. Repatriated in February 1945 and granted 30 days medical leave. Still having pain in joint, referred to No.6 RMB in late March. Regional Surgical Consultant recommended more physiotherapy. Was at No.5 Convalescent Hospital, Victoria, 2 April to 7 May 1945. Subsequently recommended for discharge.

Training:

Course at No.2 BGS was 4 February to 30 April 1943. Anson aircraft (39.45 day bombing, 7.25 night bombing) and Bolingbroke aircraft (19.10 by day on gunnery). In High Level Bombing dropped 58 bombs by day and 30 by night. In Low Level Bombing dropped 18 bombs by day. In Grouping Bombing (Stick) dropped 36 bombs by day. Fired 600 rounds in Beam Test, 1,200 rounds Beam Relative Speed Test, 800 rounds Under Tail Test. Spent 15 hours in Turret Manipulation. Ground School tests in Bombing, written (197/250), Bombing, oral (167/250), Proficiency as Bomb Aimer (182/400), Gunnery, written (83/100), Gunnery, oral (74/100), Proficiency as Air Gunner (147/200), Aircraft Recognition (39/50), Signals (45/450). Rated "low average" in Bombing, "high average" in Gunnery. Placed 17th in a class of 23. "Mature - capable - keen - alert - determined."

Course at No.5 AOS was 3 May to 11 June 1943. Flew in Anson aircraft (23.30 by day and 16.50 by night). Examinations and Proficiency rated as follows: Navigation air work (383/500), Bombing air work (202/300), Photography air work (154/200), Elements of Navigation (127/200), Signals, practical (237/250), Photography (114/150), Reconnaissance (95/150), Aircraft Recognition (214/250). Placed 28th in a class of 33. In Navigation described as "Air work above average. Ground work average." Armament training described as follows: "Showed improvement on Bombing in latter stages. Seems very eager to learn. Aircraft recognition good." General remarks: "Slow in grasping theory and became confused several times."

Course at No.2 (Observer) Advanced Flying Unit was 24 August to 23 September 1943. Flew in Anson aircraft - by day he flew 22.10 on "combined exercises" (2.55 bombing, 2.05 gunnery) - by night flew 22.30 on "combined exercises" (1.35 bombing, no gunnery). Dropped 12 bombs, medium level by day (average error 115 yards) and six bombs, medium level by night (average error 93 yards). Five photography exercises by day and six infra-red exercises by night. Fired 400 rounds by day (Bristol turret). "Is a very steady type and works well. Should make an efficient bomb aimer." (S/L Hancock, 4 October 1943).

Course at No.23 OTU was 11 October 1943 to 31 January 1944. On Wellington aircraft; by day he flew 14.40 on local bombing, 18.10 on cross-country exercises, and 18.50 on "other"; by

night he flew eight hours on local bombing, 25.15 on cross-country exercises and 10.50 on "other". By day he was involved in the following Bombing Exercises: High Level Dual (six exercises, eight bombs, average error 153 yards), Medium Level (two exercises, 12 bombs, average error 217 yards); Sticks (six exercises, 12 bombs, average error 250 yards); Simulation (Photography), one exercise (hit). By night he was involved in the following Bombing Exercises: High Level Dual (six exercises, eight bombs, average error 156 yards), Medium Level (two exercises, 12 bombs, average error 139 yards); Sticks (eight exercises, 16 bombs, average error 200 yards); Simulation (Infra-Red), six exercises, three bombs (pass). No gunnery. Operational Cross-Country Exercises were as follows: four by day ("Average map reading. Poor simulation bombing"); five by night ("Average map reading, good at infra-red attacks"). Air Work assessed under following headings: Bombing, Day (90/150), Bombing, Night (100/150), Map Reading, Day (170/200), Map Reading, Night (160/200), Photography, Day (85/100), Photography, Night (87/100). Ground courses graded as follows: Bombing Theory (38/50), Bombing Drill, Panel Manipulation (168/200), Photography (45/50), Operational Bomb Loads (44/50), Pyrotechnics (42/50), Mark XIV Bomb Sight (91/100). Night Vision rated below average (13/32). Deemed suitable as instructor, moderately suitable as bombing leader and not all suitable as Specialist Armament Officer. "Worked well at beginning of the course but slackened off towards the end." (S/L W.G. Wilkes).

At No.1666 Conversion Unit, flew in Wellington aircraft (21.35 by day and 17.10 by night). Dropped four practice bombs by day and 12 by night. GEE exercises took eight hours in ground and four hours in air. Map reading took eight hours. Flew one hour as second pilot. Spent 3.45 in Link. Took 40 Astro Sights on ground and 12 in air. Spent two hours in AMBT bombing simulator. "Needs more practice in bombing and photography. Intelligent. Should improve with experience." (Signature illegible).

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GRIME, P/O Frank Gordon (J92387) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Toronto, 18 October 1921; home there (apprentice tool maker); enlisted there 20 March 1942. To No.1 Manning Depot, 19 April 1942. To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; posted next day to No.20 EFTS; to No.16 SFTS, 10 November 1942; ceased training 18 March 1943 and posted to No.1 Manning Depot; to No.4 BGS, 17 April 1943; graduated 9 July 1943 and posted next day to No.9 AOS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943 as per letter dated 15 December 1944. Commissioned 17 November 1944. Repatriated 7 February 1945. Retired 23 March 1945. RCAF photo PL-28706 (ex UK-10398 dated 6 May 1944) is captioned as follows: "Wearing dark glasses which simulate night conditions at a training school in England, two Canadians are shown competing to see who can stick-handle a field hockey ball first between stakes set in a straight line. Leading is Sergeant

Frank Grime, 22 of Toronto (left), a bomb aimer; on the right is Sergeant P.C. Kanas, 21, of Toronto, an air gunner. Both arrived overseas in the autumn of 1943." 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 for a DFM dated 14 December 1944 when he was a Flight Sergeant and had flown 36 sorties (148 hours 39 minutes), 23 June to 30 November 1944.

* denotes daylight sortie

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23 June 1944 - Oisemont (4.33)
27 June 1944 - Marquis Minoyecques (3.59)*
28 June 1944 - Wizernes (3.21)*
30 June 1944 - Villers Bocage (4.15)*
1 July 1944 - Oisemont (3.33)*
4 July 1944 - St.Martin l'Hortier (3.33)
5 July 1944 - St.Martin l'Hortier (3.59)
6 July 1944 - Croixdale (3.42)*
9 July 1944 - Les Cartellieres (4.03)*
12 July 1944 - Thiverney (4.39)*
18 July 1944 - Caen H.2 (3.42)*
20 July 1944 - Bottrop (4.25)
1 August 1944 - Anderbelck (3.28)*
5 August 1944 - Foret de Nieppe (3.18)*
6 August 1944 - Hazebrouck (3.37)*
7 August 1944 - TOTALIZE 3 (4.41)
9 August 1944 - Foret de Mormal (3.39)*
11 August 1944 - Somain (4.14)*
15 August 1944 - Tirlemont (3.51)*
16 August 1944 - Kiel (4.47)
18 August 1944 - Sterkrade (4.30)
27 August 1944 - Homburg (4.14)
10 September 1944 - Le Havre (3.37)*
12 September 1944 - Munster (4.24)
15 September 1944 - Kiel (5.02)
17 September 1944 - Boulogne (4.22)*
24 September 1944 - Calais (3.00)*
25 September 1944 - Calais (3.45)*
26 September 1944 - Cap Gris Nez (3.18)*
14 October 1944 - Duisburg (4.29)
15 October 1944 - Duisburg (5.08)
23 October 1944 - Essen (5.12)
29 October 1944 - Domburg (3.06)
31 October 1944 - Cologne (4.46)
29 November 1944 - Essen (5.22)
30 November 1944 - Duisburg (5.05)*

Flight Sergeant Grime has carried out 36 operations totalling 140.39 hours including attacks upon such well known targets as Duisburg, Essen and Cologne.

This Bomb Aimer has proved on operations that he possesses great enthusiasm for his work which has been of a consistently high standard throughout his tour. Invariably combining a well judged plan of action with complete disregard for the stiffest opposition he has ensured for himself and his crew a good bombing record. His coolness, courage and unswerving determination to reach his objective in the fiercest defences have made an invaluable contribution to his crew's successful tour.

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GRIMES, F/O Robert Anthony (J17625) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 11 September 1919 in Brandon, Manitoba; home in Heaslip Station, Manitoba. Enlisted in Winnipeg, 22 October 1940. To No.2 Wireless School, 3 March 1941; promoted LAC, 3 April 1941; to No.3 BGS, 12 September 1941; graduated and promoted Sergeant, 13 October 1941; to Embarkation Depot, 19 October 1941; to RAF overseas, 2 November 1941. Commissioned 3 May 1943. Promoted Flying Officer, 3 November 1943. Promoted Flight Lieutenant, 3 May 1945. Served in Nos.102 and 405 Squadrons. Repatriated 23 November 1944. To No.2 Air Command, 14 January 1945; to No.12 SFTS, 19 January 1945; to Ro.3 REMU, 5 April 1945; to No.10 Repair Depot, 16 April 1945; to No.5 Release Centre, 21 June 1945; retired 8 July 1945. Died in Ottawa, 28 May 2003. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 23 September 1944 when he had flown 58 sorties (262 hours 37 minutes) in two tours - 2 June to 20 December 1942 and 27 June to 12 September 1944.

First Tour

2 June 1942 - Essen (4.40)
5 June 1942 - Essen (5.40)
19 June 1942 - Emden (4.50)
27 June 1942 - Caen, NICKLING (4.45)
29 June 1942 - Bremen (6.15)
2 July 1942 - Bremen (5.30)
19 July 1942 - Bagesack (4.45)
21 July 1942 - Duisburg (5.10)
25 July 1942 - Duisburg (4.45)
26 July 1942 - Hamburg (5.15)
29 July 1942 - Saarbrucken (6.40)
2 September 1942 - Karlsruhe (6.50)
6 September 1942 - Duisburg (4.30)
8 September 1942 - Frankfurt (6.50)
10 September 1942 - Dusseldorf (4.45)
13 September 1942 - Bremen (6.05)
16 September 1942 - Essen (2.15), DNCO
19 September 1942 - Saarbrucken (5.25)
5 October 1942 - Aachen (5.45), DNCO
7 November 1942 - Genoa (8.50)
15 November 1942 - Genoa (10.05)
8 December 1942 - GARDENING (4.05)
9 December 1942 - Turin (9.50)
14 December 1942 - GARDENING (3.15)
20 December 1942 - Duisburg (4.25), e/a probably destroyed.

Second Tour

27 June 1944 - Oisemont-au-Bois (2.24)
30 June 1944 - Villers-Bocage (2.29)
2 July 1944 - Oisemont-au-Bois (2.18)
5 July 1944 - Wizernes (1.58)
6 July 1944 - Coquereaux (2.36)
7 July 1944 - Caen (2.42)
8 July 1944 - L'Hey (1.44)
10 July 1944 - Nucourt (2.52)
12 July 1944 - Paris/Vaires (3.20)
15 July 1944 - Nucourt (3.38)
17 July 1944 - Cagny (2.34)
19 July 1944 - Rollez (3.03)
22 July 1944 - Acquet (2.42)

23 July 1944 - Kiel (5.35)
24 July 1944 - L'Hey (1.44)
25 July 1944 - Foret-de-Croc (2.19)
4 August 1944 - St.Maximin (3.11)
5 August 1944 - Bordeaux (7.34)
7 August 1944 - TOTALIZE 3 (2.30)
8 August 1944 - Lucheux (2.49)
9 August 1944 - Coulonvilliers (2.20)
10 August 1944 - La Pallice (5.18)
13 August 1944 - Falaise (2.43)
14 August 1944 - TRACTABLE 21 (2.32)
15 August 1944 - Melsbroek (4.19)
16 August 1944 - Stettin (5.11)
18 August 1944 - Sterkrade (3.42)
25 August 1944 - Russelsheim (6.58)
28 August 1944 - L'Hey (2.10)
29 August 1944 - Stettin (9.29)
1 September 1944 - Pourchinte (2.13)
5 September 1944 - Le Havre (2.30)
6 September 1944 - Le Havre (1.59)
8 September 1944 - Le Havre (2.16)
10 September 1944 - Le Havre (2.27)
12 September 1944 - Wanne Eickel (3.27)

Flying Officer Grimes is an exceptionally capable and keen Air Gunner who has almost completed his second tour of operations. Invariably, this officer has displayed a keenness for operational duty, and a sense of responsibility which makes him a very valuable member of aircrew. He is an excellent leader with a fighting spirit which becomes very evident when engaged in actual combat. This officer's fine personal example will be difficult to surpass.

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GRIMWOOD, FS Frederick John (Can 775) - **British Empire Medal** - No.7 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 27 September 1912. Home in Winnipeg; enlisted there 11 May 1939 as Airframe Mechanic. To No.4 (BR) Squadron, 15 July 1939. Promoted LAC, 1 June 1940. To Coal Harbour, 4 September 1940; promoted Corporal, 1 November 1940; to No.7 SFTS, 31 January 1941; promoted Sergeant, 1 May 1941; promoted Flight Sergeant, 1 November 1942. To "Y" Depot, 19 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Repatriated to Canada via Debert, 14 June 1945. To Greenwood, 28 September 1945. Remained in interim force until posting to No.2 Release Centre, 18 May 1946; retired 27 May 1946. Died in Winnipeg, 18 April 1969.

As senior non-commissioned officer in the Servicing Squadron of this station, Flight Sergeant Grimwood's ability and energy have been an inspiring example to all the non-commissioned officers and airmen of the squadron. On frequent occasions he has continued working much in excess of normal working hours in order that the training of pilots might not be interrupted. Due to his qualities of leadership and enthusiasm he has inspired others to do likewise. He is a keen non-commissioned officer, an efficient tradesman, and devoted to the service at all times.

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GRISDALE, S/L Simpson Vipond (C5284) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born in Carleton, Ontario, 26 October 1913. Attended McGill University. Home in Westmount, Quebec; enlisted in Montreal, 16 May 1941 and commissioned in Aero Engineer Branch. Promoted Flying Officer, 25 October 1941. At No.9 BGS as of 15 December 1941. To No.13 (Operational Training) Squadron, 11 May 1942. To No.1 OTU, Bagotville, 14 January 1943. Promoted Flight Lieutenant, 1 March 1943. To "Y" Depot, 28 December 1943. Taken on strength of No.3 PRC, Bournemouth, 1 January 1944. Promoted Squadron Leader, 5 September

1945. Repatriated 16 November 1945. Retired 18 December 1945.

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GRIST, FS Mary (W30031) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Enlisted in Calgary, 4 December 1941 for General Duties. To Canadian Women's Air Training Depot, 25 December 1941. To No.6 SFTS, 24 January 1942. To AFHQ, 22 March 1942. To Rockcliffe, 6 April 1942. To No.4 Training Command, 8 July 1942 on transfer to Secretarial Branch. Promoted LAW, 1 November 1942. Promoted Corporal, 1 December 1942. Promoted Sergeant, 1 May 1943. To No.2 Air Command, 30 November 1944. To Western Air Command, 9 January 1945. Promoted Flight Sergeant, date uncertain. Retired 9 January 1946.

This non-commissioned officer has discharged important duties over a long period in a most satisfactory manner. She has an exceptional grasp of detail and has shown tireless effort in carrying through her arduous work at a sacrifice of many of her off-duty hours. This non-commissioned officer has been given responsibilities over and above those normally required of an airwoman of her rank, which responsibilities she has consistently discharged in a most successful manner. Her exemplary conduct, outstanding devotion to duty and qualities of leadership have proven an inspiration to all with whom she works.

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GROFF, Corporal Harry Stewart (R89617) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 19 August 1916 in Grimsby, Ontario; enlisted in Hamilton, 18 March 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 16 May 1941. Promoted AC1, 20 September 1941. To No.4 Repair Depot, 4 November 1941. Promoted LAC, 20 December 1941. To "Y" Depot, 11 February 1943. To RAF overseas, 8 March 1943. Promoted Corporal, 1 April 1943. Repatriated 18 June 1945. Released 30 August 1945. No citation in AFRO. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ stating he had served 25 months in Canada, 25 months overseas.

As NCO in charge of crew in the Rigger Section of the Repair and Inspection Squadron, this Corporal has proven his ability to carry out any task within his trade honestly and with unfailing persistence until the desired result is accomplished. His organizing ability merits high praise and his limitless stamina

and energy make him an invaluable asset to his section. He frequently works long hours beyond normal requirements.

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GROS, FS Peter (R51430) - **British Empire Medal** - No.7 Bombing and Gunnery School. Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 26 November 1903 in Leyden, Holland; educated in that country. Home in Winnipeg; enlisted there 23 October 1939 as a cook. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Posted overseas, 20 June 1940. To No.112 (Army Cooperation) Squadron, 6 September 1940. Promoted Corporal, 15 October 1940. Repatriated 11 December 1940. To No.3 BGS, 9 March 1941. To No.5 BGS, 1 May 1941. To No.7 BGS, 6 June 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 March 1942. Reclassified "Chef" on 1 June 1943. To No.17 SFTS, 12 April 1945. To No.18 SFTS, 30 May 1945. To No.5 Equipment Depot, 22 September 1945. Released 24 October 1945. Died 31 August 1968.

