

HACHE, F/O Pierre Joseph Damien (J85157) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 23 February 1919, Petit Rocher, New Brunswick; home there (clerk). Educated at Bathurst High School (1938-1939), St. Thomas College (Chatham, 1939-1940) and Provincial Normal School in Fredericton (October 1941 to March 1942, pre-aircrew education). Formerly in Second Battalion, North Shore Regiment (Non-Permanent), July 1940 to joining RCAF. Enlisted in Moncton, 10 March 1942. To No.5 Manning Depot, 24 March 1942. To No.4 Manning Depot, 13 May 1942. To No.1 Manning Depot, 31 May 1942. To No.5 Manning Depot, 6 August 1942. To No.3 ITS, 15 August 1942; promoted LAC, 10 October 1942; to No.11 EFTS, 7 November 1942; course completed, 9 January 1943 but not posted to No.13 SFTS until 23 January 1943. Graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.6 (Pilots) AFU, 31 August 1943 (Oxfords, 50 hours). Attached to No.1525 Beam Approach Training Flight, 12-26 October 1943 (Oxfords, 26 hours 25 minutes). To No.23 OTU, 21 December 1943 (Wellingtons, 100 hours which seems to be combined time for Nos.22 and 23 OTU). Commissioned 3 March 1944. To No.22 OTU, 15 March 1944. To No.61 Base, 8 April 1944. Attached No.1659 Conversion Unit, 8 April to 8 May 1944 (Halifax, 43.45). To No.425 Squadron, 8 May 1944 (Halifax, 232.55). Promoted Flying Officer, 3 September 1944. To No.82 OTU, 30 September 1944. Repatriated 15 January 1945. To Station Moncton, 26 January 1945. To No.1 Release Centre, Halifax, 22 March 1945. Released 29 March 1945. Imperial Oil, 1945-1946; Forest Ranger, 1947-1960. Enrolled in Primary Reserve, 24 September 1960 as Education Officer and Air Cadet Officer (73619); released 9 July 1964. Service at Maritime Command Headquarters. Died 18 July 1996 in Bathurst, New Brunswick as per **Legion Magazine** of November/December 1996 and Royal Canadian Legion "Last Post" website.

As captain and pilot of aircraft, Flying Officer Hache has participated in a large number of sorties. He has displayed commendable skill and courage and has invariably pressed home his attacks with the greatest determination. His devotion to duty has been unflinching.

The original recommendation is found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603). It was drafted 28 September 1944 by W/C Hugh LeDoux, credited him with 35 sorties (167 hours 30 minutes). The material suggested that his crew included P/O Charles M. Bujold but there is a discrepancy as to the date and target when their aircraft sustained an electrical failure and was engaged by an enemy fighter - 27 May 1944 and Bourg Leopold or 12 June 1944 and Versailles ? Sortie list and text as follows:

22 May 1944 - Le Mans (5.00, second pilot)
27 May 1944 - Bourg Leopold (5.05)
9 June 1944 - Le Mans (6.05)
10 June 1944 - Versailles (5.25)
12 June 1944 - Cambrai (5.45)
16 June 1944 - Sautrecourt (4.10)
21 June 1944 - St. Martin (4.10)
23 June 1944 - Bientques (4.30)

24 June 1944 - Bemieres (4.20)
1 July 1944 - Biennais (4.15)
3 July 1944 - Biennais (4.40)
5 July 1944 - Biennais (3.30)
7 July 1944 - Caen (4.00)
15 July 1944 - Nucourt (4.50)
17 July 1944 - Caen (4.20)
20 July 1944 - Ferme de Forrestel (4.30)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Cassan (5.00)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - La Hogue (5.10)
8 August 1944 - Foret de Chantilly (5.20)
9 August 1944 - Foret de Nieppe (3.50)
10 August 1944 - La Pallice (6.55)
14 August 1944 - Bons Tassilly (4.25)
16 August 1944 - Kiel (5.30)
18 August 1944 - Connantre (6.45)
25 August 1944 - Brest (4.15)
27 August 1944 - Marquis Mimoyceques (4.00)
28 August 1944 - Ile de Cezembre (4.15)
31 August 1944 - Ile de Cezembre (4.50)
3 September 1944 - Volkel (3.50)
9 September 1944 - Le Havre (4.30)
10 September 1944 - Le Havre (4.40)
11 September 1944 - Castrop Rauxel (5.25)
12 September 1944 - Wanne Eickel (5.10)

Flying Officer Hache, an outstanding pilot, has recently completed a tour of operations over enemy territory which were carried out over heavily defended targets such as Le Mans, Cambrai, Kiel, Castrop Rauxel and Wanne Eickel.

On June 12th, 1944, Flying Officer Hache and his crew were detailed to attack a marshalling yard in Cambrai, France. Due to an electrical failure in the aircraft, the bombs could not be released. On the way back to base, the aircraft was attacked by an enemy fighter. With its full complement of bombs aboard, the manoeuvrability of the aircraft was limited. The rear gunner's turret was unserviceable as well as three of the guns.

Undaunted, Flying Officer Hache finally succeeded in evading the attacker, but only after leaving the French coast. On this sortie, as on all the other trips, Flying Officer Hache proved his exceptional skill as a pilot. His energetic enthusiasm for flying permeated the other members of his crew, and was in no small measure

the cause for the many successful bombing missions carried out. His outstanding achievements are deserving of the highest praise.

Notes: On Repatriation Form dated 3 January 1945 he stated he had flown 35 sorties (167 hours 35 minutes), the last on 12 September 1944. Also flew 332.50 non-operational.

Application for Operational Wing dated 5 October 1944 stated he had flown 35 sorties (167 hours 30 minutes), 22 May to 12 September 1944.

Training: Interviewed 10 March 1942 at Moncton. He had already completed a Pre-Aircrew Educational class at Fredericton. "A quiet, reserved lad. Good appearance and intelligent looking. Wide awake. Cautious, confident and sincere. Good aircrew material." (F/O J.A. Bugoli).

Course at No.3 ITS was 17 August to 9 October 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament, Aircraft Recognition, Drill, Signals and Meteorology. Scored 756 out of possible 1,000 points, Placed 85th in a class of 116. "Active. Adventurous. Wants to do well although easy going. Average student."

Course at No.11 EFTS was 8 November 1942 to 8 January 1943. Fleet Finch aircraft (35.20 day dual including 9.50 to first solo, 31.10 day solo, 2.30 night dual, 1.00 night solo. Flew 7.05 on instruments and logged eleven hours in Link. Courses in Navigation, Airmanship, Armament, written and practical, Aircraft Recognition, and Signals. Scored 440 points out of possible 700. Placed 29th in a class of 31. "Average ability. Quite interested in Ground School. Cheerful character. Has some difficulty with English."

Course at No.13 SFTS was 25 January to 14 May 1943. Harvard II aircraft - 67.40 day dual (6.20 dual to first solo), 66.30 day solo, 6.20 night dual, 9.35 night solo. Spent 14.40 in formation, 27.30 on instruments, and logged 21 hours in Link. Navigation training was 12.25 dual and 6.45 solo. Ground courses in Navigation, Airmanship, Armament, written and practical, Aircraft Recognition, and Signals. Scored 507 out of possible 750 points. Placed 44th in a class of 48. "Average pilot. Tendency to be careless and forgetful about details. Airmanship needs watching. Average on instruments. Not recommended for commission."