This NCO has worked for long hours in the execution of his duties with outstanding cheerfulness. He is responsible for maintaining the high standard of messing at his unit and has been an excellent example to his entire staff. He has at all times shown exceptional keenness and ability in his work.

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GROSS, F/L Douglas Haig (J10113) - No.184 Squadron (deceased) - **Distinguished Flying Cross (United States)** - Award effective 15 May 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 15 July 1917. Educated at Kitsilano Public School, 1923 to 1928, Queen Mary School, 1928-1930, Kitsilano Junior High, 1930-1932; Lord Byng High School, 1932-1936, and part-time at University of British Columbia plus night school courses in bookkeeping and two months in 1940 at Duffus School of Business. Home in Vancouver, having been a truck driver (1937-1938), oil well worker (1937), credit inspector (1940) and salesman (November 1940 onwards). Served with No.1 Searchlight Regiment, Royal Canadian Artillery, August 1940 to February 1941. Enlisted in RCAF in Vancouver, 1 March 1941. To No.2 Manning Depot, 25 May 1941. To No.2 ITS, 14 July 1941. Graduated and promoted LAC on 30 August 1941; posted that date to No.2 EFTS; to No.13 SFTS, 26 October 1941; graduated and commissioned 16 January 1942. To "Y" Depot, 15 February 1942. To RAF overseas, 2 March 1942. Disembarked in United Kingdom, 12 May 1942. To No.17 (P) AFU, 23 June 1942. To No.59 OTU, 14 July 1942. Promoted Flying Officer, 1 October 1942. To No.245 Squadron, 12 October 1942. To Station Colerne, date uncertain; to No.184 Squadron, 31 January 1943. To Colerne again, 10 February 1943. Returned to No.184 Squadron, 23 March 1943. Numerous attachments to various stations until December 1943, always returning to No.184 Squadron.

Promoted Flight Lieutenant, 1 January 1944. Killed in action, 18 August 1944 (Typhoon MN131). No citation in gazette other than for "valuable services rendered in connection with the war". DHist file 181.009 D.3053 (RG.24 Vol.20634) has text of citation taken from USAF General Order 92 dated 14 November 1944.

For extraordinary achievement during the Normandy campaign while participating in an attack on a concentration of enemy tanks. Flight Lieutenant Gross personally destroyed two enemy tanks and damaged two others, thereby contributing materially to the disruption of enemy activity in this sector. His courage and devotion to duty reflect highest credit upon himself and the Armed Forces of his country.

Notes on Training: At No.2 ITS he placed 24th in a class of 224; "A dependable airman, well matured, can think for himself, applies himself well, has a good sense of responsibility and shows definite signs of leadership qualities. Has had three years University training, stood 24th in his class and is recommended for a commission."

At No.2 EFTS flew Tiger Moths (32.40 day dual, 37.00 day solo of which 8.45 on instruments. Also ten hours in Link. Placed 6th in a class of 30. "Keen and ambitious - very good."

At No.13 SFTS flew Harvards (44.15 day dual, 43.25 day solo, 1.50 night dual, 10.20 night solo). Of this, 1855 on instruments. Also logged 20 hours 30 minutes in Link. Placed 12th in a class of 48. "A reliable pilot of high ability. Works hard, intelligent, keen, conscientious. Displays good judgement. Excellent pilot material.

At No.17 (P) AFU he flew Master II aircraft - 7..10 day dual and 9.35 day solo of which 1.10 was on instruments. Also did 90 minutes in Link

At No.59 OTU he flew 5.25 day dual followed by 61.40 day solo (3.335 on instruments, 21 hours formation) plus 15 hours in Link. Described as "An above average pilot who is keen, steady and reliable, and works hard on the ground. He is a good fighter pilot and should be a very useful member of his squadron."

Involved in an accident at 1820 hours on 17 December 1942, Hurricane IIB Z3148, No.245 Squadron, Charny Down. He had 233 hours on all types overseas and 129 hours on Hurricanes. Practising dusk landings. He had carried out night landings previously and on this evening had executed three successfully. On the fourth he landed very hard. "The accident is considered to have been due to an error of judgement, aggravated by the pilot's inexperience, and the unfavourable weather conditions at the time. Pilot has been given further instruction on night landings and is to practice some circuits or landings by day before flying again at night."

Involved in an accident, 17 January 1943 with Typhoon DN312, No.245 Squadron, 1440 hours (non-operational, familiarization flight). At the time he had 386 hours flying time but only 50 minutes on Typhoons. He was approaching to land at Bitton, near Bristol when his engine failed, picked up, then failed again. He opted to force-land with engine switched off and undercarriage retracted. Landed in an orchard. Engine found to be in poor condition, and he was considered to have done a capable job of force-landing given his lack of experience.

Circumstantial report filed by S/L J.W. Wilson, No.184 Squadron, 19 August 1944 re loss of MN131 and F/L Gross, 18 August 1944:

On 18th August 1943 I led No.184 Squadron, 12 aircraft, to attack enemy transport in the area two miles south-west of Trun. The squadron was airborne at 1600 hours. F/L D.H. Gross was leading my third section of four aircraft as Landlord Yellow 1. On reaching the target area I detached Blue and Yellow sections to attack and myself orbited the area with Red Section.

F/L Gross led Yellow Section into attack transport parked on the north side of Trun-Argentan Road. According to F/O C.R. Orr, who was Yellow 3, F/L Gross made several attacks within the next few minutes until F/O Orr lost touch with him. F/L D.H. Gross was at no time seen to be hit and he did not call up to say he was in trouble. He did not return to base after the attack.

Soon after I reached the target area I saw intense flak coming up from a wood at U.255512 and called up to warn Landlord aircraft of it. About two minutes later I saw an unidentified air craft crash and burst into flames at U.280510, but do not know whether this was F/L Gross or Yellow 2, who has also not returned from this operations.

French witnesses testified after the war that he had been hit by flak and crashed into a tree.

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GROULX, FS Ernest (R257869) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born 28 November 1917. Home in Garson, Ontario; enlisted in North Bay, 19 July 1943 and posted to No.2 Manning Depot. To No.3 WS, 3 October 1943. To No.17 SFTS, 14 November 1943; to No.1 Air Gunner Ground Training School, 26 November 1943. Promoted LAC, 13 January 1944 and posted to No.3 BGS; promoted Sergeant, 25 February 1944. To No.3 Aircrew Graduate Training School, 10 March 1944. To "Y" Depot, 4 April 1944. Taken on

strength of No.3 PRC, Bournemouth, 24 April 1944. Repatriated 1 June 1945. Released 30 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.2618 (RG.24 Vol.20627) has recommendation from W/C K.A. France dated 16 May 1945 when he had flown 28 sorties (176 hours 10 minutes) between 6 November 1944 and 22 April 1945.

The above mentioned NCO completed twenty-eight successful operational sorties over some of the most heavily defended targets of Germany. His outstanding ability and strong sense of duty has been an inspiration to the crew. Flight Sergeant Groulx always displayed great presence of mind and gallantry.

For his courage, tenacity of purpose and cheerful confidence displayed by him, Flight Sergeant Groulx is strongly recommended for an award of the Distinguished Flying Medal (Non-Immediate).

NOTE: Most Station Commanders, passing on such recommendations, merely noted their agreement with the squadron CO. In this instance, W/C F.W. Ball (CO, Station Eastmoor) added, "Flight Sergeant Groulx is an exceptionally keen Air Gunner who has at all times shown ability in the performance of his duties. By his skill, courage and determination he has extricated his crew from perilous situations..."

The sortie list with this submission was as follows (* denotes daylight sortie):

6 November 1944 - Gelsenkirchen (5.10*)
27 November 1944 - Neuss (5.20)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.45)
6 December 1944 - Osnabruck (6.30)
24 December 1944 - Dusseldorf (5.00*)
28 December 1944 - Opladen (6.00)
29 December 1944 - Trois Dorf (6.50)
30 December 1944 - Cologne (6.45)
2 January 1945 - Ludwigshaven (6.55)
5 January 1945 - Hanover (5.35)
6 January 1945 - Hanau (6.40)
13 January 1945 - Saarbrucken (7.05)
14 January 1945 - Gravenbreich (6.20)
16 January 1945 - Magdeburg (6.45)

1 February 1945 - Mainz (6.50)
2 February 1945 - Wanne Eickel (5.40)
4 February 1945 - Bonn (6.20)
7 February 1945 - Goch (5.30)
8 February 1945 - Wanne Eickel (6.25)
17 February 1945 - Wessel (6.30)
23 February 1945 - Essen (6.05*)
24 February 1945 - Kamen (6.30*)
5 March 1945 - Chemnitz (9.35)
31 March 1945 - Hamburg (5.25*)
15 April 1945 - Heligoland (4.55*)
22 April 1945 - Bremen (5.25*)

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GROUT, F/O Alan Carrick (J17559) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Edmonton, 13 February 1922; home in Vancouver; educated there (Garneau and Strathcona Schools). Enlisted in Edmonton, 30 May 1941. To No.2 Manning Depot, Brandon, 22 July 1941. To No.4 ITS, Edmonton, 1 September 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.16 EFTS, Edmonton until 10 October 1941; (graduated 6 December 1941 and posted next day to No.7 SFTS, Macleod; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 12 April 1942. Embarked 1 May 1942. Taken on strength of No.3 PRC, 12 May 1942 (disembarked in United Kingdom that day). To No.15 (Pilots) AFU, 30 June 1942. To No.23 OTU, 8 September 1942. Promoted Flight Sergeant, 10 October 1942. To No.424 Squadron, 26 November 1942. Commissioned 18 March 1943. Attended No.1535 Beam Approach Training Flight, April 1943. To North Africa with No.424, and back again. Promoted Flying Officer, 18 September 1943. To Station Wymewold, 6 December 1943. To No.82 OTU, 25 February 1944. Attended Central Flying School course, 25 February to 19 March 1944 before taking up duty there. Promoted Flight Lieutenant, 15 June 1944. Repatriated to Canada, 21 January 1945. To Western Air Command, 18 February 1945. To No.8 Release Centre, 4 April 1945. Retired 9 April 1945. Attended University of British Columbia (1945-1946). Believed to have died in the Bellingham-Seattle (Washington) area, circa 15 July 1994.

Flying Officer Grout has completed a lengthy tour of operations against a wide variety of targets in Germany and Italy. He has displayed great coolness in the face of danger and on one occasion he skilfully piloted his seriously damaged aircraft back to friendly territory, staying at the controls until all his crew had left by parachute, following them himself with a few seconds to spare. Shortly

afterwards this officer resumed operations with undiminished enthusiasm, courage and determination.

Notes: Accident at No.7 SFTS, Macleod, 17 January 1942, Avro Anson 6227; when "sucking in" prior to starting engine, 2216 Flight Sergeant C. Brooks (aero engine mechanic) sustained "semi-serious" injury; engine backfired and struck by propellor.

RCAF Press Release circa 17 September 1943 says that on one occasion he and his crew had to bale out over Sicily following an engine fire. Crew included P/O Duncan Galloway (gunner) and P/O James Agrios (navigator).

Application for Operational Wing dated 23 January 1944 stated he had flown 30 sorties (190 hours) with No.424 Squadron, 22 November 1942 to 2 October 1943.

Form filed on repatriation on 8 January 1945 stated 32 sorties (178 hours 35 minutes on operations), last sortie on 2 October 1943; also 543 hours ten minutes non-operational time. His course at No.15 AFU had been on Oxfords (101.55); at No.23 OTU on Wellingtons (78.50), then flew 218.35 with No.424 Squadron. He also listed the following places which do not match the formal posting list: Wymewold (12 December 1943, 41.50 instructing on Wellingtons), Ossington (1 January 1944, 228.35 instructing on Wellingtons), Lusgate (15 January 1944, instructing on Oxfords, 40 hours).

Training: Interviewed in Edmonton, 12 May 1941. Described as having had cadet experience; "All types of rugged sport; proficient." Also, "A fine young lad, son of Alderman Grout. Good family upbringing. An excellent athlete. Very keen and enthusiastic. Should make a good fighter type pilot."

Course at No.4 ITS, 1 September to 3 October 1941. Courses in Mathematics (60/100), Armament, practical and oral (72/100), Signals (99/100), Sanitation and Hygiene (20/40), Drill (75/100) and Law and Discipline (53/60). Placed 184th in a class of 244. "Cool, keen with very good spirit. Possible commission material"

Course at No.16 EFTS, 13 October to 5 December 1941. Tiger Moth aircraft (19.15 dual, 34.50 solo; instrument flying was 7.45. Logged ten hours in Link. "Turns poor, does not look around." (A.J. Walsh, CFI, 5 December 1941). Ground courses in Airmanship (162/200), Airframes (73/100), Aero Engines (70/100), Signals, practical (60/100), Theory of Flight (62/100), Air Navigation (132/200), Armament (100/200); assessed 138/200 on "Qualities as an officer." Described as "Does not absorb readily, conduct good."

Course at No.7 SFTS, 22 December 1941 to 10 April 1942. Anson aircraft (44.35 day dual, 62.05 night solo, 6.50 night dual, 12.05 night solo - of these total hours, 25.15 on instruments). Also

logged 20 hours in Link. "An average student, progressed slowly but satisfactorily. Slightly over-confidence needs checking at this point." (F/L F.H. Pearce, Squadron Commander). Placed 37th in a class of 47. Average in all categories except Determination and Initiative ("high average"). "An average student, but could have done much better if he had not been so sure of himself." (S/L M. Brown, CFI). Ground courses in Airmanship and Maintenance (131/200), Armament, written (49/100 on first test, 79/100 on second), Armament, practical (76.2/100), Navigation (102/150), Meteorology (25/50), Signals, written (21/50 on first test, 41/50 on second), Signals, practical (95/100). "Below average student. Supplemental in Armament (written) and Signals (written). Could have done better. Conduct good." (S/L D.A. Harcourt-Vernon, CGI, 8 April 1942).

Course at No.15 (Pilots) AFU, 30 June to 8 September 1942. Oxford aircraft (33.05 day dual, 59.25 day solo, 3.45 night dual, 5.30 night solo). Of this, 24.40 on instruments. Also eight hours in Link. Above average in "Persistence", "Endurance", "Leadership" and "Self Control"; graded average in Sense of Responsibility, Method, Deliberation, Enterprise, Dash, and Distribution of Attention. "Above average pilot - very steady and reliable."

Detached to course at No.1512 Beam Approach Training Flight, 9-16 August 1942. Flew 10.10 on Oxford aircraft (all instruments) plus five hours in Link. Assessed on Knowledge of Beam Procedure (good average), Knowledge of Receiver Operation (average), Application (average), Instrument flying (average) and Cloud Flying (average). "A keen type of pupil who made steady progress on the course and took an intelligent interest in the work. His Instrument Flying could be improved and with future practice he should become a competent Beam Approach pilot." (S/L S. Crooks ?, 17 August 1942).

Course at No.23 OTU, 8 September to 17 November 1942. Wellington III aircraft - 8.50 day dual to first day solo (total day dual), 26.40 day solo, 5.10 night dual to first night solo (total night dual), 38.10 night solo. Of these times, 14.45 on instruments. Logged 19.45 in Link. Carried out five infra-red practices and five night photography exercises. Flying tests in General Flying (350/400), Applied Flying (170/200), Instrument Flying (220/250), Night Flying (80/100) and Link (35/50). Ground tests in Airmanship (200/300), Armament (192/300), Navigation (130/200) and Signals (76.5/100). "This pilot, though a little slow at first, improved and became a first class captain. He is very keen on crew drills. As an NCO he is average, and improving rapidly." (S/L F.W.S. Turner, 21 November 1942).

Course at No.1535 Beam Approach Training Flight, 11-15 April 1943 on Oxford aircraft (eleven hours dual, all dual on beam training) plus five hours in Link. Tested in Link on Beam Approach Procedure and "Q" Codes (128/200), Test Paper (72/100), Instrument Flying (150/250), Cloud and Night Flying (150/250), and General Application of Beam Approach Flying (120/200). "Above average. Has worked hard and understands the procedure. Could do with more Link."

Course at Flying Instructor School for No.55 OTU Staff Pilot duty, 9 February to 15 March 1944. Flew Oxford aircraft (14.55 day dual, 1.30 night dual, 23.30 day solo, 30 minutes night solo.) To date he had 581 hours 20 minutes total flying. Ground courses in Principals of Flight (69/100), Airmanship (76/100), Technical Subjects (76/100). Flying deemed "average". Remarks, "This officer has a sound knowledge of the patter and puts it over without effort but his demonstrations were not very convincing because he could not do a good landing. On his own type this should not worry him, and he should be a satisfactory instructor." (W/C .J. Gosnell).