Course at No.6 (Pilots) AFU was 31 August to 21 December 1943. Oxford aircraft - 5.40 day dual to first day solo, total 26.50 day dual, 25.15 day solo, 4.50 night dual to first night solo, total 12.25 night dual, 21.00 night solo. Spent 3.05 on instruments. Logged 18 hours in Link. Flying tests in General Flying (230/400), Applied Flying (120/200), Instrument Flying (125/250), Night Flying (63/100) and Link (37/50). "An average pilot who could have been good average if he had tried harder." (S/L M. Papworth)

Course at No.1525 Beam Approach Training Flight was 12-26 October 1943. Oxford aircraft (26.25, all beam and instrument flying) plus 9.30 in Link. Tested in Beam Approach and "Q" Codes (Link), 120/200, Receiver Operation (50/100), Instrument Flying (110/250), Cloud and

Night Flying (100/250) and General Application of Beam Approach Procedure, Flying (130/200). "Instrument Flying not quite up to standard. Seems to lack enthusiasm on type. Understands procedure but reacts too slowly to signals. Just bare average."

Course at No.22 OTU was 21 December 1943 to 16 March 1944. Wellington X aircraft 4.45 day dual to first day solo, 5.10 total day dual, 6.30 at controls with a captain by day, 43.30 at controls alone by day, 2.40 night dual to first night solo, 5.00 total night dual, 5.30 at controls with a captain by night, 34.20 at controls alone by night. Flew 6.50 on instruments and logged 18.05 in Link. Flying tests in General Flying (230/400), Applied Flying (110/200), Instrument Flying (130/250), Night Flying (55/100) and Link (34/50). Ground courses in Airmanship (200/300), Armament (249/300), Navigation (110/200) and Signals (58/100). Did six day and five night cross-country flights; did one Nickel operation; four fighter affiliation exercises; one night interception. "A French-Canadian pilot who came to this unit from AFU, and though rather slow in the early stages of training became a competent pilot and an average captain. His work has always been characterized by keenness and eagerness to learn, but he requires to assert himself more with his crew, to become a really efficient captain. Flying ability has improved to slightly above average, despite certain language difficulties, and will progress further with experience. Conscientious in all his flight planning. Recommended for commission."

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HACHMANN, F/L Frederick Herman (J11181) - **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 11 September 1917. Home in Winnipeg; enlisted in Saskatoon, 7 July 1941 and posted to No.2 Manning Depot. To No.7 SFTS (guard duty), 14 August 1941. To No.4 ITS, 13 September 1941; graduated and promoted LAC, 26 October 1941; posted that date to No.6 AOS; to No.5 BGS, 31 January 1942; graduated and promoted Sergeant, 14 March 1942; subsequently commissioned with effect from that date. Posted that date to No.1 ANS; To "Y" Depot, 14 April 1942; to RAF overseas, 8 May 1942. Repatriated 7 October 1944. To No.1 GRS, 12 November 1944. To No.1 RHS (?), 4 February 1945. To Release Centre, 18 January 1946. Released 30 January 1946.

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HACKETT, F/O Douglas (J22541) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Kingston, Ontario, 4 May 1920; home there where he was a member of the Kingston Collegiate Cadet Corps for three years as well as a Fort Henry guide and instructor (1838 and 1939); enlisted in Ottawa, 15 May 1941 and posted to No.1 Manning Depot. To No.119 (BR) Squadron, 25 May 1941. To No.3 ITS, 25 July 1941; graduated and promoted LAC, 1 September 1941; posted that date to No.4 EFTS; to No.9 SFTS, 25 September 1941; ceased training 24 November 1941 and posted on 26 November 1941 to Composite Training School, Trenton; to No.4 AOS, 3 January 1942; to No.4 BGS, 11 April 1942;) and

No.1 CNS, 23 May 1942. Graduated and commissioned 3 July 1942. To "Y" Depot, 4 July 1942. To RAF overseas, 6 August 1942. Disembarked in United Kingdom, 18 August 1942. To No.3 (Observer) AFU, 26 August 1942. To No.22 OTU, 13 October 1942. Promoted Flying Officer, 3 January 1943. To No.424 Squadron, 14 January 1943. Proceeded overseas to North Africa with that unit, 1 June 1943. Returned to Britain, 8 October 1943. To No.23 OTU, 23 October 1943. To No.405 Squadron, 7 December 1943. Attached to Night Training Unit, 5-19 December 1943 when returned to No.405 Squadron. Missing, presumed dead, 30 January 1944 (Lancaster ND462, No.405 Squadron, LQ-J). Photo PL-21670 is a portrait.

Throughout his tour of operations this officer has displayed great efficiency as bomb aimer. He has completed a number of successful sorties, some of them attacks on highly fortified centres in Germany and has spared no pains to improve his skill, attaining a high standard of accuracy in bombing which has contributed much to the success achieved by his crew.

Note: For a Combat Report involving a sortie with No.405 Squadron, 5/6 January 1945, see entry for Warrant Officer Gordon E. Reid.

Assessed 28 July 1943 by W/C G.A. Roy, at which time he had flown 476 hours 50 minutes, of which 165 hours had been in previous six months: "A reliable officer."

Applying for Operational Wing, 31 December 1943, he stated he had flown 32 sorties with No.424 Squadron (180 operational hours, 12 January to 20 August 1943).

Particulars of death: The website "Lost Bombers" gives the following: Lancaster ND462 (LQ-J) was lost on its first operation, having flown only 15 hours. It was one of three No.405 Squadron Lancasters lost on this operation; the others were JA924 and ND493 Airborne at 1705 hours or 1713 hours, 30 January 1944 from Gransden Lodge, target Berlin. Crashed at Loburg, a small town 17 km N of Zerbat. Crew (all killed) were J4566 F/L W.A. Roberts (pilot), J12736 F/O E.S. Gutton (navigator), J22541 F/O D. Hackett, DFC (bomb aimer), R55993 WO1 J.P.R. Boileau (air gunner), J17658 P/O A.B. Schultz (air gunner), 1181648 WO A. Hazelhurst (WOP/AG) and 1818902 Sergeant I.E. Smedley (flight engineer).

Training: Interviewed in Kingston, 20 April 1940 when described generally as "above average."

Course at No.3 ITS was 27 July to 1 September 1941. He placed 19th in a class of 265; described as "Very good appearance, pleasant personality. Serious. Dependable. Mature. Calm. Fairly intelligent."

Course at No.4 EFTS was 1 September to 24 October 1941. Fleet Finch aircraft (33.15 dual, 35.05 solo, of which 7.25 was on instruments; also ten hours in Link). CFI, D.B. McPherson, noted, "This student has made fair progress, but will need more practice and experience to develop into good service pilot material." Marks at ground school were good - Airmanship (195/200), Airframes (85/100), Aero Engines (87/100), Signals (94/100), Theory of Flight

(77/100), Air Navigation (140/200), Armament, oral (149/200), Character and Leadership (140/200). Placed 8th in a class of 26.

At No.9 SFTS the following assessment was recorded and signed off by G/C E.G. Fullerton: "Although this pupil has stood quite high in his previous classes he seems unable to grasp and retain suggestions for improving his flying. His general airmanship while flying is very low whilst his attempted landings have shown a lack of judgement and coordination. His final Flying Test mark from EFTS was 60 percent which is the passing mark; also he was given 10.45 hours dual instruction on Fleets before soloing."

Course at No.4 AOS was 4 January to 19 April 1942 on Anson aircraft (29.40 day as first navigator, 27.25 day as second navigator, 7.25 night at first navigator, 6.05 night as second navigator and 7.25 spent bombing. Placed 19th in a class of 25 in air work. Courses and marks as follows: Proficiency as Navigator (355/500), Proficiency as Bomb Aimer (62/100), DR Plotting (124/150), DR and DF WT, written (162/200), Compasses and Instruments (92/150), Signals (85/100), Bombing (88/100), Maps and Charts (84/100), Meteorology (65/100), Photography (66/100), Reconnaissance (71/100).