RCAF Press Release No. 8421 dated 20 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- The pilot who was shot down twice in one bombing operation is on his way home. At an RCAF repatriation depot, Flight Lieutenant A.C. Grout, DFC, Edmonton, Alberta, says life was almost too hot for him during the Italian invasion.

Bombing the Messina beaches, best flak-defended target in the Mediterranean, Grout's aircraft became a useless sieve when shrapnel bursts slammed into it. All the crew bailed out safely before the bomber crashed and the airmen were put into a Dakota transport to be taken back to their North African base. "We'd been airborne about ten minutes when one of our engines was just about shot out of its mount from flak. By now, we were getting a bit irritated with flak gunners," Grout remarked. The Dakota crash-landed in Sicily. "We were a bit worried about the third flight that day, but we got back to Africa safely that time", the pilot said. Total casualties from being twice shot down in one day: an injured ankle for the wireless-operator and a light shrapnel wound for the bomb-aimer.

F/L Grout began his operations with the Canadian Bomber Group in Britain, before going to North Africa in January, 1942.

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GROVES, F/O Thomas Albert (J26944) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born in Calgary, 6 October 1922; home in New Westminster, British Columbia. Enlisted in Edmonton, 8 June 1942. Granted Leave Without Pay until 12 July 1942 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 14 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.5 EFTS until 27 December 1942; graduated 20 February 1943 when posted to No.7 SFTS;

graduated and commissioned, 11 June 1943. To No.1 GRS, 25 June 1943. To "Y" Depot, 11 September 1943. Taken on strength of No.3 PRC, 13 October 1943. Repatriated to Canada, 23 April 1945. To No.3 REMU, 15 May 1945. To No.124 Squadron, 24 June 1945. Released 22 March 1946. Died in Edmonton, 4 August 2003. 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 6 June 1945 when he had flown 36 sorties (238 hours 30 minutes), 23 September 1944 to 23 March 1945.

www.bombercommandmuseumarchives.ca

23 September 1944 - Munster (4.35)
27 September 1944 - Kaiserlautern (6.30)
5 October 1944 - Wilhelmshaven (5.20)
6 October 1944 - Bremen (4.55)
11 October 1944 - Flushing (day) (3.15)
14 October 1944 - Brunswick (7.40)
28 October 1944 - Bergen (6.40)
1 November 1944 - Homberg (day) (4.10)
2 November 1944 - Dusseldorf (5.00)
4 November 1944 - Ladbergen (4.05)
6 November 1944 - Gravenhorst (5.00)
11 November 1944 - Harburg (5.05)
16 November 1944 - Duren (day) (5.25)
21 November 1944 - Ladbeergen (6.05)
26 November 1944 - Munich (10.90)
11 December 1944 - Heinbach (5.30)
17 December 1944 - Munich (9.30)
18 December 1944 - Gdynia (9.35)
21 December 1944 - Politz (9.35)
27 December 1944 - Rheydt (5.20)
28 December 1944 - Shipping-Moss (7.10)
30 December 1944 - Houffalize (5.20)
4 January 1945 - Royan (6.35)
7 February 1945 - Ladbergen (6.05)
8 February 1945 - Politz (9.30)
13 February 1945 - Dresden (9.40)
14 February 1945 - Roslitz (9.05)
19 February 1945 - Bohlen (8.00)
21 February 1945 - Gravenhorst(6.10)
24 February 1945 - Ladbergen (5.40)
12 March 1945 - Dortmund (5.10)
14 March 1945 - Lutzkendorf (10.05)
16 March 1945 - Wurzburg (8.00)
20 March 1945 - Bohlen (8.15)
22 March 1945 - Bremen (4.40)
23 March 1945 - Wesel (5.50)

Flying Officer Groves has completed his first operational tour of 36 sorties and has flown 238 operational hours; these operations include raids on Munich; Gdynia; Politz (2); Dresden; Roslitz; Lutzkendorf, and a number of other German targets. His skill as a pilot and his relentless determination in pressing home his attacks are well illustrated by the many photographs of the target conditions which he has obtained. The consistent success which his crew has achieved is due to his personal leadership and to the meticulous attention to detail which he pays to every operational flight. Because of his reliability he has often been selected for the important duties of wind finding for the main force, and also he has been entrusted several times with the duty of taking pilots on their first operational sortie. No flight is too arduous for him and no enemy opposition deters him from completing his mission successfully. Flying Officer Groves has shown consistent efficiency, reliability and a stolid indifference to enemy opposition, which has been an inspiration not only to his crew, but to the whole Squadron. For these very high qualities Flying Officer Groves is recommended for the award of the Distinguished Flying Cross.

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GRUDZIEN, P/O Joseph Michael (J22090) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Fort William, 9 August 1923; home there. Enlisted in Winnipeg, 22 July 1942 and posted to No.2 Manning Depot. To No.3 BGS, 11 September 1942. Promoted LAC, 9 November 1942; graduated and commissioned, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 25 January 1943. Promoted Flying Officer, 18 June 1943. Repatriated 1 June 1945; discharged 8 August 1945. Postwar service as Flight Cadet, 28 March 1949 to 21 July 1949 (30450). Name changed on 11 May 1959 to "Alfred Revs Poynt"

Pilot Officer Grudzien by his co-operation, coolness and devotion to duty has contributed in a large measure to the successful completion of numerous operational sorties. The great majority of these have been directed against Hamburg and the Ruhr Valley and violent opposition has frequently been encountered. Despite all hazards, however, this officer has always been keen to engage in operations and has amply proved his outstanding courage and skill.

Note: The following is extracted from the website "Aircraft Accidents in Yorkshire":

Halifax HR859 damaged by flak, returned to Snaith airfield.

On 9th July 1943 this aircraft took off from Snaith airfield at 23.03hrs to undertake an operational flight to bomb Gelsenkirchen. This aircraft sustained damage by flak to the starboard inner engine while over the target area, they released their bombs from 19,500ft at 01.22hrs through thick cloud and were able to bring the aircraft back to Yorkshire and they landed safely at Snaith airfield

in the early hours of 10th July 1943 at 05.01hrs. The first seven named were to survive a more serious crew a month after this battle damage incident and all survivors were awarded the DFC or DFM for service with 51 Squadron in October 1943.

Pilot - P/O William John MacPherson RAFVR (146862).

Navigator - P/O Anthony Trevor Ellis RAFVR (146795).

Bomb Aimer - Sgt Reginald Vaughan Payne RAFVR (776171).

Wireless Operator - P/O Cyril Albert Henry Silvester RAFVR (148478), of Clacton, Essex.

Flight Engineer - P/O Francis Stephen Moores RAF (52574).

Air Gunner - P/O Joseph Grudzien RCAF (J/22090), of Fort William, Ontario, Canada.

Air Gunner - P/O William Ralph Clow RCAF (J/14011).

Second Pilot - Sgt Eric James Jones RAFVR (1248002), of Lye, Worcestershire.

On 10th August 1943 the first seven named above were half an hour into an operational flight to bomb Nuremburg and were flying over Lincolnshire when at 22.10hrs the aircraft, Halifax HR981, crashed into a house described as being at Snitterby House Farm near Kirton in Lindsey. Sadly Cyril Silvester and two civilians Mrs Olive Dickinson (aged 38) and her baby son John Dickinson (aged 15 weeks) that were in the damaged house died. The other six airmen were seriously injured. The rear gunner was not seriously injured and assisted in rescuing other members of his crew, and one suspects the civilians.

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GRUNINGER, P/O Emery (J19386) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 9 March 1918 in Magyarpolony, Hungary; home in Sunny Brook, Alberta (teacher). Enlisted in Edmonton, 5 September 1941. Granted Leave Without Pay until 1 October 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 25 October 1941. To No.7 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942; posted that date to No.2 AOS; graduated 9 May 1942 and posted that date to No.8 BGS; graduated 20 June 1942 and posted to No.1 ANS; graduated and promoted Sergeant, 4 August 1942. To "Y" Depot, 5 August 1942. To RAF overseas, 21 October 1942. Commissioned 17 November 1943. Promoted Flying Officer, 17 May 1944. Repatriated 2 August 1945. Released 20 September 1945. Postwar teacher and militia officer in Fort McLeod area. Died in Edmonton, 7 September 2010. No citation in AFRO other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded to Station Leeming, 22 June 1944 when he had completed 29 sorties (189 hours 30 minutes).

This Bomb Aimer has completed twenty-nine sorties of which twenty-three have

been on major targets. Pilot Officer Gruninger has done splendid work generally and has proved himself to be an outstanding member of a gallant crew. His excellent record and quiet but dogged determination have been an inspiration to the other members of the crew.

The sortie list was as follows:

15 September 1943 - Mont Lucon (7.25)
27 September 1943 - Hanover (6.25)
29 September 1943 - Bochum (5.45)
4 October 1943 - Frankfurt (7.10)
8 October 1943 - Hanover (5.30)
3 November 1943 - Dusseldorf (5.25)
18 November 1943 - Mannheim (8.00)
19 November 1943 - Leverkusen (6.15)
22 November 1943 - Berlin (7.30)
25 November 1943 - Frankfurt (7.30)
26 November 1943 - Stuttgart (8.30)
3 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.20)
20 January 1944 - Berlin (7.40)
15 February 1944 - Berlin (6.15)
19 February 1944 - Leipzig (6.40)
20 February 1944 - Stuttgart (7.30)
25 February 1944 - Augsburg (7.45)
13 March 1944 - Le Mans (5.05)
15 March 1944 - Stuttgart (8.15)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (7.25)
30 March 1944 - Nuremberg (1.25, duty not carried out)
27 April 1944 - Aulnoye (4.40)
7 May 1944 - St. Valery en Caux (3.50)
11 May 1944 - Boulogne (4.30)
12 May 1944 - Louvain (4.50)
22 May 1944 - Le Mans (4.50)
31 May 1944 - Au Fevre (4.25)

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GUBB, F/O Anthony Wreford (J3741) - **Distinguished Flying Cross** - No.69 Squadron - Award effective 17 March 1943 as per **London Gazette** dated 23 March 1943 and AFRO 757/43 dated 30 April 1943. Born at Vitenhuge, Cape Colony, South Africa, 24 December 1913. Educated at St. Andrew Preparatory School, South Africa, 1921 to 1927 and St. Andrew's College, South Africa, 1927-1932. Further educated at Oxford University; member of Oxford University Air Squadron, 1932 to 1935. Publicity and copy writer in New York, 1936 to 1940. Enlisted in RCAF, Ottawa, 28 June 1940. At that time he had flown some 67 hours (dual) and 46 hours (solo) with the Oxford University Squadron, and had flown some 50 hours (solo) and 100 hours (dual) in the United States. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 EFTS; graduated 16 December 1940 when posted to No.2 SFTS; graduated and commissioned, 29 January 1941. Embarked from Canada, 23 February 1941; arrived at No.3 PRC, 6 March 1941; to No.52 OTU, 11 March 1941; to No.403 Squadron, 21 April 1941; to No.96 Squadron, 5 May 1941 (some 20 sorties or 60 hours night flying on Defiants); to No.1 PRU, 25 September 1941 (flew some 80 hours on operations in Spitfires); promoted Flying Officer, 1 January 1942; to No.2 PRU, Heliopolis, 8 March 1942 (140 operational hours); to No.69 Squadron, 27 September 1942 (230 hours over Sicily, southern Italy, Sardinia, Greece, Benghazi and Tunisia, during which he became operationally fatigued); to Britain, 15 February 1943; embarked for Canada, 18 March 1943; arrived in Canada 26 March 1943. Posted to No.1 Photo Establishment, Rockcliffe, 27 April 1943. Promoted Flight Lieutenant, 1 June 1943. Photo Establishment became No.7 Photo Wing, 20 May 1944. Reported on mapping work, Northwest Territories, September 1944. To AFHQ, 8 January 1945; promoted Squadron Leader, 1 May 1945; to Release Centre, 6 August 1945. Released 8 August 1945, at which time he expressed his intention to return to South Africa. RCAF photo PL-3079 shows him as Pilot Officer,

Since [his] arrival in Malta in September 1942, this officer has accomplished outstanding work. On one occasion when detailed to obtain photographs of Taranto he flew over the harbour at an extremely low altitude to ensure the success of his mission. Later when attacked by a Messerschmitt 109 he not only took successful evasive action but, by skilful manoeuvring, forced the enemy aircraft into a spin from which the pilot did not recover. The aircraft crashed into the sea. While acting as Deputy Flight Commander, Flying Officer Gubb has proved an excellent leader. He is a very courageous and zealous pilot, who can always be relied upon to complete his task in an exemplary manner.

NOTE: Public Record Office Air 2/8940 has recommendation sent 12 February 1943 from Headquarters, RAF Middle East to Air Ministry (copy courtesy of Sean Morrison):

The following recommendation for the non-immediate award of the Distinguished Flying Cross to Flying Officer Anthony Wreford Gubb (CAN/J.3741)

of No.69 Squadron is forwarded.

This officer arrived in Malta on 27th September 1942, and has completed 454 operational flying hours in the United Kingdom, Middle East and Malta.

His work as a P.R.U. pilot in Malta has been outstanding, never failing in any job he was given to do. On one occasion when detailed to obtain photographs of Taranto he flew over the harbour at extremely low level in order to obtain the necessary results, and on another occasion when attacked by a ME.109, not only did he successfully evade the attack, but by his brilliant airmanship forced the enemy aircraft into a spin from which the pilot could not recover, the aircraft crashing into the sea.

In the absence of the Flight Commander he acted as Deputy Flight Commander for a period, and during this time he proved an excellent leader of the flight.

Flying Officer Gubb is a courageous and zealous pilot who can always be relied upon to carry out any task which is allotted to him.

NOTE: On 10 April 1942, W/C J.A.C. Stratton wrote of him as he was posted from No.1 PRU. He had been on strength 25 September 1941 to 7 April 1942: and was described as "A steady and reliable officer who has done his work well."

On 8 January 1943 W/C A.W. Warburton, No.69 Squadron, wrote of him:

I have only the highest praise for the solid courage of this officer, who operated continuously through a very difficult period, although tired and in indifferent health through short rations; his cheerfulness was remarkable and contributed to the successful work done.

On 20 November 1943, S/L D.S. Ross, Station Rockcliffe, wrote of him:

Flight Lieutenant Gubb has acted as OC of PRF during Squadron Leader Wiseman's frequent periods of temporary duty. In this capacity he has shown himself to be a capable administrator and satisfactory in every way.

On 31 January 1945, S/L J.A. Wiseman assessed him:

An excellent officer in every respect; adapted himself to photographic survey operational flying and carried out last season's operations in a very commendable manner.

His application for Operational Wings (26 January 1944) was very detailed. However, he may have transcribed some sorties incorrectly, as he was clearly hospitalized with exhaustion from 12 to 16 November 1942.

No.96 Squadron (Defiants, England)

18 May 1941 Patrol (2.00)
31 May 1941 Patrol (2.00)
2 June 1941 Patrol (1.30, Mullet)
12 June 1941 Patrol (2.00)
4 July 1941 Fighter operation over Birmingham (1.40)
9 July 1941 Patrol over Birmingham (1.55)
31 July 1941 Fighter operation, over Liverpool (1.30)

No.1 PRU, Benson (Spitfires, England)

12 October 1941 Antwerp (2.05)
17 October 1941 Essen (1.30)
22 October 1941 Le Havre (1.55)
27 October 1941 Le Havre (1.55)
31 October 1941 Kiel (4.50)
15 November 1941 Bremen (3.35)
18 November 1941 Essen (2.45)
1 December 1941 North Germany (5.00)
8 December 1941 Dieppe (2.00)
11 December 1941 Cherbourg (1.40)
16 December 1941 Emden (2.00)
26 December 1941 Essen (2.10)
28 December 1941 Wilhelmshaven n (4.05)
6 January 1942 Den Helde (2.40)
11 January 1942 Essen (3.20)
25 January 1942 Le Havre (1.55)
12 February 1942 Mannheim (4.10)
14 February 1942 Bremerhaven (2.30)

No.2 PRU, Egypt

15 March 1942 to Gibraltar, by Spitfire (4.20)
16 March 1942 to Malta, by Spitfire (4.00)

17 March 1942	to Heliopolis, Egypt, by Spitfire (5.30)
25 March 1942	Hurricane sortie from Syria, recce of East Turkey (2.40)
28 March 1942	ditto (4.00)
3 April 1942	Hurricane sortie, from Egypt, Dera area (3.40)
4 April 1942	do., Derna area (3.40)
5 April 1942	do., Mekili (3.20)
12 April 1942	do, Martuba (2.40)
13 April 1942	do., Derna (2.20)
14 April 1942	do, Mecheli (2.20)
14 April 1942	do, Martuba (2.40)
24 April 1942	Spitfire sortie, Crete (55 minutes)
6 May 1942	do, Crete (6.30)
12 May 1942	do., Helio(6.00)
19 May 1942	do., Crete (5.30)
24 May 1942	do., Athens, (10.30)
11 June 1942	do., Navarino (7.15)
20 June 1942	do., Baguish (4.45)
26 June 1942	do., Daba (5.40)
28 June 1942	do., Derna (6.15)
1 July 1942	do., Barani (4.40)
4 July 1942	do., Cattara (2.30)
5 July 1942	do., Matruh (4.40)
8 July 1942	do., Shaqiq (6.10)
10 July 1942	do., Derna (5.35)
13 July 1942	do., Tobruk (4.30)
17 July 1942	do., Hadi (2.30)
19 July 1942	do., Daba (2.40)
24 July 1942	do., Garawla (2.45)
27 July 1942	do., Matruh (3.20)
30 July 1942	do., Matruh (2.35)
3 August 1942	do., Matruh (3.20)
8 August 1942	do., Barrani (2.50)
12 August 1942	do., Daba (3.45)
17 August 1942	do., Derna (4.50)
19 August 1942	do., El Gubbi (3.30)
20 August 1942	do., Abu Dweis (2.20)
21 August 1942	do., El Gubbi (3.20)
23 August 1942	do., Bhundu (2.00)
29 August 1942	do., El Daba (1.50)
31 August 1942	do., Daba (1.55)

2 September 1942	do., Daba (2.15)
4 September 1942	do., Berna (4.50)
6 September 1942	do., Barrani (3.15)
8 September 1942	do., Matruh (2.35)
9 September 1942	do., Daba (2.40)
10 September 1942	do., Daba (2.00)
12 September 1942	do., Bardia (3.40)
15 September 1942	do., Bhundu (2.20)
25 September 1942	do., Malta (1.40)

No.69 Squadron (Malta, all sorties on Spitfires)

28 September 1942	Pantellaria (2.40)
30 September 1942	Sciacca (30 minutes)
30 September 1942	Navarino (3.30)
2 October 1942	Gerbini (2.20)
3 October 1942	Navarino (3.30)
5 October 1942	Trapani (3.10)
8 October 1942	Sicily (2.00)
12 October 1942	Patras (3.50)
14 October 1942	Benghazi (3.30)
16 October 1942	Sicily (3.00)
18 October 1942	Rizzulo (2.35)
21 October 1942	Navarino (4.00)
24 October 1942	Sicily (2.00)
27 October 1942	Sicily (2.20)
28 October 1942	Gerbini (1.50)
30 October 1942	Tripoli (2.40)
1 November 1942	Cagliari (4.05)
2 November 1942	Tripoli (2.20)
2 November 1942	Tripoli (15 minutes, DNCO)
4 November 1942	Sicily (2.40)
4 November 1942	Sicily (35 minutes, DNCO)
5 November 1942	Palermo (3.20)
6 November 1942	Navarino (3.30)
7 November 1942	Taranto (3.50)
7 November 1942	Naples (3.40)
8 November 1942	Navarino (3.30)
8 November 1942	Mediterranean (1.50)
8 November 1942	Navarino (30 minutes, DNCO)

9 November 1942	Cagliari (3.50)
10 November 1942	Taranto (4.10)
11 November 1942	Pants (3.20)
11 November 1942	North Africa (30 minutes)
11 November 1942	Tripoli (3.50)
12 November 1942	Cape Bon (3.00)
12 November 1942	Tripoli (3.40)
13 November 1942	Messina (3.35)
24 November 1942	Messina (2.30)
26 November 1942	Taranto (3.50)
27 November 1942	Taranto (4.15)
28 November 1942	Naples (3.55)
29 November 1942	Racial (2.00)
30 November 1942	Tripoli (3.00)
30 November 1942	Gadaba (35 minutes)
30 November 1942	Benin (1.00)
30 November 1942	Mimi (1.00)
1 December 1942	Benin (2.35)
2 December 1942	Bizerta (3.30)
2 December 1942	Naples (3.20)
3 December 1942	Taranto (3.50)
4 December 1942	Messina (1.55)
5 December 1942	North Africa (3.15)
6 December 1942	Taranto (3.10)
7 December 1942	Taranto (3.05)
8 December 1942	Tunis (3.00)
10 December 1942	Messina (3.20)
11 December 1942	Messina (3.10)
16 December 1942	North Africa (3.10)
17 December 1942	Tunis (3.20)
18 December 1942	Naples (3.30)
20 December 1942	Messina (3.10)
22 December 1942	Naples (2.15)
23 December 1942	Naples (3.30)
24 December 1942	Palermo (3.10)
27 December 1942	Sousse (4.10)

TOTAL OPERATIONAL FLYING - 142 sorties, 445 hours 25 minutes.

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GUERIN, LAC Joseph Almer Fernand Rene (R141880) - **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. Unit identified from ORB entry of 1 January 1946. Born 19 March 1922. Home in Montreal; enlisted there 7 November 1941as "Tradesman" and posted to No.4 Manning Depot. To No.1 Manning Depot, 5 January 1942. To No.9 repair Depot, 10 April 1942. Promoted AC1, 19 April 1942. Reclassified as Clerk, 18 November 1942 and promoted LAC that date. To "Y" Depot, 17 June 1943; to United Kingdom, 6 July 1943. Repatriated 15 February 1946. Retired 24 March 1946. RCAF photo PL-60525 (ex UK-21214 dated 5 May 1945) shows three members of the Elephant Squadron posed under unit badge - LAC J. Gervais (St. Hyacinthe), F/O P.E. Malo (Montreal) and LAC J.R. Guerin.

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GUEST, W/C Clifford Burton (C2537) - **Mention in Despatches** - No.6 Group Headquarters - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 7 May 1906 in Barrie, Ontario. Joined the Bank of Nova Scotia, 1922. Home in Ottawa; enlisted there 15 August 1940 in Equipment Branch. Initially at AFHQ, Ottawa. Promoted Flight Lieutenant, 15 September 1941. To No.16 SFTS, 3 March 1942. To "Y" Depot, 12 July 1942; to RAF overseas, 19 July 1942. Equipment Officer in No.6 Group, 1942-44. Attained rank of Wing Commander, date uncertain. Repatriated 18 November 1944. To No.12 Equipment Depot, Montreal as Commanding Officer, 4 January 1945; to No.3 Training Command, 4 March 1945; to Release Centre, 31 October 1945; retired 1 November 1945. rejoined the Bank of Nova Scotia following his discharge from active service and held the position of bank manager in Hamilton, Guelph, Sault Ste. Marie, London and Toronto. Died at Sunnybrook Veterans Hospital, Toronto, 20 October 2009. No citation.

GUEST, W/C Clifford Burton (C2537) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. No citation.

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GUEST, Corporal Rex (R80816) - **Mention in Despatches** - East Moor (AFRO gives unit only as "Overseas")- Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 22 September 1902. Home in Toronto; enlisted there 8 November 1940 as Aero Engine Mechanic (Fitter IIE). To Technical Training School, 18 December 1940. Promoted AC1, 10 May 1941. To No.1 BGS, 11 May 1941. Promoted LAC, 1 October 1941. To "B", 14 December 1941. To Charlottetown, 24 December 1941. To "Y" Depot, 1 December 1942. To RAF overseas, 8 January 1943. Promoted Corporal, 1 April 1943.

Repatriated 18 June 1945. To Debert, 14 June 1945. Released 9 September 1945. Died 19 October 1957; buried in Innisfil, Ontario. DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. No citation in AFRO. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, stating he had served 27 months in Canada, 21 months overseas.

This NCO has by his untiring devotion to duty set a fine example to all his fellow workers. Corporal Guest has at all times carried out his duties, even under the most trying conditions, in a cheerful and most efficient manner.

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GUILBAULT, P/O Joseph Arthur Louis (J93341; name also rendered as Joseph Arthur Louis Guibault) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 25 September 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. Born in Montreal, 27 March 1922; home there (clerk). Enlisted in Montreal, 31 August 1942. To No.5 Manning Depot, 6 January 1943. To No.8 Manning Depot, 7 January 1943. To No.8 SFTS (guard), 7 March 1943. To No.5 ITS, 17 April 1943. Graduated and promoted LAC, 26 June 1943 but not posted to No.4 AOS until 24 July 1943. Graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, 13 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 7 December 1944. Repatriated 14 May 1945. Promoted Flying Officer, 7 June 1945. Date of release uncertain. Rejoined RCAF as navigator, 2 August 1951 (36742) and still in as of 1 July 1956 when promoted Flight Lieutenant. Died in Seattle, December 2004; reported in **Airforce**, Fall 2006. No citation other than "completed numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1731 (RG.24 Vol.20608) has recommendation dated 20 April 1945 when he had completed 35 sorties (217 hours 40 minutes) between 1 November 1944 and 31 March 1945.

A navigator of outstanding ability who has recently completed a tour of operations with this squadron over such heavily defended German targets as Karlsruhe, Dusseldorf, Cologne, Essen and Hamburg.

On one occasion, when detailed to attack Hanau, on the 6th January 1945, Pilot Officer Guilbault distinguished himself as a most skilful and courageous navigator. Only fifty miles from base, the OBOE and most of the navigational aids became unserviceable. By his undaunted determination, this officer navigated on D.R. and also by pin points taken through occasional breaks in clouds.

In spite of these adverse flying conditions and overcast practically throughout the journey, the target was reached on time and bombed most effectively. Pilot Officer Guibault, by his efficiency, coolness and outstanding devotion to duty, showed magnificent example. His good timing ability is largely responsible for the safe return of his crew and aircraft on this sortie as well as on many other occasions.

The sortie list was as follows:

1 November 1944 - Oberhausen (5.20)
16 November 1944 - Julich (5.30)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (6.56)
4 December 1944 - Karlsruhe (7.25)
5 December 1944 - Soest (5.50)
18 December 1944 - Duisburg (6.20)
24 December 1944 - Dusseldorf (4.20)
29 December 1944 - Trois Dorf (7.15)
30 December 1944 - Cologne (6.00)
2 January 1945 - Ludwigshaven (7.50)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (7.50)
13 January 1945 - Saarbrucken (7.15)
14 January 1945 - Grevenbroich (6.45)
16 January 1945 - Magdeburg (7.10)
1 February 1945 - Mainz (2.05, duty not carried out)
4 February 1945 - Bonn (2.15, duty not carried out)
7 February 1945 - Goch (6.15)
9 February 1945 - Wanne Eickel (6.40)
13 February 1945 - Leipzig (8.10)
17 February 1945 - Wesel (6.40)
20 February 1945 - Monheim (6.50)
21 February 1945 - Worms (7.25)
23 February 1945 - Essen (6.10)
24 February 1945 - Kamen (6.25)
27 February 1945 - Mainz (4.05, duty not carried out)
2 March 1945 - Cologne (5.55)
5 March 1945 - Chemnitz (9.00)
7 March 1945 - Hemmingstedt (6.10)

8 March 1945 - Hamburg (6.00)
11 March 1945 - Essen (5.45)
12 March 1945 - Dortmund (6.40)
25 March 1945 - Munster (5.30)
31 March 1945 - Hamburg (6.00)

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GUILBEAULT, P/O Josaphat Joseph Julien (J91034) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 21 October 1922 in Worcester, United States; home in Montreal (mechanic). Enlisted in Montreal, 11 August 1942. To No.5 Manning Depot, 3 November 1942. To No.31 SFTS (guard), 21 January 1943. To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.1 BGS; graduated 9 July 1943 and posted next day to No.1 AOS; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Commissioned 20 October 1944. Repatriated 21 December 1944. To No.1 Air Command, 14 January 1945. To No.9 BGS, 31 January 1945. To No.2 Release Centre, 3 March 1945. To Lachine, 5 April 1945. Promoted Flying Officer, 20 April 1945. To No.2 Release Centre again, 12 July 1945. Retired 13 July 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.1730 (PAC RG.24 Vol.20607) has recommendation (for a DFM) dated 13 November 1944, when he had flown 31 sorties (167 hours 35 minutes). It read:

On the morning of 10th October 1944, Flight Sergeant Guineault's crew were detailed to attack the city of Duidburg, Germany. Halfway in from the French coast after continuous trouble, it was noted that the aircraft was eleven minutes late. The pilot consulted his crew and Flight Sergeant Guilbeault suggested that more time be wasted while in a safe area and later join the last bomber wave. This instruction was carried out and through this NCO's initiative, the target was bombed effectively.

A veteran of No.425 Squadron who successfully completed a tour of operations over heavily defended enemy territory, Flight Sergeant Guilbeault showed exceptional presence of mind, outstanding keenness and undaunted devotion to duty which are worthy of high praise. His cool courage, fine leadership and tenacity of purpose have been a good example to the crew he has flown with.

The sortie list was as follows:

24 July 1944 - Ferfay (4.45, mid-upper gunner)
25 July 1944 - Stuttgart (7.50, mid-upper gunner)
30 July 1944 - Amaye-sur-Seulles (5.10, mid-upper gunner)
31 July 1944 - Oeuf-en-Ternois (5.00, mid-upper gunner)
3 August 1944 - Foret de Nieppe (4.50, mid-upper gunner)
4 August 1944 - Bois de Cassan (4.45, mid-upper gunner)
7 August 1944 - Caen (4.05, mid-upper gunner, duty not carried out)
8 August 1944 - Foret de Chantilly (4.35, mid-upper gunner)
9 August 1944 - Foret de Nieppe (4.00, air bomber)
10 August 1944 - La Pallice (6.05, air bomber)
14 August 1944 - Bons Tassily (4.25, mid-under gunner)
15 August 1944 - Brussels (4.20, mid-under gunner)
13 September 1944 - Osnabruck (5.05, air bomber)
15 September 1944 - Kiel (6.20, mid-under gunner)
17 September 1944 - Boulogne (4.15, mid-under gunner)
25 September 1944 - Calais (4.15, air bomber)
26 September 1944 - Calais (4.15, air bomber)
27 September 1944 - Bottrop (5.25, mid-under gunner)
30 September 1944 - Sterkrade (5.15, mid-under gunner)
4 October 1944 - Bergen (7.00, mid-under gunner)
6 October 1944 - Dortmund (6.15, mid-under gunner)
9 October 1944 - Bochum (6.40, air bomber)
12 October 1944 - Wanne Eickel (5.50, mid-under gunner)
14 October 1944 - Duisburg (5.25, air bomber)
14 October 1944 - Duisburg (4.40, air bomber)
23 October 1944 - Essen (6.20, mid-under gunner)
25 October 1944 - Hamburg (5.35, mid-under gunner)
28 October 1944 - Cologne (6.00, mid-under gunner)
30 October 1944 - Cologne (6.15, air bomber)
1 November 1944 - Oberhausen (5.35, mid-under gunner)
2 November 1944 - Dusseldorf (6.05, mid-under gunner)

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GUILD, Sergeant Norman Roy (R80917) - **Mention in Despatches** - 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. Born 24 May 1921. Home in Toronto; enlisted there 13 November 1940 as Airframe Mechanic. Posted to No.4 Manning Depot on enlistment; to No.1 Manning Depot, 7 February 1941; to Technical Training School, 21 March 1941; promoted AC1, 8 August 1941; to No.7 BGS, 24 September 1941; promoted LAC, date

uncertain. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Sergeant, 21 August 1942. Repatriated to Canada, 19 May 1945; released 26 June 1945. See DHist file 181.009 D.1725 (PAC RG.24 Co.20607) for recommendation dated 26 May 1945:

This NCO has served in a most meritorious manner in the squadron and has always shown great determination and devotion to duty in maintaining an outstanding record of serviceability of squadron aircraft under adverse weather conditions. He has shown great qualities of leadership and set a fine example to all ground crew personnel by his very keen interest in his important duties.

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GUILFOYLE, F/O Harold Bernard (J25934) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 5 May 1919 in Toronto; home there; enlisted there 9 April 1942. Granted Leave Without Pay until 1 May 1942 when posted to No.1 Manning Depot. To No.1 SFTS, 24 June 1942 (guard). To No.6 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.20 EFTS until 7 November 1942; may have graduated 30 December 1942 but not posted to No.16 SFTS until 10 January 1943; graduated and commissioned, 30 April 1943. To "Y" Depot, 19 May 1943. To United Kingdom, 22 June 1943. Disembarked in Britain 1 July 1943. To No.15 (Pilots) AFU, 20 July 1943. He took two Beam Approach Flying courses while there (1-6 September 1943 and 13-19 October 1943). Promoted Flying Officer, 30 October 1943. To No.30 OTU, 9 November 1943. To No.11 Base, 29 February 1944. To No.1656 Conversion Unit, 16 March 1944 (Halifax aircraft). To No.1 Lancaster Finishing School, 29 April 1944. To No.576 Squadron, 12 May 1944. Promoted Acting Flight Lieutenant, 9 June 1944. Posted to No.82 OTU, 1 September 1944 at which time he relinquished his Acting Flight Lieutenant rank. To No.18 OTU, 28 October 1944. To No.82 OTU again, 7 November 1944 but station overstaffed and he was repatriated 22 January 1945. To No.2 Air Command, 2 February 1945. Retired 2 April 1945. Died in Mississauga, 18 October 1969.