Course at No.4 BGS was 13 April to 23 May 1942 on Battle aircraft (16.55 on bombing and 6.55 on gunnery. Dropped 60 bombs in high level and 19 bombs low level exercises. Fired 1,100 rounds in gunnery tests. Placed second in a class of 29 and graded above average - "An excellent type. Steady, sincere and very reliable."

Course at No.1 ANS, Rivers was 25 May to 3 July 1942 on Ansons (7.45 as first navigator by day, 6.30 as second navigator by day, 8.40 as first navigator by night, 6.30 as second navigator by night). Placed 13th in a class of 20. Deemed average in the air.

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HADDLESEY, P/O Ernest Francis George (J26846) - **Distinguished Flying Cross** - No.467 Squadron - Award effective 15 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 410/44 dated 25 February 1944. Born in Oakville, Ontario, 19 July 1922; home in Norwood, Ontario where he was a plumber's helper and mechanic. Enlisted in Toronto, 25 August 1942 and posted to No.1 Manning Depot. To No.1 BGS, Jarvis, Ontario, 22 October 1942; to Trenton, 6 March 1943, apparently to attend No.2 Air Gunner Ground Training School; promoted LAC, 16 April 1943; to No.3 BGS, Macdonald, Manitoba, 18 April 1943; graduated and commissioned 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, 15 June 1943. Disembarked in Britain, 24 June 1943. To No.14 OTU, 6 July 1943. To No.1661 Conversion Unit, 11 August 1943. Attached to No.1485 Bombing and Gunnery Flight, 13-20 August 1943. Reported to No.467 Squadron, 23 September 1943 from No.1661 Conversion Unit. To Station Waddington (sick), 4 November 1943. Promoted Flying Officer, 28 November 1943. Attached the Headquarters, No.28 Group, for medical recovery, 5-31 January 1944. Attached to No.1 Air Armament School, 2 April to 19 May 1944. Reported back to No.467 Squadron from No.53

Base, 8 June 1944. Shot down (wounded), 18/19 July 1944. Repatriated 19 February 1945. To No.1 Composite Training School, 18 September 1945 but then to No.4 Release Centre the same day. Released 24 October 1945. Died in Peterborough, Ontario, 24 May 1989; buried in Norwood. Incident described occurred on the night of 3 November 1943.

One night in November 1943, this officer was the mid-upper gunner of an aircraft which attacked Dusseldorf. Soon after the bombs had been released, the aircraft was engaged by a fighter. An accurate burst of machine gun fire from the enemy hit the bomber and caused much damage. Although he was struck in the shoulder by three bullets, Pilot Officer Haddlesey opened fire with good effect, driving off the enemy aircraft which fell away with its engines and fuselage on fire. Despite the severity of his injuries and the loss of blood, this gallant gunner remained at his guns until his aircraft had neared the English coast. He displayed courage, skill and fortitude of a high order.

Public Record Office Air 50/269 has combat report. Aircraft was Lancaster L/467, LM338, target Dusseldorf, 3/4 November 1943. Pilot was F/O Patkin, Flight Engineer Sergeant Chambers, Navigator P/O Maidstone, bomb aimer Sergeant Litchfield, WOAG Flight Sergeant Blackwell, Mid-Upper Gunner P/O Haddlesey, Rear Gunner F/O Fisher. The "destroyed" claim was confirmed.

On the night of 3 November 1943 whilst returning from Dusseldorf in Lancaster LM338 "L" at position 51.40N 05.00 E time 2120 hours height 21,000 feet, the aircraft was coned by searchlights and aircrew saw tracer coming from dead astern wounded the rear gunner in the foot and rendered the rear turret unserviceable and wounded the mid-upper gunner in the shoulder. The mid-upper gunner, P/O Haddlesey, immediately fired at the end of the enemy trace and then observed a Me.210 flying dead astern at 200 yards range. Instructions were given to corkscrew and the mid-upper gunner continued to fire. Whilst in the rolling position there was a bright flash of flame in the enemy fighter followed by flames in the engine and fuselage. The mid-upper gunner continued firing and the enemy aircraft was seen to go below the mid-upper gunner's vision in flames,

P/O Haddlesey throughout the combat fired his guns with one hand and later assisted in dragging the injured rear gunner from his turret and gave him morphia. The rest of the crew were unaware that he had been wounded until the aircraft was almost at base. Damage was caused to Lancaster in turret, wings and fuselage. Monica was unserviceable. Enemy aircraft claimed as destroyed.

The Operational Record Book of No.467 records the following sorties where he was present:

7/8 October 1943 - target Stuttgart, in crew of F/O J.A. Colpus.

3/4 November 1943 - target Dusseldorf, in crew of F/O L.S. Patkin

14/15 June 1944 - target Aunay-sur-Odon, in crew of P/O T.E. Davis.
15/16 June 1944 - target Chatellerauly, in crew of P/O T.E. Davis.
19/20 June 1944 - target Watten, in crew of P/O T.E. Davis; recalled early.
21/22 June 1944 - target Gelsenkirchen, in crew of P/O T.E. Davis.
23 June 1944 - target Limoges, in crew of P/O T.E. Davis. Followed by two Ju.88 night fighters that made five approaches but no attacks. Monica warning device caught fire on return flight.
27/28 June 1944 - target Vitry, in crew of P/O T.E. Davis.
29 June 1944 - target Beauvoir, in crew of P/O T.E. Davis.
28/19 July 1944 - target Revigny, in crew of P/O T.E. Davis. Missing.

The website "Lost Bombers" provided details as to his last sortie. Lancaster R5485 (PO-F) of No.467 Squadron, 18/19 July 1944, target Revigny. This machine was originally delivered to No.102 Squadron, February 1942 but transferred to the Telecommunications Flying Unit in August 1942. It subsequently flew with No. 1657 Conversion Unit (no dates) before joining No.467 Squadron on 8 July 1944. Although it was lost on its first operation, it had accumulated a total of 542 hours. R5485 was one of two No.467 Squadron Lancasters lost on this operation; the other was PB234. Airborne at 2256 hours, 18 July 1944 from Waddington to destroy a railway junction. It was homebound when it was intercepted by a night-fighter whose cannon fire killed Flight Sergeant C. Allen (RAAF). The rest baled out, but F/O T.E.W. Davis (RAAF) had the tragic misfortune to jump with his helmet still on and was strangled by the still-attached intercom leads. F/O E.F. Haddlesey collided with the tailplane, severing his right leg above the knee. He was repatriated in February 1945 to Canada via England. Other in crew were Sergeant W.F.Marshall (evaded), F/O M.W.Edgerley, RAAF (evaded), Flight Sergeant L.W.McGowen, RAAF (evaded), Flight Sergeant D.V.Kelly, RAAF (evaded).

Training: Interviewed by S/L H.H. Nelson, No.11 Recruiting Centre, Toronto, 20 August 1942. "Desirable type of lad, age 20, Grade IX. Wants to be Air Gunner. Medium build, wiry. Plays hockey and baseball moderately. Cooperative, keens, wants to serve RCAF. Good average Air Gunner material."

Stage One training at No.2 Air Gunner Ground Training School was classroom only - Armament, Oral (79/100), Armament, written (254/300), Anti-Gas (84/100), Aircraft Recognition (100/100), Mathematics (25/50), Navigation (80/100), Law, Administration and Hygiene (70/100), Signals (65/100)

Phase Two was the course at No.3 BGS, 8 March to 28 May 1943 Flew 27 hours five minutes in Anson and Battle aircraft; tested in Vickers Gas Operated gun in air and on ground, Bristol turret in air, Bristol, Fraser-Nash and Boulton Paul turrets on ground. Exposed 126 feet of film. Spent 15 hours in turret manipulation. Spent three hours on "arming, loading and harmonizing turrets" which may or may not have been part of "turret manipulation." Fired 400 rounds by day on skeet shooting range, 790 rounds by day on 25-yard range, 800 rounds by day and 400 by night on 200-yard range, 400 rounds by day, air-to-ground and 3,895 rounds by day, air-to-air (6.9 percent hits, air-to-air). Tested on Armament, written (134/150), Armament, practical and oral

(88/100), Aircraft Recognition (99/100), Drill (63/100), Signals (55/100), and graded 75/100 under "Ability as Firer." Placed 8th in a class of 68.