Flying Officer Guilfoyle as captain of aircraft has completed a large number of operational sorties. He has attacked many heavily defended targets in Germany and enemy occupied territory, and has at all times displayed fine leadership and cool determination. On one occasion, when his aircraft was attacked by a Messerschmitt 109, he manoeuvred his aircraft with such skill that his gunners were able to destroy the hostile fighter.

Training: Course at No.20 EFTS was 9 November to 30 November 1942. Tiger Moth aircraft (31.20 day dual, 24.40 day solo, 4.00 night dual). Required 11.25 dual to first solo. Navigation

flying was 3.00 dual, 1.55 solo. Spent ten hours on instruments and 10.30 in Link. Placed ninth in a class of 31. "Pupil had a tendency to air sickness to start but gradually has overcome it. Needs checking on side slipping and precautionary landings. Slow moving control column forward on recovery from spins."

Course at No.16 SFTS was 1 January to 30 April 1943 (Ansons, 66.25 day dual, requiring 6.20 dual to first solo; 68.15 day solo 7.55 night dual, 7.35 night solo. Spent 26.20 on instruments, navigation flying was 8.20 dual, 16.50 solo. Logged 28.35 in Link. Placed 14th in a class of 53. "Clever chap with a good personality but inclined to be careless at times. Recommended for commission"

Course at No.15 (Pilots) AFU was 10 August to 9 November 1943. Oxford aircraft (5.30 day dual to first day solo, total 28.40 day dual, 34.45 day solo; spent 9.15 in day formation and 5.25 on instruments; took 1.50 night dual to first night solo, 5.35 total night dual, 18.40 night solo. Logged 18.35 in Link including BAT courses. "This pilot started rather slowly but showed very nice, steady improvement until he finished a good average. He has the knack of making one feel confident while he is flying. He will definitely make a good Captain."

Course at No.30 OTU was 9 November 1943 to 5 February 1944. Wellington III and X aircraft. Flew 4.45 day dual to first day solo, 5.55 total day dual, 30.05 day solo, 3.40 night dual to first night solo, 5.25 total night dual, 39.15 night solo. Spent 30 minutes in formation, 34.00 on instruments, and 23.30 in Link. Dropped 34 bombs by day and 34 by night. "An average pilot who tends to be under confident.' (S/L D.A. Brown).

Notes: On repatriation he filed a form (3 January 1945) stating he had flown 32 sorties (169 hours 50 minutes, the last on 18 August 1944) plus 260 hours 35 minutes non-operational.

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GUILLET, WO (now P/O) Gordon Joseph (R180666/J88643) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Ottawa, 19 April 1924; home there (draughtsman); enlisted in Ottawa 29 July 1942 and posted to No.5 Manning Depot. To No.14 SFTS (guard), 9 October 1942. To No.9 BGS, 9 January 1943; promoted LAC, 20 February 1943; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 3 May 1943. Promoted Flight Sergeant, 2 October 1943. Commissioned 1 August 1944. Repatriated 9 November 1944. To No.3 Training Command, 12 December 1944. Promoted Flying Officer, 1 February 1945. Retired 5 February 1945. Later employed in National Victoria Museum (Mines and Technical Surveys), 1954. Rejoined RCAF Primary Reserve, 16 July 1954 in Personnel Branch (230236), serving in AFHQ with rank of Flying Officer until 5 March 1958. Died

in Ottawa, 30 November 2012. No citation other than "..in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 16 September 1944 when he had flown 33 sorties (152 hours 36 minutes), 22 November 1943 to 12 August 1944.

www.bombercommandmuseumarchives.ca

22 November 1943 - Berlin (7.30)
26 November 1943 - Stuttgart
3 December 1943 - Leipzig (7.55)
1 March 1944 - Le Mans (4.30)
9 April 1944 - Lille (3.30)
22 April 1944 - Laon (4.20)
24 April 1944 - Karlsruhe (2.20) DNCO
1 May 1944 - Ghislain (2.50)
3 May 1944 - Montdidier (3.45)
6 May 1944 - Nantes (3.18)
8 May 1944 - Nante St.Pierre (3.15)
6 June 1944 - St.Lo (4.58)
7 June 1944 - Juvisy (4.16)
15 June 1944 - GARDENING (5.26)
16 June 1944 - Domleger (3.46)
22 June 1944 - Laon (4.46)
24 June 1944 - Noyelle E.C. (3.30)
25 June 1944 - Montorgueil (3.53)
27 June 1944 - Mont Condon (3.09)
28 June 1944 - Blainville (6.37)
1 July 1944 - St.Martin (3.34)
6 July 1944 - Croixdale (3.50)
8 July 1944 - Chateau Bernapre (3.25)
12 July 1944 - GARDENING (4.00)
23 July 1944 - Kiel (4.43)
24 July 1944 - Stuttgart (8.14)
28 July 1944 - Foret de Nieppe (3.33)
1 August 1944 - Prouville (3.30)
3 August 1944 - Bois de Cassan (4.00)
5 August 1944 - Foret de Nieppe (3.28)
9 August 1944 - Foret de Mormal (3.26)
10 August 1944 - Dijon (6.39)
11 August 1944 - Chapel Notre Dame (3.28)
12 August 1944 - Brunswick (5.42)

This Warrant Officer has now completed his first operational tour consisting of 33 sorties involving a total of 152 hours. He has proved himself to be a keen, capable and efficient Air Gunner, and has carried out his duties conscientiously both on the ground and in the air.

He has taken part in raids against the most heavily defended targets and his skill and watchfulness have contributed largely to the success of his crew.

In encounters with enemy aircraft he has been credited with one probable. For his courage and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

Dave Brown, writing in the Ottawa **Citizen** of 8 November 2007 ("Memories of War"), provided the following:

Gordon Guillet and Juergem Kuehn have never met, but they share some history. Recently, Mr. Guillet sat in his home near the General campus of the Ottawa Hospital and talked about a Second World War bombing mission to Berlin in which he survived a terrifying flak storm. He was a rear gunner. When his aircraft landed back in England, the crew counted more than 90 holes in the craft. Nobody was hurt.

There are other things they have in common. Both were teenagers when they were ordered to aim high explosives at each other. Mr. Kuehn's memories were compiled in another essay in this series.

Both are now in their 80s, and feel lucky to have survived the war. They each enjoyed long and successful careers in Ottawa. Both find the approach of Remembrance Day powers up war memories that play like videos.

As he talked, Mr. Guillet was planning to join remembrance services at St. Patrick's High School today. Originally a boys-only high school founded in 1929, the boys of St. Pats were quick to volunteer. The school has an average annual enrollment of 300 and by 1942 there were already 500 in uniform. Most of them, like Mr. Guillet, went into the air force. As bomber crew members they faced the lowest survival rate of any Allied service. There are 86 names on the school's memorial plaque.

Like most veterans, Mr. Guillet doesn't want attention drawn to himself. The survivors always claim the real heroes are those occupying war graves. Most veterans now realize that only by talking about their wars can they honour the

people who can't speak for themselves.

Besides, Mr. Guillet had history as a storyteller.

In the 1940s there was a tendency to try to protect Canadians at home from the horrors of war. At the time Canadian warriors were volunteers, and painting an honest word picture of life at the point of the spear could have, or should have, made volunteers hesitate. Censors worried about such things.

But one day, young Guillet wrote a letter to his family about another stormy bombing mission, and it found its way into the pages of this newspaper on December 14, 1943. His prose was matter-of-fact but a reporter of the day was a tad florid. The Guillet letter needed a lead.

"Roaring over flaming Berlin through a sky filled with death, and with the guns of his turret knocked out by flak, Flight Sergeant Gordon J. Guillet, 19, of Chapel Street, came through one of the historic mass attacks on the German capital, and in a letter to his parents describes the terrible experience."

Gunner Guillet was more straightforward in his letter home that was later published in the **Citizen**:

"I heard an explosion, saw a brilliant flash and felt my turret shake. I knew my turret had been hit. All this time, I was asking the Blessed Virgin to protect me. My prayers were certainly answered. A little closer and ... ? The mid-upper gunner said he saw six or seven red tracer balls hit my turret and thought I was a goner, but he was relieved when he heard me over the intercom tell the pilot the turret had been hit.

"I was watching for fighters, and a brilliant red flare appeared on the right hand side of me and just behind. Right away I shouted, 'Fighter flare !' Sure enough, a twin-engined fighter zoomed above the flare and flak and came racing in at us. I told the pilot to dive starboard and that was the last I saw of the fighter."

The damaged bomber was under attack most of the way back to base in England, and although riddled with holes, it wasn't as bad as the 90 hole night.

"On the way out from the English coast I got very bad cramps and pain in my stomach. This bothered me more than anything else during the trip. When we climbed out I saw the damage caused when my turret was hit. Big dents on the

underside. One gun cut in half and the other unserviceable. All my guns were unserviceable.

“We had bacon and chips, and so to bed, tired but satisfied. I can still feel the effects of the night. My back is sore and my knees feel weak due to sitting more than seven hours in a cramped position.

He was crewing for British planes and described getting ready for the next night mission, starting with a dinner of chips and eggs. It took 20 minutes to dress for a flight.

“Woollen underwear, battle dress, two sweaters, electrically heated suit, in and outer flying suit with fur collar, two pairs of electrically heated gloves, two pairs of socks with electrically heated slippers, flying helmet and flying boots, Mae West (an inflatable vest named for the buxom actress), harness and of course a parachute. Bot, what a load ! I was sweating by the time I got seated in the turret.”

As members of Bomber Command, flight crews had to go out on 30 sorties to complete a tour of duty. They all knew the odds were against them. Last week Mr. Guillet was reading a book and was uncertain of a claim made by the author - that out of 20 crews starting a tour, only one would finish. He thought that was a little over-stated, but not by much. The odds of surviving were slim.

He completed 33 sorties. “I had my 30 in, but there was a crew with only three more to go and they needed a rear gunner, so I went along.”

In war, every time a soldier faces fire, it's like spending coins. Eventually they run out of courage coinage and become, literally, broke. Some, like Mr. Guillet, seem to have deep pockets and lots of change.

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GUILLEVIN, F/L Francis Eugene (C24448; name also rendered as Francois Eugene Guillevin) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Montreal, 30 August 1916; home in Outremont. Enlisted in Montreal, 20 September 1940 as a Flying Instructor and posted to No.3 Air Training Command. To Trenton, 15 December 1940. Granted rank of Sergeant, 24 January 1941 when posted to No.13 EFTS; to No.22 EFTS, 8 June 1942. To No.18 EFTS, 18 June 1942 but appears to have been posted that same day to No.13 EFTS. To No.5 Manning Depot, 7 November 1942. To No.6 SFTS, 3 December 1942; graduated

and commissioned, 5 March 1943. To "Y" Depot, 24 March 1943. To RAF overseas, 27 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, date uncertain but appears to have been granted rank of Squadron Leader, 30 August 1944. Repatriated by air, date uncertain; Retired 8 September 1945. RCAF photo PL-32028 (ex UK-14183 dated 24 August 1944) shows leaders in No.431 Squadron: left to right they are S/L W.C. Vanexan, DFC (Smith Falls, flight commander), F/O R.D. Lawson, RAF, F/O E. Bruce Hutchinson (Amherstburg, Ontario), W/C Eric Mitchell (Wolfville, Nova Scotia and Ottawa, squadron commanding officer), F/L Frank Guillevin (Outremont), F/L R.M. Mickles (Toronto), F/O Bert Kaplansky (Hamilton). RCAF photo PL-32715 (ex UK-14798 dated 13 September 1944) shows him standing in front of Iroquois squadron crest. RCAF photo PL-43114 (ex UK-20222 dated 9 April 1945) shows him as Training Officer of No.431 Squadron; caption says he had learned to fly at Cartierville on Cutiss-Reid aircraft before enlisting and had 2,000 hours flying. PL-43115 (ex UK-20223 dated 9 April 1945) also shows him. RCAF photo PL-44888 (ex UK-22471 dated 6 July 1945 taken following an all-Canadian investiture ceremony, 29 June 1945 at Buckingham Palace; photo shows F/L T.E. Woodsworth (Toronto), Miss Joan Richardson (friend), F/L F.E. Guillevin (Outremont), and Miss Beryl Richardson. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 June 1944 when he had flown 24 sorties (131 hours 55 minutes), 20 October 1943 to 16 June 1944.

This officer, as pilot, has completed a large number of successful operations, among them attacks on Berlin, Frankfurt and Dusseldorf. He has at all times displayed outstanding keenness, skill, resolution and exemplary leadership. In the face of strong enemy opposition, he has always set his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew. His fine example and devotion to duty are outstanding.

The sortie list was as follows:

20 October 1943 - Kassel (6.59, second pilot)
4 November 1943 - Dusseldorf (5.44)
19 November 1943 - Leverkusen (6.33)
22 November 1943 - Berlin (7.30)
25 November 1943 - Frankfurt (7.30)
15 February 1944 - Berlin (7.15)
24 February 1944 - Diversion (4.15)
2 March 1944 - Meulon-sur-Meureux (5.35)
6 March 1944 - Trappes (5.15)
15 March 1944 - Amiens (5.55)
9 April 1944 - Lille (5.10)

18 April 1944 - Noisy-le-Sec (5.02)
22 April 1944 - Dusseldorf (4.56)
24 April 1944 - Karlsruhe (6.51)
26 April 1944 - Essen (5.08)
27 April 1944 - Montzen (4.18)
1 May 1944 - St. Cheslain (4.10)
12 May 1944 - Louvain (4.36)
24 May 1944 - Trouville (4.00)
27 May 1944 - Le Clipon (time not given; early return)
4 June 1944 - Calais (3.10)
6 June 1944 - Conde-sur-Noreau (5.21)
7 June 1944 - Versailles-Matelots (5.11)
12 June 1944 - Arras (4.28)
16 June 1944 - Sterkrade (4.51)

GUILLEVIN, S/L Francis Eugene, DFC (C24448) - **Croix de Guerre (France)** - No.431 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. AFRO gives unit only as "Overseas"; identified in DHist file 181.009 D.3062 "No.431 Squadron - Honours and Awards - Policy" (RG.24 Vol.20635). DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 9 January 1945 has recommendation for Croix de Guerre. He had flown 35 sorties (180 hours 21 minutes), 22 October 1943 to 17 November 1943, and 27 hours 25 minutes since previous award.

This officer, a captain of an aircraft, has successfully completed a tour of thirty-five operations against the enemy. On one occasion, 8th August 1944, while carrying out a raid on a target north of Paris, Squadron Leader Guillevin's aircraft was struck and damaged by anti-aircraft fire. Despite this, this gallant pilot pressed home the attack and through his sterling qualities as a leader completed this mission in a successful and competent fashion.

In recognition of Squadron Leader Guillevin's unquestioned courage and devotion to duty, I recommend that he be awarded the Croix de Guerre.

This had a sortie list as well. In addition to the operations noted above, it had the following:

27 June 1944 - Wizernes (3.40)
17 July 1944 - Caen (4.30)
3 August 1944 - Nieppe (4.15)
4 August 1944 - Casson (4.45)
7 August 1944 - Caen (5.00)

8 August 1944 - Chantilly (4.50)
9 September 1944 - Le Havre (3.45)
28 September 1944 - Cap Gris Nez (3.50)
30 November 1944 - Duisburg (6.40)
4 December 1944 - Karlsruhe (7.10)
12 April 1944 - sea sweep (3.30, counted as half sortie)
17 November 1944 - sea sweep (3.10, counted as half sortie)

NOTE: Public Records Office document Air 2/9645 has final draft of citation which reads:

This officer as captain and pilot of aircraft, has successfully completed a tour of 35 operations. On the 8th August, 1944, whilst on a raid on a target north of Paris, Squadron Leader Guillivin's aircraft was damaged by anti-aircraft fire. Despite this, he gallantly pressed home the attack and through his sterling qualities as a leader completed this mission successfully. His accurate bombing and his continued energy to destroy enemy targets in France was an inspiration to the members of his squadron to inflict devastating results on the enemy.