Training at No.14 OTU was 6 June to 31 July 1943. Flew in Wellingtons (17.35 by day, 18.15 by night). Carried out four drogue-firing exercises (2,000 rounds, 4.2 percent hits) and three other exercises; exposed six films. Did not do any ground training "owing to late arrival."

Other Notes: At the time of his award he was married to one Jean Haddlesey (living in Peterborough) and had a son (Lawrence Ralph Haddlesey, born 16 August 1942).

In applying for service medals he stated he had been part of the crew on a leaflet raid, No.14 OTU, 9 July 1943 (Paris area).

An RCAF Medical Board on 31 May 1944 noted that he had been wounded in the right shoulder and face. As of 31 January 1944 his wounds had healed, but he was uncomfortable about a return to operational flying. He was granted a further period of sick leave with the recommendation that he take three months of non-operational duty. "At present he is not keen on returning to operational work, but realizes that the job must be done, and is willing to go ahead with it."

On 18 October 1944, W/C W. Brill of No.467 Squadron wrote, "Exceptionally keen gunner. Proved himself very efficient at all times. Always neat and took pride in his bearing. A reliable assistant gunner leader." Group Captain D. Bonham-Carter added, "I agree. This keen and capable gunner failed to return from a raid on the night of 18/19 July. His fate is not known, although at least two members of his crew have since returned to England after successfully evading capture in France following baling out."

On 11 June 1945, newly repatriated, he wrote the following letter to the Air Officer Commanding, Station Trenton, describing himself in the third person:

The above mentioned officer is very anxious to serve in the Pacific theatre in any capacity.

He has served overseas with 467 Squadron, No.5 Group as an air gunner. In February 1945 he was repatriated after having been wounded through enemy action over France, as a result of this wound the right leg has been amputated above the knee. After being shot down, F/O Haddlesey was taken prisoner, 19 July 1944, and was released, through an exchange of prisoners, in February 1945. His condition medically is excellent except for the loss of the limb.

F/O Haddlesey graduated as a commissioned officer from No.3 Bombing and Gunnery School at Macdonald, Manitoba, 28 May 1943 and was posted directly overseas. He has no ties which prevent him from continuing his service in the Pacific theatre. He prefers continuing in aircrew duties but if that is impossible

may he be posted to the Special Officers Administrative Course at No.1 Composite Training School with a view to doing administrative work on a squadron.

It is realized that the majority of amputation cases are discharged from the Service, but in so far as exceptions have been made it would be very much appreciated if an exception can be made in this case and the above mentioned officer posted for aircrew or groundcrew duties in the Pacific theatre. If this is considered impossible then may he be considered for service with the army of occupation in the European Theatre as it is felt that he is mentally and physically suited for that type of service.

It will be much appreciated if careful consideration is given to this matter as the undersigned is very keen and anxious to continue his service in the RCAF.

Although consideration was given to transferring him to the Administrative Branch, as of 17 July 1945, A/V/M Hugh Campbell was writing a memo to Directorate of Postings and Careers emphatically stating that "AFRO 2390 indicates that all personnel having major amputations are to be medically boarded APBP, and I do not see why an exception should be made in this case."

When interviewed for postwar prospects, he stated he intended to complete his senior matriculation and then go to university with a view to becoming a high school teacher.

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HAGAR, F/O Donald Le Roy (J27637) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 14 October 1923 in Port Arthur, Ontario; home there (student); enlisted there 24 April 1942. To No.2 Manning Depot, 7 July 1942. To No.8 Repair Depot, 24 August 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC on 19 December 1942 but not posted to No.2 EFTS until 9 January 1943; course may have ended 5 March 1943 but not posted to No.11 SFTS until 20 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 27 July 1943; to United Kingdom, 12 September 1943. Repatriated 13 August 1945; released 1 October 1945. Died in Part Arthur, Ontario, 14 August 1998 as per **Legion Magazine** of March/April 1999 and Royal Canadian Legion "Last Post" website. 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). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C R.F. Davenport dated 16 January 1945 when he had flown 30 sorties (174 hours 55 minutes), 25 August 1944 to 7 January 1945.

Flying Officer Hagar, a captain of an aircraft, has completed thirty sorties against the enemy. His fine aggressive spirit and fearlessness in action, has been in keeping with the highest traditions of the Royal Canadian Air Force. This officer's crew have, at all times, placed their faith in his skilful and courageous handling of their aircraft.

In view of Flying Officer Hagar's example of cheerful courage, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

25 August 1944 - Brest (4.55, second pilot)
27 August 1944 - Mimocyeques (3.45)
31 August 1944 - Ile de Cezembre (5.30)
5 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (4.40)
12 September 1944 - Wanne Eickel (5.05)
25 September 1944 - Calais (4.45)
26 September 1944 - Calais (3.55)
27 September 1944 - Sterkrade (5.45)
28 September 1944 - Cap Gris Nez (4.40)
4 October 1944 - Bergen (6.40)
6 October 1944 - Dortmund (5.55)
9 October 1944 - Bochum (6.00)
14 October 1944 - Duisburg (6.05)
14 October 1944 - Duisburg (6.05)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (6.20)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.05)
21 November 1944 - Castrop Rauxel (5.55)
27 November 1944 - Neuss (6.10)
30 November 1944 - Duisburg (7.20)
2 December 1944 - Hagen (7.30)
4 December 1944 - Karlsruhe (7.20)
5 December 1944 - Soesterburg (7.20)
6 December 1944 - Osnabruck (6.20)
24 December 1944 - Dusseldorf (5.55)
29 December 1944 - Scholven (6.45)
2 January 1945 - Nuremburg (9.40)
7 January 1945 - Munich (8.55)

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HAGEN, F/L Henry (C18977) - **Mention in Despatches** - Eastmoor (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 15 August 1944. Born 8 December 1909. American citizen, although home described as home is either Russell, Manitoba or Abbey, Saskatchewan. Enlisted in Winnipeg, 24 July 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 28 August 1940. Promoted AC1, 13 January 1941. To No.7 SFTS, 15 January 1941. Promoted LAC, 13 April 1941. Promoted Corporal, 1 August 1941. To "Y" Depot, 5 December 1941. To RAF overseas, 12 December 1941. Commissioned in Aero Engineer Branch, 25 November 1943. Promoted Flying Officer, 25 May 1944. Promoted Flight Lieutenant, 12 August 1944. Repatriated to Canada with No.426 Squadron, 12 June 1945. Assigned to "Tiger Force" training, 3 August 1945. To Release Centre, 30 September 1945. Retired 5 October 1945. Honoured for duties as Servicing Wing Engineering Officer.

Flight Lieutenant Hagen has carried out his duties in an exemplary manner. His constant aims have been to keep all aircraft on the station serviceable and for the welfare of the ground crew. He has given freely of his off duty time in organizing study groups amongst the mechanics to improve their technical knowledge.

HAGEN, F/L Henry (C18977) - **Mention in Despatches** - Eastmoor - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation for an OBE [!] dated 30 April 1945 when he had served 18 months in Canada, 40 months in UK:

Flight Lieutenant Hagen has been employed as a Technical Officer on this station for many months. In this capacity he has proved himself to be an outstandingly fine organizer, a tireless and efficient worker and a highly skilled technician. After "D" Day when every available aircraft was almost continuously required for operations, it was largely due to his tireless efforts and his inspiring drive and leadership that this station was able to maintain such a high degree of serviceability and to send very large numbers of aircraft into the air at very short notice.

Throughout his long service career, Flight Lieutenant Hagen's record has been marked by rapid promotion, rising up through the ranks to the rank of Flight Lieutenant in record time for a technical man. He has fully justified the confidence placed in him by his superiors and at present is the inspiration and driving force behind all the technicians on this station.

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HAGERMAN, F/L Douglas Creswell (J9656) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Saskatoon, 7 September 1920; home in Subiton, Saskatchewan. Enlisted in Saskatoon, 29 April 1941. To No.2 Manning Depot, 15 May 1941. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941; graduated and promoted LAC, 19 August 1941; posted that date to No.16 EFTS ; to No.4 SFTS, 10 October 1941; graduated and commissioned , 2 January 1942. To "Y" Depot, 3 January 1942; to RAF overseas, 24 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 28 January 1943. Promoted Squadron Leader, 3 January 1944. Promoted Wing Commander, 21 August 1944. Repatriated 28 August 1945. Released 9 October 1945. Died in Edmonton, 1997. RCAF photo PL-31965 (ex UK-14219 dated 24 August 1944) is captioned as follows: "On his second tour of operations, S/L Doug Hagerman, DFC of Saskatoon confers over mugs of tea with F/L F.T. Judah of Edmonton, right, Moose Squadron navigation leader, on his return from a sortie against Stettin. In the centre is F/O T.L. Steele of New Westminster, B.C., a navigator with 37 trips. S/L Hagerman won his DFC on his first tour for bringing home his badly damaged Wellington after colliding with a Nazi." RCAF photo PL-33733 (ex-UK-15626, 6 October 1944) shows him sitting in cockpit of his Canadian-built Lancaster, donated by the IODE.

Flight Lieutenant Hagerman has taken part in attacks against targets at Kiel, Essen, Dusseldorf, Cologne, Milan, Hamburg and Berlin, each time encountering heavy opposition. In October 1942, during a sortie to Kiel, his aircraft became involved in a collision with another bomber. The aircraft became uncontrollable and fell 8,000 feet. Displaying skill, courage and determination, this officer then regained control and extricated his crew from a perilous situation. Under a calm and quiet manner Flight Lieutenant Hagerman's fine fighting spirit has inspired confidence in his crew.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 17 April 1943 when he had flown 24 sorties (131 hours 35 minutes). Sortie list and submission as follows:

30 September 1942	GARDENING (3.34)
5 October 1942	Aachen (5.56)
6 October 1942	Osnabruck (5.35)
13 October 1942	Kiel (5.45). Collided with Wellington - jettisoned bombs off Danish coast, losing 8,000 feet in height before regaining control of aircraft.
3 November 1942	GARDENING (5.16)
17 November 1942	GARDENING (5.39)
8 January 1943	Essen (4.29)
11 January 1943	Essen (4.58)
21 January 1943	Essen (4.34)

23 January 1943	Dusseldorf (4.33)
2 February 1943	Cologne (4.42)
4 February 1943	Turin (8.10)
11 February 1943	Wilhelmshaven (4.56)
13 February 1943	Lorient (6.03)
14 February 1943	Milan (8.45)
16 February 1943	Lorient (5.21)
18 February 1943	Wilhelmshaven (4.57)
21 February 1943	Bremen (5.13)
5 March 1943	Essen (4.11)
8 March 1943	Nuremberg (7.35)
9 March 1943	Munich (7.26)
12 March 1943	Essen (3.29)
26 March 1943	Duisburg (3.39)
29 March 1943	Berlin (6.49)

Flight Lieutenant Hagerman (a Canadian) has carried out 24 sorties against the enemy. These operations include sorties to Kiel, Essen five times, Dusseldorf, Cologne, Milan, Hamburg, and Berlin, where heavy enemy opposition was encountered.

He carried out these attacks with consistent courage and skill. During the sortie to Kiel on 13th October, his aircraft collided with a Wellington from No.4 Group and received considerable damage, which caused his aircraft to fall out of control for 8,000 feet. By his skill, courage and determination he extracted his crew from a perilous situation and brought his aircraft safely back to base.

Under a calm and quiet manner, he has a fine offensive spirit in action which inspires confidence in his whole crew. He is a leader of men who has consistently shown great devotion to duty and fully merits the award of the Distinguished Flying Cross.

HAGERMAN, W/C Douglas Creswell, DFC (J9656) - **Bar to Distinguished Flying Cross** - No.419 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

Since the award of the Distinguished Flying Cross this officer has attacked numerous important and heavily defended targets. He has been in command of his squadron since August 1944 and has inspired all the members by his fine fighting spirit, outstanding courage and devotion to duty. On one occasion in November 1944, when approaching the target at Munster, one engine of his aircraft failed. Without hesitation Wing Commander Hagerman pressed on and successfully bombed his objective. On the return flight another engine failed but

by fine airmanship this officer flew safely back to base.

RCAF Press Release No. 8039 dated 3 January 1945 from Sergeant John Badger (transcribed by Huguette Oates) reads:

WITH RCAF BOMBER GROUP IN BRITAIN: -- There are truck drivers and truck drivers. Wing Commander Doug Hagerman, DFC, has been both kinds. The 24-year-old C.O. of the Moose Squadron, who just finished two tours of operational flying, drove a road heavyweight before enlisting. Then the RCAF made him a "truck driver" in the Service sense, a heavy bomber pilot.

The slight youngster from Saskatoon, (624-12th Street East) won his DFC not long after beginning his first tour, with an RAF bomber squadron during the Battle of the Ruhr in the fall of '42.

On the way to an important minelaying target one night, Hagerman's bomber collided with a Junkers 88. A great section was torn out of the front turret, not far from Hagerman himself, while one wing had three feet sheared off the end, and a propeller was dented. Regaining control of the aircraft after such an experience and with it in such a condition earned Hagerman the DFC in short order.

He completed his first tour successfully though his bomber was badly damaged by flak on several occasions.

With Hagerman's second tour came transfer to the Moose Squadron. His experience and quiet leadership resulted in his being chosen flight and then squadron commander, as vacancies occurred. Half a dozen fighter attacks featured this tour, but Hagerman has little to say about them.

He married a Welsh WAAF. They now have a baby daughter, Sandra, and young Hagerman looks forward to introducing the two of them to the Canadian West.

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HAGERMAN, F/O Gerald (J14437) - **Distinguished Flying Cross** - No.437 Squadron - Award effective 2 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 27 February 1920. Home in Malorytown, Ontario; enlisted in Ottawa, 19 February 1941. To No.1 Manning Depot, 27 March 1941. To No.6 BGS, 9 June 1941 (guard duty). To No.5 ITS, 6 August 1941; graduated and promoted LAC, 27 September 1941; posted that date to No.22 EFTS. Posted to Trenton, 7 November 1941. To No.5 ITS (again), 14 February 1942; to No.13 EFTS, 28 March 1942; to No.2 SFTS, 6 June 1942. Graduated and commissioned, 25 September 1942. To No.31 GRS, 16 October 1942. To No.31 OTU, 27 December 1942. Promoted Flying Officer, 25 March 1943. To "Y" Depot, 11 April 1943. To RAF overseas, 15

May 1943. Promoted Flight Lieutenant, 25 September 1944. Appears to have been repatriated in late 1944 and assigned to No.45 Group, Ferry Command, as of 14 January 1945. Released 2 July 1945. RCAF photo PL-33879 (ex-UK-16139, 31 October 1944) shows him and says he was, in part, "forced to bale out while carrying supplies into Arnhem. He was hidden by Dutch people and finally made his way back to England. He is now back on operations."