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GUINN, F/O Melvin Wilbert (J18397) - **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 6 April 1920 in Staughton, Saskatchewan; home in Regina (registrar, clerk). Enlisted in Regina, 19 February 1941 and posted to No.2 Manning Depot. To No.32 SFTS (guard), 29 March 1941. To No.2 WS, 24 May 1941; promoted LAC, 26 June 1941); graduated 10 October 1941 on posting to No.5 BGS; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 12 December 1941. Promoted WO2, 7 November 1942. Promoted WO1, 7 May 1943. Commissioned 4 June 1943. Promoted Flying Officer, 4 December 1943. Repatriated 23 April 1945. To No.2 Air Command, 8 May 1945. To No.3 ANS, 15 June 1945. Retired 8 September 1945. Photo PL-42894 (ex UK-19690 circa 29 March 1945) is captioned, "F/O Phil Ellison, left, of Saskatoon, an air gunner, and F/O Bert Guinn, Regina, wireless operator, who went through their second operational tour in the same Goose Squadron crew, tote their flying kit to clothing stores to turn it in for keeps, they hope." RCAF photo PL-42895 (ex UK-19691 dated 29 March 1945) shows F/O Bert Guinn (WOP, Regina) and F/O Cliff Wilby (flight engineer, Winnipeg) turning in items at station clothing stores. Photo PL-42896 (ex UK-19692) shows F/O Cliff Wilby (flight engineer, Winnipeg), F/O Phil Ellison (rear gunner, Saskatoon) and F/O Bert Guinn (WOP, Regina) turning in items at station clothing stores, reporting to LAW Norma Rogers (Windsor, Ontario). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618

(RG.24 Vol.20627) has recommendation dated 27 March 1945 when he had flown 46 sorties (283 hours 45 minutes) in two tours - 25 June 1942 to 8 March 1943 (26 trips, 155 hours 50 minutes) and 30 October 1944 to 11 March 1945 (20 trips, 127 hours 50 minutes).

Flying Officer W. M. Gilbert Guinn has completed a large number of operational sorties against the enemy, some of them over the most heavily defended targets. This officer has recently completed his second tour, and throughout his long period of operations, he has maintained a very high standard of skill in wireless operating. His excellent spirit and keenness to operate have been a constant source of inspiration to new arrivals on the squadron. Flying Officer Guinn's keenness was never relaxed in spite of the fact that he went through a crash in which he was the sole survivor. In addition he has proved to be a most able assistant to his signals leader.

The sortie list was as follows:

25 June 1942 - Bremen (5.45)
8 July 1942 - Wilhelmshaven (5.10)
18 July 1942 - St. Nazaire (7.30)
1 September 1942 - Saarbrucken (5.50)
2 September 1942 - Karlsruhe (7.00)
4 September 1942 - Bremen (5.30)
10 September 1942 - Dusseldorf (5.15)
19 September 1942 - Saarbrucken (6.20)
2 October 1942 - Krefeld (4.45)
5 October 1942 - Aachen (6.50)
6 October 1942 - Osnabruck (5.15)
9 November 1942 - Hamburg (6.45)
16 January 1943 - Berlin (7.30)
17 January 1943 - Berlin (7.30)
7 February 1943 - Lorient (5.00)
11 February 1943 - Wilhelmshaven (5.20)
14 February 1943 - Milan (9.00)
16 February 1943 - Lorient (5.00)
18 February 1943 - Wilhelmshaven (5.00)
21 February 1943 - Bremen (5.00)
26 February 1943 - Cologne (4.10)
28 February 1943 - St. Nazaire (6.00)
1 March 1943 - Berlin (8.00)
3 March 1943 - Hamburg (5.10)

5 March 1943 - Essen (4.10)

8 March 1943 - Nuremberg (7.10)

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30 October 1944 - Cologne (5.55)

1 November 1944 - Oberhausen (5.30)

2 November 1944 - Dusseldorf (6.35)

4 November 1944 - Bochum (5.20)

6 November 1944 - Gelsenkirchen (5.00)

17 November 1944 - Julich (5.20)

18 November 1944 - Munster (6.50)

17 December 1944 - Duisburg (5.50)

27 December 1944 - Opladen (5.40)

30 December 1944 - Cologne (6.55)

5 January 1945 - Hanover (6.00)

13 January 1945 - Saarbrucken (7.20)

14 January 1945 - Grevenbroich (6.10)

1 February 1945 - Mainz (7.30)

4 February 1945 - Ostergeld (6.40)

20 February 1945 - Monheim (6.40)

23 February 1945 - Essen (6.15)

5 March 1945 - Chemnitz (9.45)

7 March 1945 - Hemmingstadt (6.35)

11 March 1945 - Essen (5.45)

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GUNDY, WO (now P/O) Richard Montross (R160449/J86500) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in St.Thomas, Ontario, 9 July 1921; home in Toronto. Enlisted in Toronto, 20 April 1942 and posted to No.1 Manning Depot. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 and posted next day to No.4 AOS; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 22 May 1944. Promoted Flying Officer, 22 November 1944. Repatriated 15 January 1945. Retired 12 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 13 July 1944 when he had flown 30 sorties (199 hours 40 minutes).

2 December 1943 - Berlin - Fairly concentrated attack with good results.
20 December 1943 - Frankfurt - Large fire to east and others in target area.
23 December 1943 - Berlin - many fires taking hold; good attack.
1 January 1944 - Berlin - Attack well developed; fires concentrated around markers.
2 January 1944 - Berlin - Explosions and incendiary fires seen through cloud. Attack well concentrated.
5 January 1944 - Stettin - Many large incendiary fires in target area, especially in south section.
20 January 1944 - Berlin - When attacking target, aircraft was engaged by three enemy fighters.
27 January 1944 - Berlin - Flares shot down by light flak; marking rather scattered.
30 January 1944 - Berlin - Glow of fires seen through thick cloud in target area.
15 February 1944 - Berlin - Target marking good; glow of fires in target area clearly seen.
19 February 1944 - Leipzig - Two large areas of red glow overlapping reflected on thick clouds.
20 February 1944 - Stuttgart - Many flares shot down by flak; fires to north of target area.
24 February 1944 - Schweinfurt - Good marking. Smoke obscuring target. Fires visible for 200 miles on return.
15 March 1944 - Stuttgart - Fires concentrated around markers. Visual Monika unserviceable prior to attack.
18 March 1944 - Frankfurt - Early in attack, not many markers seen, but these were accurately placed.
22 March 1944 - Frankfurt - Good attack. Many incendiary fires and one large explosion.
24 March 1944 - Berlin - Marking scattered. No target indicators seen until leaving target.
26 March 1944 - Essen - Large orange explosion seen in target area. Flak came up through cloud.
30 March 1944 - Nuremburg - Good visibility; effective enemy opposition; marking well grouped.
10 April 1944 - Aulnoye - Successful attack indicated good results.
18 April 1944 - Rouen - Opposition encountered was moderate, resulting in heavy and concentrated attack.
20 April 1944 - Cologne - Large explosion in target area; widespread fires in heavy attack.
30 April 1944 - Maintenon - Attack very successful. Target located and destroyed.
11 May 1944 - Hasselt - Bombs brought back on instructions of Master Bomber.
19 May 1944 - Orleans - A concentrated attack. Target well marked.
21 May 1944 - Duisburg - Bombed sky markers; no results seen.
22 May 1944 - Brunswick - Bombed fires. Markers scattered.
24 May 1944 - Aachen - A very good attack.
27 May 1944 - Aachen - Concentrated bombing on PFF markers.
31 May 1944 - Trappes - Red target indicators subject to concentrated bombing.

Warrant Officer Gundy, a Canadian, has carried out 30 successful sorties in his first operational tour as an Air Bomber, and throughout the time he has been with the squadron has displayed a constant spirit of determination and a very high standard of keenness and efficiency.

The sorties made by Warrant Officer Gundy against some of the most heavily defended targets in Germany include nine attacks on Berlin, and on all of these operations, in the face of most intense enemy opposition, he has always directed his captain with unerring skill and judgement.

With complete disregard of enemy opposition, this Warrant Officer has completed his allotted task with a high degree of courage, skill and initiative, and by his cooperation, coolness and devotion to duty has contributed in no small measure to the splendid results achieved by his crew.

It is recommended that Warrant Officer Gundy's courage, devotion to duty and fine record of achievement merit consideration for an award of the Distinguished Flying Cross.

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GUNN, W/C Donald Ross (C1851) - **Member, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 30 April 1906 in Toronto. Member, Ninth Mississauga Horse, 1924-1929 (Sergeant). Attended Canadian Marconi School of Wireless, 19 November 1925 to March 1926 (First Class Certificate of Proficiency in Radio Telegraphy). Employed by Canadian Marconi as a radio operator, 3 June to 27 September 1926, 23 May to 15 October 1927 and 5-29 September 1928. Also a radio operator on the SS **Glenrig** and in the summer of 1928 he was a radio operator for the Ontario Forestry Branch (Swain Lake). Graduated in medicine, University of Toronto, 1931; physician thereafter, starting at Burwash Industrial Farm (1932-1933), Ontario Hospital, Toronto (1933-1934), Toronto Psychiatric Hospital (1934-1935) and Ontario Hospital, New Toronto (1935-1939). Home in Oakville, Ontario; enlisted in Toronto 1 April 1940 in Signals Branch; to No.1 Wireless School, Montreal, 15 April 1940. To No.8 (BR) Squadron, Sydney, 4 August 1940. To Eastern Air Command, 13 January 1941. Promoted Flight Lieutenant, 15 May 1941. Promoted Squadron Leader, 15 February 1942. To AFHQ, 16 November 1942. Promoted Wing Commander, 21 May 1943. To No.4 Release Centre, 15 November 1945. Retired 15 November 1945. Except for RCAF service he was employed by Ontario Ministry of Health from 1932 to 1972, when he retired as Superintendent of Lakeshore Hospital. Died in Ottawa, 9 June 1996.

This officer devoted five years of tireless, intensive and outstanding service to

the Royal Canadian Air Force. He laboured long hours of overtime with complete disregard for personal convenience or even health. He fought persistently to organize, build and improve the Signals Services of the Royal Canadian Air Force in the face of the most discouraging organizational difficulties. He flew many hours as a wireless operator on both operational and transport types of aircraft over all parts of Canada and over the transport routes of North and South Atlantic, in order personally to inspect the efficiency of our Signals Services. His devotion to duty was outstanding, an example to his fellows and a chief reason for the efficiency of the Royal Canadian Air Force Signals Service during the war.

First recommended for OBE, 19 August 1944 by G/C C.J. Campbell; his post was Deputy Director of Signals Communications, AFHQ. Text as follows:

This officer, by his keenness and devotion to duty, has performed meritorious service in the Signals Branch. He is untiring in his effort and has shown complete disregard for personal consideration in order to further the interests of the Service. He has been an outstanding example to junior officers and others with whom he has come in contact, has persistently refused leave and, because of the important of the task upon which he has been engaged, was worked many hours overtime, almost daily, for the past four years. He has thus contributed service far above the average to the Signals Organization.

On 26 August 1944, A/V/M W.A. Curtis noted, "The remarks in the above citation are conservative, Strongly recommended." However, it did not reach the Priority List for January 1945. He was recommended again, 8 March 1946 by G/C M.M. Hendrick (text as given) and this time it did reach the final list.

Notes: He flew often. In 1940, with No.5 (BR) Squadron, he logged 21 hours 25 minutes. He also flew with No.8 (BR) Squadron. In 1941 he flew with No.11 (BR) and No.5 (BR) Squadron. Once he moved to AFHQ he was often in the air - 62 hours 15 minutes in October 1944, 46 hours 55 minutes in November 1944 and 17 hours 30 minutes in December 1944. In 1945, still at AFHQ, he logged 257 hours 45 minutes (99 hours in January 1945 alone).

Training: Course at No.1 Wireless School was 11 April to 20 July 1940. Tested in Morse (25 words per minute), Procedure (93/100), Administration (72/100), Theory (83/100), Air Force Law (82/100), Drill (67/100), Technical Equipment (67/100), Batteries (84/100) and Stores (94/100). "This officer technically qualified as a Signals Officer. Was member of advanced class during course." (F/L K.R. Patrick, 6 August 1940).

Selected Assessments: "Very outstanding in his initiative, capacity to work and his attitude

towards his work. Strongly recommend accelerated promotion," (F/L R.B. Wylie, 31 January 1941, on his posting from No.8 Squadron).

"This officer has adapted himself very quickly and efficiently to Service life. He worked himself to the point of nervous breakdown at Eastern Air Command and has had to be cautioned here. He has a good understanding of operational signal problems and will fill the position of Deputy Director of Signals which is a Wing Commander's position." (G/C R.E. McBurney, AMAS, Director of Signals, 16 December 1942).

"Squadron Leader Gunn has worked far harder than any man is supposed to. At both Eastern Air Command and AFHQ and his work has certainly merited promotion. Now that C.J. Campbell is in a position to be promoted, promotion of S/L Gunn is urgently requested, particularly as he is proceeding to Washington for ten days on a two-man conference of great importance and will be dealing with ranks as high as Admirals of the U.S. Navy. It would be more advantageous to the Dominion of Canada to have our representatives on a sufficiently high level.. This should not be hard as all of Squadron Leader Gunn's reports are favourable and his work has been well above the average." (Excerpt from letter, 10 May 1943, G/C H.B. Godwin to Air Member for Personnel).

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GUNN, S/L Wilfred Raymond (C7703) - **Member, Order of the British Empire** - AFHQ - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 1 February 1893 in Clifton, New London, Prince Edward Island as per RCAF Press Release reporting award. Educated there. Trained in life insurance accountancy in U.S.A. Employed by Canadian Northern Railway, 1914 (sales and clerical work), but then joined CEF, 1915 (44th Battalion and 26th Battalion, prisoner of war from 1916 to 1918. Rejoined Canadian Northern Railway. Subsequently with Manufacturer's Life Insurance (1924-1930) and Dominion Life Insurance Company (1930 onwards). Enlisted in Ottawa, 4 October 1941 in Administrative Branch. To AFHQ, 10 November 1941. Granted rank of Flying Officer, 15 November 1941. Promoted Flight Lieutenant, 15 October 1942. Temporary Duty in Britain, 26 July to 3 September 1943. Promoted Squadron Leader, 1 November 1943. Promoted Wing Commander, 1 June 1945. Retained that rank, 1 October 1947. Remained in RCAF Headquarters, Ottawa, as an Administrative Officer for the rest of his career. Released 6 August 1968. Died 8 April 1967 in North Vancouver. Photo PL-37589 taken with his wife after investiture.

This officer has carried out the arduous and highly important responsibilities of Royal Canadian Air Force Casualty Officer with initiative, determination and a keen sense of feeling towards the next-of-kin with whom he is in constant

contact. His outstanding devotion to duty under the most trying circumstances has set a fine example to those with whom he serves. The successful operation of the Royal Canadian Air Force Casualty Branch is in no small way directly attributable to his judgement, human understanding, and untiring efforts. By great devotion to duty and unflagging energy, he has filled his important position in a most commendable manner.

He was first recommended (for an OBE), 28 February 1944 by G/C T.E. McDougall as follows:

This officer's untiring efforts and devotion to duty fare in excess of what has been required from him, have been an outstanding contribution to a very difficult and painful function of Air Force Headquarters. As a result, the next-of-kin of many of our personnel who have given their lives in the cause of freedom have gained some measure of comfort from his sympathetic understanding and tactful diplomacy.

This failed to reach the Priority List for 1944 Birthday Honours. Group Captain McDougall made another submission on 25 August 1944:

This officer has been in charge of the RCAF Casualty Branch since September 1942 and he has at all times demonstrated a complete understanding and keen appreciation of the personal feelings of next of kin. Under his leadership and organization, casualties have been handled in a most expeditious and efficient manner. He has continually displayed initiative, tact and diplomacy in carrying out his duties.

This failed to reach the Priority List for 1945 New Year Honours. A further submission was made on 20 June 1945:

This officer has carried out the responsibilities of his office with initiative, determination and a keen sense of feeling towards the next-of-kin with whom he is in constant contact. His outstanding devotion to duty under the most trying circumstances has set a fine example to those with whom he serves. The successful operation of the Royal Canadian Air Force Casualty Branch is in no small way directly attributable to his judgement, human understanding, and untiring efforts.

An early assessment (S/L A.D. Thompson, Acting Records Officer, 24 February 1943) was remarkable for detail:

This officer has been placed in charge of the Casualty Section since his last assessment. He has done an excellent job of organization. He has handled a most difficult assignment with great tact and sound judgement, both in his dealings with staff and the public. His judgement is always sound; he is a solid, steady, conscientious type of officer with a splendid personality mixed with a keen sense of humour. His civilian experience in handling men and his last war experience as a soldier and prisoner of war fit him admirably for his present work. He is loyal and possesses a mature mind and is well liked by everybody including civilian and service personnel. Courteous in his dealings and definitely commands respect. I strongly recommend that he be appointed to Acting Squadron Leader. Recommend accelerated promotion in this case.

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GUNN, FS William Charles (R52520) - **Mention in Despatches** - Overseas - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 17 August 1904. Home in Detroit, Michigan; enlisted in Niagara Falls, Ontario, 26 October 1939 as Aero Engine Mechanic. To "K", 7 December 1939. To No.1 (Fighter) Squadron, 28 May 1940 and proceeded overseas with them in 1940. Promoted LAC, 1 August 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, date uncertain. Promoted Flight Sergeant, 26 October 1942. Repatriated, 14 December 1944. To No.3 Repair Depot, 23 December 1944. To Release Centre, 7 March 1945. Retired 2 April 1945.

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GUNNE, FS Charles (R50300) - **Mention in Despatches** - Middleton St.George (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 15 November 1909. Home in North Devon, New Brunswick; enlisted in Moncton, 3 November 1939 as Aero Engine Mechanic. To No.119 (BR) Squadron, 22 January 1940. Promoted AC1, 29 February 1940. To No.9 SFTS, 27 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 10 March 1942. Reverted to LAC, 24 May 1942. Regained Corporal, 1 June 1942. To No.1 GRS, 6 July 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 28 December 1942. Promoted Sergeant, 12 August 1943. Repatriated 23 July 1945 and posted to Debert. Released 6 September 1945, settling in Fredericton. Recommendation stated he had spent 37 months 14 days in Canada, 25 months two days overseas. Also described as Fitter II (Engines), Repair and Inspection Section. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945.

This NCO by his faithful devotion to duty and high quality of leadership has made

a large contribution to his squadron's serviceability and is to be commended for his conscientious and industrious attitude.

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GURSKI, P/O Nicholas Leslie (J87695) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Fenelon, Manitoba, 26 April 1921 (obituary said Teulon, Manitoba); home in Fort Francis, Ontario. Enlisted in Winnipeg, 27 July 1942 and posted to No.2 Manning Depot. To No.14 SFTS (guard duty), 25 September 1942. To No.2 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.15 EFTS until 23 January 1943. Ceased training and posted to No.3 Manning Depot, 17 February 1943; to No.7 BGS, 5 March 1943; to No.1 AOS, date uncertain; to No.1 CNS, 29 May 1943. Graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 2 August 1943. Commissioned 26 June 1944. Promoted Flying Officer, 26 December 1944. Repatriated 2 August 1945. Retired 17 October 1945. Moved to Fort Francis, Ontario, operating a moving and storage company. Died in Fort Francis, 26 January 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 21 August 1944 when he had flown 38 sorties (149 hours 20 minutes), 20 April 1944 to 11 August 1944.

20 April 1944 - Ottignies (3.59)
24 April 1944 - Karlsruhe (6.21)
26 April 1944 - Essen (4.36)
27 April 1944 - Montzen (4.09)
1 May 1944 - Malines (3.34)
6 May 1944 - Mantes-Gassicourt (4.15)
10 May 1944 - Lens (3.43)
22 May 1944 - Orleans (5.02)
24 May 1944 - Aachen (4.10)
27 May 1944 - Bourg Leopold (3.47)
31 May 1944 - Trappes (5.28)
2 June 1944 - Haringzelles (2.52)
4 June 1944 - Herquelingue (3.14)
5 June 1944 - Mont Fleurie (4.38)
6 June 1944 - Chateaudun (6.08)
8 June 1944 - Alencon (4.45)
12 June 1944 - Amiens (4.30)
14 June 1944 - Douai (3.38)
22 June 1944 - Siracourt (3.23)
24 June 1944 - Le Grande Rossignol (3.04)
27 June 1944 - Marquise (3.16)
28 June 1944 - Wizernes (2.41)
30 June 1944 - Villers Bocage (4.23)
1 July 1944 - Oisemont (3.15)
5 July 1944 - St.Martin (3.34)
9 July 1944 - Les Catelliers
20 July 1944 - Bottrop (4.37)
24 July 1944 - Stuttgart (8.04)
28 July 1944 - Nieppe (3.29)
1 August 1944 - Anderbelck (3.07), abandoned on orders of Master Bomber.
2 August 1944 - Le Nieppe (2.58), Mid Upper Gunner killed by flak.
3 August 1944 - Le Nieppe (2.57)
5 August 1944 - Le Nieppe (3.14)
6 August 1944 - Hazebrouck (2.52)
7 August 1944 - TOTALIZE (3.43), Abandoned on orders of Master Bomber
9 August 1944 - Mormal (3.51)
11 August 1944 - Somain (3.52)

Pilot Officer Gurksi, since arriving at the squadron, has successfully completed 38 operational sorties, and has attacked some of the most heavily defended targets such as Dusseldorf, Stuttgart, Karlsruhe and Essen, and many precision targets in enemy occupied Europe.

By his bombing results and photographs he has proved himself to be a fine member of a crew which has just completed an exceptional tour of operations. His courage under fire and his determination to achieve accurate bombing results, especially on precision targets has been a fine example to all.

On the ground his pleasant personality and willingness to help new crews was a great value to the squadron.

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GUSE, F/O John Maurice (J24140) - **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 in Chesley, Ontario, 25 March 1921; home in Kitchener (printer); educated Kitchener Collegiate. Enlisted in Guelph, 30 April 1942. To No.1 Manning Depot, 18 May 1942. To No.5 SFTS (guard duty), 20 July 1942. To No.1 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942; posted next day to No.4 BGS to No.4 AOS, 23 January 1943; graduated and commissioned 5 March 1943. To Mountain View, 6 March 1943. To No.2 BGS, 22 March 1943. Promoted Flying Officer, 5 September 1943. To "Y" Depot, 20 November 1943; taken on strength of No.3 PRC, 23 November 1943. Promoted Flight Lieutenant, 5 March 1945. Repatriated 5 August 1945. Retired 14 September 1945. Died in Kitchener, Ontario, 7 June 2012. On-line obituary notice gave date of birth as 22 March 1921. 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.1730 (PAC RG.24 Vol.20607) says he was recommended for non-immediate DFC, 16 December 1944, at which time he had flown 31 sorties (165 hours 50 minutes operational time) and the following in recommendation:

This officer has displayed outstanding coolness and determination throughout a noteworthy tour. These qualities were well in evidence on a daylight raid on Cezembre Island on August 31st, 1944, when because of a technical failure, Flying Officer Guse directed his pilot in making four runs over the target from a low altitude while he released his bombs manually with excellent results. Flying Officer Guse has been at all times an exceptionally keen crew member, and for this reason I recommend him for an award of the non-immediate Distinguished

Flying Cross.

The sortie list was as follows:

8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (3.20)
10 August 1944 - La Pallice (6.25)
12 August 1944 - Foret de Montrichard (6.00)
14 August 1944 - Bons Tassily (4.40)
15 August 1944 - Brussels/Melsbroeck (4.25)
16 August 1944 - Kiel (5.45)
18 August 1944 - Connantre (5.55)
31 August 1944 - Ile de Cezembre (5.20)
6 September 1944 - Emden (4.25)
10 September 1944 - Le Havre (5.15)
11 September 1944 - Castrop Rauxel (5.10)
12 September 1944 - Wanne Eickel (5.00)
13 September 1944 - Osnabruck (5.00)
15 September 1944 - Kiel (6.00)
16 September 1944 - Boulogne (4.00)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (3.55)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (3.55)
30 September 1944 - Sterkrade (4.55)
4 October 1944 - Bergen (5.55)
6 October 1944 - Dortmund (6.20)
12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (6.00)
1 November 1944 - Oberhausen (6.00)
18 November 1944 - Munster (5.55)
21 November 1944 - Castrop Rauxel (6.20)
30 November 1944 - Duisburg (7.00)
5 December 1944 - Soest (6.55)

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GUTHMAN, F/O Michael Geoffrey (J35652) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO

1768/45 dated 23 November 1945. Born 15 April 1923 in London, Ontario; home in Ladner, British Columbia. Enlisted in Vancouver, 12 October 1942. To No.3 Manning Depot, 9 November 1942. To No.37 SFTS (guard duty), 23 January 1943. To No.7 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943; to No.2 Air Gunner Ground Training School, 25 June 1943; to No.3 BGS, 7 August 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 March 1944. Repatriated 2 August 1945. Retired 1 October 1945. Died in Vancouver, 15 April 2015. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1741 (RG.24 Vol.20608) has recommendation dated 17 April 1945 when he had completed 31 sorties (192 hours 15 minutes) between 28 September 1944 and 31 March 1945.

This officer has completed a tour of operations against Germany's most heavily defended targets. Throughout, his courage has been of the highest order at all times and due mainly to his alertness on sightings and cool and accurate evasion direction to his captain, the crew came through the tour without a fighter attack. His success on operations, plus his qualities of leadership both on the ground and in the air have been of utmost value to his section. This constant display of efficiency and determination fully warrant the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

28 September 1944 - Cap Gris Nez (4.25)
6 October 1944 - Dortmund (5.20)
9 October 1944 - Bochum (5.40)
14 October 1944 - Duisburg (5.25)
23 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (2.25, duty not carried out)
30 October 1944 - Cologne (5.45)
1 November 1944 - Oberhausen (6.40)
2 November 1944 - Dusseldorf (5.55) 7 March 1945 -
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.15)
16 November 1944 - Julich (4.45)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (6.35)
28 December 1944 - Opladen (5.50)
29 December 1944 - Oberlar (6.40)

30 December 1944 - Cologne (6.50)
2 January 1945 - Ludwigshaven (7.30)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (6.50)
5 March 1945 - Chemnitz (9.40)
7 March 1945 - Dessau (8.20)
11 March 1945 - Essen (5.45)
12 March 1945 - Dortmund (5.45)
14 March 1945 - Zweibrücken (6.35)

15 March 1945 - Hagen (6.50)
21 March 1945 - Hemmingstadt (5.10)
22 March 1945 - Hildesheim (5.43)
24 March 1945 - Bottrop (5.37)
25 March 1945 - Hanover (6.18)
31 March 1945 - Hamburg (5.29)

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GUTHRIE, A/C Kenneth McGregor (C34) - **Commander, Order of the British Empire** - AFHQ (Deputy Air Member for Air Staff, Plans) - Award effective 1 January 1944 as per **Canada Gazette** and **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Guelph, Ontario, 9 August 1900 (RCAF Press Release 2659 announcing award). Educated in Ottawa. Joined Royal Flying Corps, trained in Texas, went overseas May 1918 and flew anti-submarine patrols. Served with Air Board, 1920-23. Joined RCAF, 1 April 1924 in Ottawa. Assistant Director of Military and Air Force Intelligence, 1935-1938. Commanded Station Rockcliffe, 1938-1939. Senior Air Staff Officer in Eastern Air Command, 1939-1942. Commanded Station Gander, 1941. Served as Air Officer Administration, Western Air Command, 1942. To AFHQ, 1943. Appointed Air Officer Commanding, No.3 Training Command, 1944. To be Air Officer Commanding, Northwest Air Command, 1946. Died in Ottawa, 14 March 1993. Biographical article in **Air Force** magazine, Volume XVII, No.2 (July 1993).

Air Commodore Guthrie has rendered outstanding and devoted service since the commencement of present hostilities. While employed as Senior Air Staff Officer at Eastern Air Command, by his high endeavour and devotion to duty he contributed greatly to the efficient organization of the Command and to the success of East Coast air operations. Since his appointment as Deputy Air Member for Air Staff (Plans) the wealth of knowledge and experience gained by him during his extensive service have been of inestimable value to the

preparations of plans for all Air Defence of Canada for which he is responsible. Air Commodore Guthrie is the chairman of the Combined Staff Planners dealing with major problems of Canadian defence.

GUTHRIE, A/V/M Kenneth McGregor, CBE (C34) - **Officer, Legion of Merit (United States)** - effective 11 December 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. AFRO 473/46 dated 10 May 1946 cancels and re-instates. The following citation is from an undated **Winnipeg Free Press**; it had previously been supplied to the American Consul General as the official citation when making the presentation on 11 January 1946 (National Archives of Canada MG.30 E.562 Volume 1).

Air Vice Marshal K.M. Guthrie, RCAF Air Officer Commanding No.2 Training Command, Canada, from June to November 1944, through his hearty co-operation in placing the entire facilities of his command at the disposal of the United States army forces in Central Canada, materially assisted their operations over a vast expanse of sub-Arctic and Arctic country. Making available ample hangar space, facilities for aircraft, specially trained mechanics for repair and maintenance, parts and supplies for emergency use, and crews and aircraft to assist in rescue operations, he contributed greatly to the safety, welfare and administration of the American forces. Air Vice Marshal Guthrie did much to further the friendly relations existing between the armed forces of Canada and the United States.

GUTHRIE, A/V/M Kenneth McGregor, CBE (C34) - **Companion, Order of the Bath** - No.2 Air Command - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Governor General's Records (RG.7 Group 26, Volume 60, file 190-I) has citation.

Air Vice-Marshal Guthrie has given many years of loyal and energetic service to the Royal Canadian Air Force. In the early part of the war, this officer served as Senior Staff Officer in Eastern Air Command where, through his vigour and exceptional ability, he contributed greatly to the planning and development of the Command and the successful conduct of operations. From 1941 to 1943, he served as Deputy Air Member for Air Staff at Air Force Headquarters. His extensive first hand knowledge of operations and his outstanding ability as a Staff Officer were at all times apparent. By his own meticulous care and the skilful management of his staff, he provided an outstanding contribution to the general efficiency of flying operations and the smooth working of inter-service plans. He was appointed Air Officer Commanding, No.2 Air Command, in 1944, and throughout the difficult period of demobilization has administered his

Command with a maximum of good-will and efficiency.

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GUTHRIE, P/O William Alexander (J89862) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 21 February 1919 in Winnipeg; home there; member, Winnipeg Light Infantry, 22 November 1940 to uncertain date. Enlisted in Winnipeg, 24 March 1942 and posted to No.2 Manning Depot. To No.12 SFTS (guard duty), 8 May 1942. To No.2 ITS, 6 June 1942; graduated and promoted LAC, 15 August 1942; to No.19 EFTS, Virden, Manitoba, 26 September 1942 (35.25 day dual, 49.50 day solo, 3.15 night dual, 2.05 night solo); to No.10 SFTS, 27 December 1942; logged nine hours 15 minutes day dual; ceased training 20 January 1943 and posted to No.1 Composite Training School; to No.5 BGS, 5 March 1943; graduated 28 May 1943 and posted next day to No.1 CNS; graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943 although actually embarked from New York on 3 August 1943. Disembarked in Britain 11 August 1943. To No.6 (Observer) AFU, 24 August 1943 (Anson aircraft, 32 hours 45 minutes). To No.20 OTU, 12 October 1943 (Wellingtons, 91 hours 40 minutes). To No.41 Base, 1 February 1944. Attached to No.1658 Conversion Unit, 5 March to 27 April 1944 (Halifax aircraft, 56 hours 55 minutes). Promoted Flight Sergeant, 9 April 1944. To No.578 Squadron, 27 April 1944 (156 hours 15 minutes). Commissioned 22 September 1944. Assessed 3 February 1945 as follows: "This officer has carried out a satisfactory tour in the air but has no outstanding qualities." (W/C .C.T. James). G/C J. Warburton was more enthusiastic: "The conduct of this officer has been entirely satisfactory while at this station." (5 February 1945) Repatriated 8 February 1945. Promoted Flying Officer, 22 March 1945. Retired 17 April 1945. Died 12 April 1989 in Kelowna as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989. RCAF photo PL-40875 (ex UK-17449 dated 12 December 1944) shows him soon after completion of tour; caption reads in part, "Death brushed close to Guthrie during the attack on Gelsenkirchen when flak fragments smashed through the perspex nose of the big bomber. It was Guthrie's finger on the bomb release which sent tons of bombs crashing down on an airfield at Venlo. Evasive action taken by the pilot kept Guthrie and other members of the crew out of range of German fighters on several occasions and the English gunners of the Halifax never got a shot at an enemy." No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 14 December 1944 when he had flown 36 sorties (145 hours 36 minutes). The sortie list indicates that he flew with F/L C.W. Bryson on almost all occasions. Oddly, the draft citation mentions raids of Kiel and Russelsheim - yet these targets are not listed on the sortie sheet.

* daylight sortie

4 June 1944 - Boulogne (3.36)
6 June 1944 - Chateaudun (5.57)
8 June 1944 - Alencon (5.19)
11 June 1944 - Massey Palaiseau (4.44)
12 June 1944 - Amiens (4.32)
14 June 1944 - Douai (3.40)
17 June 1944 - St.Martin l'Hortier (4.05)
22 June 1944 - Siracourt (3.50)*
23 June 1944 - Oisemont (3.37)
27 June 1944 - Marquis Mimoyecques (3.43)*
30 June 1944 - Villers Bocage (4.25)*
1 July 1944 - Oisemont (4.02)*
4 July 1944 - St.Martin l'Hortier (3.40)*
5 July 1944 - St.Martin l'Hortier (3.40)
6 July 1944 - Croixdale (3.25)
18 July 1944 - Vaires (4.22)
20 July 1944 - Bottrop (4.42)
1 August 1944 - Anderbelck (3.36)
2 August 1944 - Le Nieppe (3.22)*
3 August 1944 - Foret de Nieppe (3.11)*
5 August 1944 - Foret de Nieppe (3.19)*
6 August 1944 - Hazebrouck (3.19)*
7 August 1944 - TOTALIZER 3 (4.31)
9 August 1944 - Foret de Mormal (3.54)*
11 August 1944 - Somains (3.53)*
31 August 1944 - Lumbre (3.24)*
3 September 1944 - Venlo (4.11)*
10 September 1944 - Le Havre (3.31)*
11 September 1944 - Gelsenkirchen (4.25)*
30 September 1944 - Bottrop (4.18)*
6 October 1944 - Sterkrade (4.47)*
7 October 1944 - Kleves (2.38)*
15 October 1944 - Wilhelmshaven (4.14)
28 October 1944 - Domburg (2.49)
29 November 1944 - Sterkrade (5.54)
30 November 1944 - Duisburg (5.01)

Pilot Officer Guthrie has carried out 36 operations totalling 145.36 hours, in the course of which he has taken part in many attacks upon heavily defended German targets including those in such well known areas as Russelsheim, Kiel, Bottrop, [and] Sterkrade.