In September 1944, this officer piloted an aircraft detailed to drop supplies to our ground forces near Arnhem. In the face of intense, concentrated anti-aircraft fire, Flying Officer Hagerman displayed exceptional resolution in executing two successful runs over the target to release all his containers successfully. Later, after leaving the target area, the aircraft was involved in a fight with six enemy aircraft. Such extensive damage was sustained that it became necessary to leave the aircraft by parachute. When he was satisfied that the remaining members of his crew had left, Flying Officer Hagerman jumped himself and descended safely behind our own lines. This officer displayed great coolness and courage in most hazardous circumstances.

RCAF Press Release No. 7070 dated 20 October 1944 (by F/O A.F. Tinsley) read as follows:

WITH A RCAF TROOP CARRIER SQUADRON: --- A vivid picture of the dangers which the troop and freight-carrying Dakotas of the RCAF Husky squadron face on their low-level operations over the Lowlands battlefields, was given when the skipper and wireless operator of one aircraft returned to their base in Britain after baling out over Holland.

The aircraft, on a mission to drop supplies to the ground forces, was struck by flak on its first run over the designated spot, and all the supply panniers could not be dropped because one of the despatchers---men detailed to unload the panniers --- was wounded.

The skipper, Flying Officer G.P. Hagerman, of Mallorytown, Ontario, made a second run and this time the drop was successfully completed. The Dakota turned, climbed above the clouds and headed for home.

Suddenly six or seven Focke-Wulf 190's in line astern attacked the aircraft. Hagerman made for the protection of the clouds, but the first of the FW's attacked with cannon fire while the Dakota's wireless operator, Warrant Officer J.P. De Champlain, of Legal, Alberta, and the navigator were tending the wounded despatcher. The navigator and despatcher were killed, presumably by cannon fire.

The port engine caught fire, the windscreen was smashed and the intercommunication system went unserviceable. The second pilot was sent back to warn the crew to prepare to bale out, and a few minutes later, fire broke out in

the fuselage. The crew were ordered to jump, and Hagerman baled out through the emergency escape hatch. He landed uninjured, but WO. De Champlain suffered a slight leg wound. Two injured despatchers and one uninjured despatcher came to earth near the town of Veghel, where the Dutch inhabitants provided them with a horse and buggy to drive them to Veghel. There, the two injured Canadians were admitted to hospital, while contact was made with U.S. airborne troops and the uninjured despatcher proceeded to Brussels.

Later the despatcher visited the crashed aircraft, in the wreckage of which were three bodies—presumed to be those of the second pilot, the navigator and one despatcher.

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HAGLEY, Corporal (now Sergeant) John Henry (R102157, later J45300) - **Air Force Medal** - No.5 BGS - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Readlyn, Saskatchewan, 18 February 1916. Enlisted 8 May 1941 in Regina for General Duties. Posted that date to No.1 Manning Depot. To No.2 BGS, 16 May 1941. To No.5 BGS, 2 June 1941. Promoted AC1, 8 August 1941. Promoted LAC, 8 November 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 February 1943. To No.3 Repair Depot, 19 July 1943. Remustered for aircrew and posted to No.3 WS, 4 September 1943. To No.5 BGS, 24 March 1944. Commissioned 5 May 1944 on being graded as Wireless Operator/Air Gunner. To No.3 OTU, 19 May 1944. To No.160 Squadron, 4 September 1944. Promoted Flying Officer, 5 November 1944. To No.162 Squadron, 21 December 1944. To Release Centre, 15 September 1945; retired 28 September 1945.

Corporal Hagley has been attached to Drogue Flight at this unit since June 1941, during which period he has shown extreme devotion to duty and has been an example to all General Duties airmen on this station. He has been in charge of Drogue Operators since August 1942, and besides taking his regular turn at Air Exercises has helped on organization of maintenance of target towing gear. During a twelve-month period he completed over 350 flying hours on Drogue Operator duties.

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HAIG, G/C Alexander McLean (C2663; name also rendered simply as McLeon Haig) - **Officer, Order of the British Empire** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Kingston, Ontario, 27 August 1903 as per RCAF Press Release reporting award. Educated at Campbellford, Queen's University Law Society and Osgoode Hall, Toronto. Executive President of Quinte Finance and Securities Co. Home in Belleville, Ontario; enlisted in Kingston, Ontario, 4 September 1940 in Administration

Branch. Promoted Flight Lieutenant, 15 May 1941. To Trenton, 10 May 1942. Promoted Squadron Leader, 1 October 1942. To AFHQ, 3 November 1942. To No.1 Training Command, 15 December 1942. To "Y" Depot, 9 November 1943. To United Kingdom, 15 November 1943. Returned to Canada, 28 December 1943. Posted to AFHQ and promoted Wing Commander, 17 January 1944. Promoted Group Captain, 1 December 1944. To No.1 Air Command, 12 May 1945. To AFHQ, 14 June 1945. Retired 2 November 1945. Mayor of Belleville, 1952 to 1963. Died in Belleville, 13 December 1975. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7 has citation.

During a lengthy period of war service in the Royal Canadian Air Force, this officer has held a great variety of appointments both in Canada and overseas. At all times he has displayed a high degree of initiative in discharging the tasks assigned to him. Throughout his service he has displayed untiring efforts and splendid devotion to duty in carrying out his responsibilities which he has accepted in a manner that is an example to all. In his present position his responsibilities have been heavy owing to the reduction effected in the Royal Canadian Air Force but he has carried them out with his usual enthusiasm, efficiency and organizing ability. Group Captain Haig, through his tact, esprit de corps and congenial personality, has always improved the morale and esprit de corps of any unit to which he has been attached. The example he has set and the devotion to duty that he has displayed have been of the highest order.

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HAIG, F/L John Douglas (J20954) - **Distinguished Flying Cross** - No.195 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 27 January 1921 in Winnipeg; home there. Bank teller. Enlisted in Winnipeg, 23 September 1941. To No.3 Manning Depot, 11 November 1941. To No.15 SFTS, 30 November 1941. To No.7 ITS, 23 March 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. To Eastern Air Command, 27 November 1942; to "Y" Depot, 20 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 19 October 1944. Repatriated 18 June 1945; to No.8 OTU, 19 June 1945, serving there to 31 July 1945. Retired 10 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 16 March 1945 when he had flown 35 sorties (180 hours 15 minutes), 21 October 1944 to 2 March 1945.

21 October 1944 - Flushing (2.45)

23 October 1944 - Essen (5.20)

26 October 1944 - Leverkusen (4.20)

30 October 1944 - Cologne (5.50)
31 October 1944 - Cologne (4.45)
4 November 1944 - Solingen (4.30)
5 November 1944 - Soligen (4.30)
6 November 1944 - Koblenz (4.50)
16 November 1944 - Heinsburg (3.50)
20 November 1944 - Homberg (4.20)
21 November 1944 - Homburg (3.50)
23 November 1944 - Gelsenkirchen (4.25)
27 November 1944 - Cologne (4.05)
28 November 1944 - Neuss (4.20)
6 December 1944 - Merseburg (7.45)
8 December 1944 - Oberhausen (5.00)
12 December 1944 - Witten (5.25)
24 December 1944 - Bonn (5.20)
6 January 1945 - Neuss (5.20)
11 January 1945 - Krefeld (5.30)
13 January 1945 - Saarbrücken (6.35)
15 January 1945 - Erkenschwick (5.10)
22 January 1945 - Duisburg (4.45)
28 January 1945 - Cologne (5.50)
29 January 1945 - Krefeld (5.30)
2 February 1945 - Weisbaden (5.50)
7 February 1945 - Wanne Eickel (5.55)
18 February 1945 - Wesel (4.50)
19 February 1945 - Wesel (5.30)
22 February 1945 - Gelsenkirchen (4.50)
23 February 1945 - Gelsenkirchen (7.05)
26 February 1945 - Dortmund (5.50)
27 February 1945 - Gelsenkirchen (5.15)
1 March 1945 - Kamen (5.50)
2 March 1945 - Cologne (5.40)

Flight Lieutenant Haig has successfully completed a large number of operational bombing sorties as captain of aircraft. Throughout his operational tour this officer's ability as captain of aircraft has been outstanding and he has consistently set a magnificent example in his operational flying which has been of great value to his flight.