This Bomb Aimer has maintained throughout all his operations an outstanding keenness and enthusiasm for his work. In addition, his interest in and study of navigational aids has been such that on several occasions he has been of great assistance to his navigator during long journeys. His efficiency and enthusiasm has been a great encouragement to his captain and crew, and his co-operation, coolness and devotion to duty have undoubtedly contributed in a large measure to the success of their operational tour.

In recognition of his fine offensive spirit and good record, Pilot Officer Guthrie is strongly recommended for the award of the Distinguished Flying Cross.

Training: Training record was uneven. At No.2 ITS he was described as follows: "He is a conscientious, level headed airman with a good sense of responsibility. His ability is about average but he should do a good job in aircrew."

At No.19 EFTS he was "An average pilot, smooth and steady on controls and is very good on instruments. Recovery from unnatural positions fair. Fair to average student in Ground School; seems to do a good bit of work but has no knack of recording his knowledge on examination."

At No.10 SFTS, Dauphin (Cranes) he was described on 29 December 1942 as "Average student, conscientious and hard working. Courteous and well mannered. Neat in appearance." However, on 19 January 1943 he was described thus: "This student's progress has been below average. He lacks air sense and is unable to synchronize movements of the throttle and control column. He is apparently unable to absorb and retain instruction."

At No.5 BGS, Dafoe he was "Average student and showed steady improvement." Dropped 124 bombs in 21 exercises (Anson aircraft). Flew 40.05 on Ansons by day and 7.30 by night (all bombing) and 20.05 on Bolingbroke by day (all gunnery). G/C Mawdesley wrote, "Excellent appearance, standout among fellows. He is slow to grasp theory and does not appear to have enough initiative. Should develop into a satisfactory Air Bomber with further training." Placed 43rd in a class of 46.

At No.1 CNS he was described under the following headings: Navigation - "Average map reader, needs checking to keep work up to standard." Armament - "Satisfactory student but inclined to be careless. Has a working knowledge of bombing." General - "Lacks initiative and qualities of leadership."

At No.6 (Observer) AFU he was on Anson aircraft; described as follows: "This Sergeant does not realize the sense of responsibility of senior NCO and cannot be trusted at all."

At No.20 OTU he was in Wellington aircraft (7.05 day bombing, 8.40 night bombing, 3.00 day at controls, 2.00 night at controls, 29.30 combined exercises by day, 41.25 combined exercises by night, 11.45 in Link. Dropped 30 bombs at medium level by day, 52 by night using Mark XIV sight. "General air work average. His astro is good, but map reading should be improved. He works hard, however, and should be quite efficient with more experience. Has attended Oxygen chamber on this unit."

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GUTNER, LAC Arthur (R202396) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 23 December 1922. Home in Montreal; enlisted there 16 November 1942 as Aero Engine Mechanic. To No.5 Manning Depot, 26 May 1943. To Technical Training School, 15 July 1943. To No.1 Flying Instructor School, 14 October 1943. To "Y" Depot, 22 December 1943. Taken on strength of No.3 PRC, 25 December 1943. Repatriated 10 January 1946. Released 28 February 1946. A Montreal newspaper article dated 14 June 1945 stated he had been a member of the Young Mens Hebrew Association and went on to say, "LAC Gutner has written, directed and produced an original musical show which has toured all hospitals and Air Force stations in England." Died in Montreal, 28 January 2016.

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GUTTORMSON, F/L John Konrad (J13602) - **Distinguished Flying Cross** - No.162 (BR) Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 21 May 1920. Home in Winnipeg; enlisted there 23 July 1941 and posted to No.3 Manning Depot. To No.2 Manning Depot, 9 September 1941. To No.7 Equipment Depot, 9 November 1941. To No.3 BGS, 11 December 1941. To No.7 ITS, 20 December 1941; graduated and promoted LAC, 13 February 1942; to No.19 EFTS, 28 February 1942; may have graduated 24 April 1942 but not posted to No.12 SFTS until 9 May 1942; graduated and commissioned 28 August 1942. To No.1 GRS, 18 September 1942. To No.3 OTU, 30 August 1943. To No.160 (BR) Squadron, 13 December 1943. To No.162 (BR) Squadron, 21 May 1944. To Moncton, 16 May 1945. To No.124 Squadron, 13 July 1945. Retired 6 December 1945. Rejoined as pilot, 31 December 1953; transferred to Personnel/Education Branch; released 22 November 1963. Died in Regina in 1986 as per **Airforce Magazine** of October-November-December 1986.

In June 1944, while operating from Wick, this officer was second pilot of an aircraft which attacked and probably sunk an enemy submarine. Later in 1944 another U-boat was attacked in the face of severe anti-aircraft fire. Serious damage was sustained but despite this Flight Lieutenant Guttormson's aircraft remained at the scene of action and guided a Liberator to the spot. The Liberator sank the submarine without opposition. Again on April 21, 1945, Flight Lieutenant Guttormson sighted and attacked another U-boat and later in the same month sighted another. He also took part in the rescue of the crew of an aircraft which had been forced down on to the sea. Throughout his tour of operations this officer has always shown outstanding courage and devotion to duty.

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GUYMER, Corporal Harry (R91635) - **Mention in Despatches** - Station Goose Bay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Manchester, England, 27 June 1907. Educated in The Pas, Manitoba (1915-1925) and St. John's College, Winnipeg (1920-1922). Home in Flin Flon, Manitoba. Fire Ranger (1925), grocery shipper (1925-1927), steel worker with Hudson Bay Mining and Smelting (1927-1929), prospector with Northern Aerial Mining Engineers (1929) (and steel worker again with Hudson Bay Mining and Smelting (1929-1941, chemicals, railway brakemen, driller, electric shovel oiler and underground mucking machine operator). Enlisted in Winnipeg, 23 January 1941 for General Duties (guard) and posted to No.2 Manning Depot. To No.7 Equipment Depot, 21 February 1941. To Trenton, 18 September 1941. Attended Fighter School at Trenton, 22 September to 11 October 1941, graduating with a mark of 71 percent (30th in a class of 49). To North Sydney, 11 October 1941, having been reclassified as Fire Fighter. Promoted LAC, 1 April 1942. Promoted Corporal, 1 May 1942. To No.1 GRS, 28 May 1942. To Botwood, 13 February 1944. To Sydney, 15 November 1944. To Dartmouth, 29 November 1944. To Goose Bay, 29 May 1945. To No.5 Release Centre, Winnipeg, 28 September 1945. Retired 5 October 1945. Died in Flin Flon, 2 July 1990 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1990/January 1991.

Recently this non-commissioned officer by his resourcefulness and leadership saved a nearby village from being destroyed in a forest fire. The initiative and devotion to duty displayed by this Corporal throughout this incident have typified his services at this unit.

Recommended 13 August 1945 by G/C E.A. McGowan who suggested either a BEM or Mention in Despatches:

On 20th July 1945, Corporal Guymer, by his knowledge and leadership, saved the village of St. Mary's River from being destroyed by a forest fire.

Note: A letter on file dated 4 August 1945 is notable (Beeckman J. Delatour, The International Grenfell Association, St. Mary's River, Labrador to G/C McGowan, Station Goose Bay:

Dear Sir:-

This letter is to express my appreciation and that of the Grenfell Mission for your response to my request of sending penicillin to St. Mary's River for a child brought into out hospital last evening, desperately sick with pneumonia. Within twenty minutes of the plane's arrival the child had its first dose of the medicine.

I have personally expressed my thanks to Captain Avent and Sergeant Landty for their quick action in carrying out our request, and I must add that we at this station and the Grenfell Mission are grateful to them for their part in helping out in fighting our recent fire.

As a member of the board of directors of the International Grenfell Association I have heard Mr. Ashton speak of your friendly relations with the Grenfell Mission at Northwest River which was most gratifying to our board.

While writing this letter I must add my word of approbation of the splendid work of Corporal Guymer who stuck by his job heroically in fighting the forest fire at St. Mary's and did an excellent job in organizing the men to fight the fire.

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GWINN, F/L David Hamlin (C3914) - **Member, Order of the British Empire** - No.9 Group, Barton Hall, Preston, Lancs. Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Marysville, North Dakota, 23 November 1906 (birth date from obituary); educated in the United States and Toronto. Prewar bank clerk and long-time "ham" radio operator. Enlisted in Toronto, 17 February 1941 in Radio Branch and commissioned as Flying Officer. Embarked from Halifax, 10 April 1941; taken on strength of No.3 Personnel Reception Centre, 20 April 1941; to Headquarters, No.77 Signals Wing, 26 April 1941; to No.1 Radio School, 27 July 1941; to No.3 Radio School, 24 August 1941. Posted to No.219 Squadron (Tangmere, Beaufighters), 20 September 1941; posted to No.157 Squadron (Castle Camps, Mosquitos), 2 July 1942; promoted Flight Lieutenant and posted to Headquarters, No.9 Group, 2 November 1942; posted to Canada, 18 March 1943; arrived in Canada, 26 March 1943; to No.31 Radio School, 10 April 1943; on strength of Eastern Air

Command Headquarters, 27-30 April 1943; Station Yarmouth, 1 May to 4 October 1943; to AFHQ, 5 October 1943. Promoted Squadron Leader, 1 October 1944. Remained on strength of AFHQ for balance of the war, with occasional "duty beyond the territorial boundaries of Canada." Remained in postwar RCAF (19970, specialist in electronics, Ground Environment Facilities), retaining rank of Squadron Leader. Promoted Wing Commander, 1 January 1949; promoted Group Captain, 1 July 1954. Died in Ottawa, 26 October 1985. Public Record Office Air 2/9609 (courtesy of Steve Brew) has citation.

As group staff RDF officer Flight Lieutenant Gwinn has completed outstandingly good work in the development of this type of apparatus. He has displayed devotion to duty of a high order while instructing air crews in the use of RDF. For this purpose he qualified as a navigator/wireless operator and has flown on operational and other missions. His ability and efficiency are reflected in the improvements effected in serviceability and maintenance of airborne RDF apparatus.

Further to the above, much can be gained from review of assorted documents. He flew 100 hours with No.219 Squadron and 70 hours with No.157 Squadron; of these he claimed that 88 hours 20 minutes were operational hours. On 18 July 1942 he was qualified to wear a Radio Observer Wing (backdated to 2 May 1942), this under provisions of AMO A89/42 which required recipient to fly at least 30 operational hours and/or ten sorties. He was not deemed to have flown enough to qualify for an Operational Wing (unlike other RCAF Radio Observers, J.W.F. Peacock, F/L C.J. Glass and F/L Glazer, DFC. While with No.157 Squadron his appointment was that of Special Signals Officer (Signals Radio). On 2 October 1942 and 4 December 1942 the Commanding Officer of No.157 Squadron (W/C R.G. Slade) wrote the following assessments of Gwinn (which may have been similar to any MBE recommendation and certainly described the work that would have led to such a recommendation:

Assessed as "Exceptional" as Radio Observer. Has stood by on many more operations than his Log Book shows. [2 October 1942]

A resourceful and very practical officer of exceptional ability. He is a hard worker, a capable organizer and he handles his men well. A good mixer, well endowed with tact and common sense. He is always eager to fly and will fill any vacancy in the operational program. He is a qualified Radio Observer. The present confidence of Mk.V A.I. is largely due to improvements originated by him. Most of this squadron's successes were obtained during the period he was here. [4 December 1942]

Photo PL-37210 shows Section Officer M.W. Roe handing pen to W.C G.A. Hiltz for a bond sale;

S/L Dave Gwinn waits turn. Caption says of Gwinn that he “formerly flew as radar officer with Mosquito night fighters in combat.”

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GWYER, S/L William King (C2672) - **Member, Order of the British Empire** - No.17 SFTS - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 11 April 1911 at Vancouver (RCAF Press Release 2659 announcing award); enlisted there, 9 September 1940 in Navigation Branch. Granted rank of Flying Officer, 21 December 1940. To No.2 ANS, 22 February 1942. To No.5 AOS, 19 April 1942. Promoted Flight Lieutenant, 1 June 1942. To No.17 SFTS, 7 March 1943. Promoted Squadron Leader, 15 May 1943. To No.3 Training Command, 19 May 1944. To No.1 Air Command, 15 January 1945. Retired 29 May 1945. Died in Victoria, British Columbia, 4 August 1982 (British Columbia Vital Statistics).

This officer has served from Navigation Instructor up to Chief Ground Instructor with outstanding devotion to duty and excellent leadership. He has proven to be energetic and conscientious in the execution of his duties and throughout his service career he has contributed greatly to the raising of the standards of efficiency of the graduates coming under his charge.

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GWYNNE-VAUGHAN, FS Donald Ellsworth (R224884, later J94875) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 11 April 1924 in Hamilton, Ontario; home there (clerk); enlisted there 2 April 1943 and posted to No.1 Manning Depot. To No.2 Manning Depot, 27 April 1943. To No.8 BGS (guard), 20 June 1943. To No.7 ITS, 24 July 1943; to No.1 Air Gunner Ground Training School, 11 September 1943; promoted LAC and posted to No.3 BGS, 29 October 1943; graduated and promoted Sergeant, 23 December 1943. To “Y” Depot, 14 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944; to “Y” Depot again, 14 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 1 May 1945. Promoted Flying Officer, 1 November 1945. Repatriated 21 January 1946. Retired 13 February 1946. Cited with FS Moris S. Jowett (RCAF air gunner, awarded DFM).

As air gunners, these airmen have participated in very many sorties. They have set a fine example of determination and throughout their devotion to duty has been unflinching. Their coolness and courage in combat was amply demonstrated

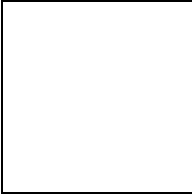
on one occasion in February 1945 when attacking Pforzheim. During the operation their aircraft was attacked eight times by enemy fighters, but these gunners, by their good shooting and excellent co-operation, beat off the attackers, one of which was shot down. Their conduct throughout this spirited action was exemplary.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.F. McKinnon dated 27 March 1945 when he had flown 36 sorties (227 hours 49 minutes):

www.bombercommandmuseumarchives.ca

7 August 1944 - Caen (4.05)
11 August 1944 - Bois de Casson (5.05)
14 August 1944 - Falaise (4.51)
15 August 1944 - Soesterburg (4.00)
18 August 1944 - Bremen (5.09)
18 August 1944 - name of target indecipherable (5.50)
25 August 1944 - Brest (4.56)
27 August 1944 - Marquis (3.20)
31 August 1944 - Cezembre (5.19)
18 September 1944 - Domburg (4.27)
20 September 1944 - Calais (3.18)
25 September 1944 - Calais (5.00)
28 September 1944 - Cap Gris Nez (3.45)
4 October 1944 - Bergen name of target indecipherable (6.59)
6 October 1944 - Dortmund (7.02)
14 October 1944 - Duisburg (5.32)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Wilhelmshaven (5.35)
23 October 1944 - Essen (5.55)
30 November 1944 - Duisburg (5.55)
21 December 1944 - Cologne (6.31)
28 December 1944 - Opladen (6.25)
30 December 1944 - Cologne (6.34)
2 January 1945 - Nuremburg (9.00)
5 January 1945 - Hanover (5.49)
6 January 1945 Hanau (7.52)
7 January 1945 - Munich (8.55)
14 January 1945 - Merseburg (8.38)
1 February 1945 - Mannheim (7.45)
2 February 1945 - Weisbaden (6.30)
4 February 1945 - Bonn (6.14)
7 February 1945 - Goch (6.14)
13 February 1945 - Dresden (10.25)
16 February 1945 - Chemnitz (8.45)
20 February 1945 - Dortmund (6.36)
27 February 1945 - Pforzheim (8.29)
7 March 1945 - Dessau (9.36)

Flight Sergeant Gwynne-Vaughan as an Air Gunner has been an exceptionally valuable member

 extreme courage and coolness under fire and his fine offensive spirit in the face of danger have been an inspiration and example to the other members of his crew. On Pforseim on February 23rd, 1945, Flight Sergeant Gwynne-Vaughan's aircraft was attacked eight times by Ju.88s. Due to the superior skill and dogged determination of the crew members and their splendid cooperation with the remainder of the crew, all of these attacks were beaten off and Flight Sergeant Gwynne-Vaughan destroyed one of them and shot down a probable second. For his courage and coolness in combat, together with his cheerful spirit of cooperation with his crew and Gunnery Leader, I should recommend the immediate award of the Distinguished Flying Medal to this Non-Commissioned Officer.