There have been many occasions when he has continued to the target area although his aircraft has been damaged by enemy action and each time he has shown a great determination to reach and bomb his objective.

On occasions when photography has been possible he has invariably taken excellent photographs of the target with unfailing regularity, and the reliability with which he can be expected to carry out his sorties has been a great asset to the squadron with which he serves.

In addition to his many daylight sorties, Flight Lieutenant Haig has also been equally successful on night bombing raids and in December 1944 he carried out a highly successful bombing flight of very deep penetration to Herseburg.

This officer's reliability and judgement on operational flying has been outstanding, and his courage and devotion to duty in action have been of a very high order.

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HAIGH, FS Harold Douglas (Can 2346) - **British Empire Medal** - No.10 SFTS - enlisted in Winnipeg, 2 July 1937 - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Wolsley, Saskatchewan, 31 May 1916 as per RCAF Press Release 4907 announcing award. CNR employee before the war. Enlisted 2 July 1937 as Aero Engine Mechanic. Promoted Corporal, 1 September 1939. To No.1 (Fighter) Squadron, 9 November 1939. To No.4 Repair Depot, 21 March 1940. To No.1 (Fighter) Squadron, 21 May 1940, apparently going overseas with them. Promoted Sergeant, 1 January 1941. Repatriated 22 July 1941. To No.10 SFTS, 2 August 1941. Promoted Flight Sergeant, 1 April 1942. To No.1 Central Navigation School, 15 April 1945. To No.8 Repair Depot, 2 September 1945. To No.10 Repair Depot, 23 October 1945. Reverted to Corporal in postwar RCAF, 1 October 1948. Promoted Sergeant, 1 November 1947. Promoted Sergeant, 1 October 1950. Promoted WO2, 1 April 1955.

This non-commissioned officer has set an excellent record of efficiency and devotion to duty throughout almost seven years' service with the Royal Canadian Air Force. In charge of servicing squadron, he has distinguished himself by his continued excellent work. By his cheerfulness and devotion to duty he has won the full co-operation of his staff. He is outstandingly reliable and efficient in the performance of all tasks allotted to him and is deserving of the highest praise.

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HAIME, FS John Heney (Can 2269) - **British Empire Medal** - No.5 Squadron (Canada) - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born 6 January 1916 in Ottawa. Home in Eastview, Ontario (grocery clerk); educated at Ottawa Technical High School; enlisted in Ottawa, 2 June 1937 as Aero Engine Mechanic. Posted from Camp Borden to No.5 (BR) Squadron, Dartmouth, 20 June 1938. Promoted AC1, 1 October 1938. Promoted LAC, 1 July 1939. With No.5 (BR) Squadron as of

15 August 1939. Promoted Corporal, 1 February 1940. Attended Bristol and Wright Engine Course, Montreal, 19 February to 8 March 1940. Promoted Sergeant, 1 June 1940. Promoted Flight Sergeant, 1 November 1940. Promoted WO2, 1 June 1942. To RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. To No.1659 Conversion Unit, 27 March 1943. To No.61 Base, 27 September 1943. Promoted WO1, 28 September 1943. Repatriated 8 August 1945. To No.1 Repair Depot, 8 August 1945. To Trenton, 17 September 1945. Reverted to Flight Sergeant in postwar RCAF, 1 October 1946. To No.12 (Communications) Squadron, 18 November 1946. This later became No.412 (Transport) Squadron. Promoted WO2, 1 April 1949. Commissioned 1 January 1951. To Station Sea Island, 27 February 1951 for service with No.3059 Technical Training Unit. Died of natural causes (heart attack), 13 April 1952, as a Flying Officer in the RCAF.

This NCO in his capacity as NCO in charge of Aero Engine Mechanics, has displayed great determination and devotion to duty in maintaining the maximum serviceability of aircraft during all types of weather. He is outstanding in his ground crew duties and also has made thirty-six war trips, which in my opinion indicates the keenest interest possible in his important duties. For these qualifications I strongly recommend him for the award of the British Empire Medal.

Notes: Described on 22 December 1938 as “Reliable, smart in appearance and very willing. Takes an interest in his work but has had very little experience.” (W/C G.E. Brookes, No.5 Squadron).

Described on 31 December 1939 as a Senior Fitter on Stranraer aircraft; “Reliable and intelligent crewman.”

Described on 22 December 1940 as “A very good mechanic. He has been on maintenance work for the past four months and he has proved a very capable NCO.”

Although no details are available, he evidently flew sorties with No.5 (BR) Squadron as a flight engineer and qualified for the Atlantic Star.

On 7 April 1949 he was recommended by F/L H.G. O’Kelly (No.412 Squadron) for a commission. “This Warrant Officer has an above average knowledge of his trade, has an excellent control of men and is a very able organizer. His conduct and appearance set a high example as does his loyalty and interest in the Service. Warrant Officer Haime has acted as Squadron Engineering Officer on several occasions during the absence of the Squadron Engineering Officer. He has proved most capable in this capacity and showed a fine grasp of administrative detail. Warrant Officer Haime is considered well qualified and most worthy of appointment to commissioned rank.”

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HAINES, F/O Alfred Roy (J8601) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 31 March 1943 as per **London Gazette** dated 16 April 1943 and AFRO 809/43 dated 7 May 1943. Born in New Westminster, 13 March 1912; graduated from University of British Columbia, 1940, having been a school teacher in Duncan and Victoria, 1930 to 1940: gave his home as being in Vancouver; enlisted there 7 February 1941 and posted to No.2 Manning Depot. To No.37 SFTS, 15 March 1941 (guard duty). To No.2 ITS, 9 April 1941; graduated and promoted LAC, 26 May 1941 when posted to No.3 AOS; graduated 18 August 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 29 September 1941; posted next day to No.1 CNS; graduated and commissioned 27 October 1941. To "Y" Depot, 2 November 1941; to RAF overseas, 8 December 1941. Promoted Flying Officer, 1 October 1942. Repatriated 8 April 1943. Postings obscure; he trained as a pilot in Canada and was posted overseas again, this time to fly with an RCAF Sunderland squadron. Remained in postwar RCAF (120786) and attained rank of Squadron Leader, 1 October 1948 with No.442 (Auxiliary) Squadron. His obituary stated that he had worked closely with Air Marshal Hugh Campbell, writing speeches and accompanying him on international and Canadian travels. Later developed programmes for the Staff Development Branch, Public Service Commission of Canada. Because of his daughters he became a supporter of figure skating, serving as President of the Minto Skating Club and an international judge. Avid golfer and organizer of the Royal Ottawa Hospital Golf Day (1980) which raised \$35,000. Founding member of the Hylands Golf Club, playing to the age of 99. Died in Ottawa, 21 December 2013. RCAF photo PL-33445 (ex UK-15749 dated 11 October 1944) taken outside Buckingham Palace following investiture. RCAF photo PL-41260 (ex UK-17353 dated 5 January 1945) shows him as a second pilot of a Sunderland.

In December 1942, this officer was the navigator of an aircraft which attacked a target in the Ruhr. In hazardous circumstances he displayed courage, fortitude and resource of a high order.

Public Record Office WO 208/3312 has MI.9 report based on interview of 1 March 1943. He had left Gibraltar on 24 February 1943, arriving at Portreath that day.

I was navigator of a Halifax II aircraft which left Pocklington at 0140 hours on 3 December 1942 to bomb Frankfurt. The other members of the crew were:

S/L Walkington, captain and pilot (believed killed in aircraft)
W/C Embling, second pilot (in Spain)
Sergeant Fantini, wireless operator (baled out)
Sergeant Law, flight engineer (believed killed in aircraft)
Sergeant Johnson, mid-upper gunner (believed killed in aircraft)
Sergeant Molloy, rear gunner (believed killed in aircraft)
Sergeant Douglas (?), name not certain, bomb aimer; believed to have baled out.

We bombed our target, but on our return journey were attacked by a night fighter

over France. The aircraft caught fire, and the pilot ordered us to bale out. I came down southwest of Guise (Aisne) about 0615 hours. I saw two other parachutes descending but I have no personal knowledge of the fate of the remainder of the crew. I heard what I took to be explosions from the aircraft, but I did not see where it fell.

I buried my parachute, Mae West and helmet in a ploughed field, but retained my flying boots. I then walked across country away from the direction of the explosions. At daybreak I saw a village ahead of me, so I hid in an old farm cart in an implement shed outside the village. I ate some toffee which I had in my pocket, and lay up in the cart until dark.

I then continued walking northeast across country until about 2300 hours, when I lay up in a small wood. I did not know my precise position.

Next morning, 4 December 1942, I found two isolated and unoccupied buildings. I hid in one of these and ate some chocolate and Horlicks tablets from my escape aid box. I then went out to reconnoitre the countryside, and found myself face to face with an elderly Frenchman who was the owner of the buildings. He recognised me as an RAF pilot. I can speak a little French, and he told me that on the previous day two other RAF aviators had sheltered in the same buildings, and that he had given them some food. He did not know where they had gone afterwards. He also told me that four members of their crew had been killed when the aircraft crashed. I presumed that this aircraft must have been my own.

He brought me some food, but was unable to supply any civilian clothes. He would not accept any money.

That night I continued walking southwest until I came to the east bank of the River Oise. I then walked downstream, skirting the villages of Ribemont and Sery. When I was tired I rested for a time in a wildfowler's "hide" near the river, and ate some more Horlick's tablets. About 0800 hours on 5 December 1942 I met a man and a woman looking for firewood. They recognised me as a foreigner so I declared myself, and asked them where I was. They indicated the direction of St. Quentin, across the river and out of sight from our position, and said there were many German soldiers there. I then walked back to my "hide" where I spent the remainder of the day and consumed the remainder of my chocolate and my Horlicks tablets. It was raining and very cold.

As soon as it was dark I started off down the river. About 2300 hours I saw a light in an isolated house. I knocked at the door. A woman appeared, and I declared myself as "RAF". After some delay, I was admitted to the house. The occupants were Poles who had lived for many years in France. They gave me

food, a civilian coat and a beret. I cut off the tabs of my battle dress and discarded my flying boots. I was wearing my walking shoes inside them, and these I retained. My hosts told me that the Germans had captured two members of the crew of my aircraft, and were still looking for any possible survivors from it.

About 1900 hours that night (6 December) a member of the family walked with me to La Fere. We crossed the River Oise here, and I saw no guard on the bridge. There were a number of people on the road as there was a cinema performance in La Fere. Here my companion left me, after warning me that there might be a German sentry on a canal bridge at Tergnier, which was a few miles further on. I found no such sentry, and walked on through Chauny towards Noyon. I slept in a field for a few hours.

On the morning of 7 December 1942 I walked to Salency, and rested for an hour in a church. I then went on through Noyon and Compiègne.

At Compiègne I recrossed the River Oise. There were a number of German troops here, and a sentry on the bridge, but he did not stop me. I took the Sennis road, but as I was feeling very tired and hungry I asked for shelter and food at a house in La Croix St. Ouen. The occupants of this house could not help me themselves, but I was "passed on" to another where I explained who I was and was given food and shelter for the night. Next morning, 8 December, a girl tried to get me false papers, but was unsuccessful.

I had now decided to make for Paris, since I remembered hearing in a lecture that help could be readily obtained there. I therefore walked to Senlis, and thence to La Chappelle-en-Serval, where I arrived about 1600 hours. Here I met two men with a cartload of sugar beet. I was now very hungry and footsore, so I declared myself to them and asked them to find me shelter and food. They told me to hide in a small hut nearby. Some time afterwards one of them returned with a bottle of cider, and was followed by a man in the uniform of a forest guard, with a bottle of wine and some cigarettes. Later a woman came with some bread and cheese. My visitors told me to stay where I was until dark.

After dark I was taken to a house in the village, where I was given food and spent the night. Next day (9 December), my feet were so swollen that I could not put on my shoes. I therefore had to spend another day and night resting in the house. My host gave me some fresh civilian clothes. On 10 December I was taken by car to Chantilly, which I found to be full of German troops. From this point my subsequent journey into Spain was arranged for me.

I crossed the Spanish frontier on 21 January 1943, with an English girl and four Frenchmen. We were arrested about 1530 hours by Spanish "carabineros" who

confiscated our foreign money. Next day we were taken to Pamplone; here we were handed over to the Civil Police. The girl was sent to a hotel but the rest of us were taken to the civil prison. While I was there the girl managed to inform the British Vice-Consul at Barcelona of my position.

On 30 January 1943 I was taken, with about 25 other internees, to a hotel at Betelu. On 14 February I left here by car for Madrid. From here I went to Seville, and thence to Gibraltar, where I arrived on 20 February.

The website "Lost Bombers" gives the following on his being downed. Halifax W7916, No.102 Squadron, target Frankfurt, 2/3 December 1942. This was one of three No.102 Squadron Halifaxes lost on this operation; the others were W7884 and W7913. Airborne at 0128 hours, 3 December 1942 from Pocklington. Shot down from 15,000 feet by a Ju.88 and crashed at Couvron-et-Aumencourt (Aisne), 12 km NW of laon, France. Crew consisted of the following: W/C J.R.A. Embling (second pilot, on detachment from No.77 Squadron and had joined the crew for operational experience; evaded, escaped to Switzerland and was back in England 8 March 1943), S/L J.G.G.Walkington (killed), Sergeant J.Law (killed), P/O A.R.Haines, RCAF (evaded), Sergeant R.C.A.Douglas (POW, Flight Sergeant L.C.Fantini (POW), Sergeant H. Johnson (POW, Sergeant L.C.Molloy (killed).

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HALCRO, F/L George Herbert Alexander (J16599) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Montreal, 8 April 1920. Educated at Ottawa Public Schools to 1935, Ottawa Technical School, 1935-1940. CPR Telegraph Boy, 1937, part time helper in Armstrong Drug Store, 1937-1940. Enlisted in Ottawa, 10 October 1940 and posted to No1 Manning Depot. To Trenton, 23 October 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.1 Manning Depot; to No.4 EFTS, 27 January 1941; graduated 7 April 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 25 July 1941. To No.16 OTU, 16 August 1941 where, on 13 October 1941 he landed Hampden P1227 downwind by mistake, ran off flare path and wrecked the machine. To No.408 Squadron, 18 December 1941; detached to No.1506 Beam Approach Training Flight, 16-23 March 1942. Commissioned 26 June 1942. To No.14 OTU, 15 July 1942. To No.3 Flying Instructor School, 1-31 October 1942. Promoted Flying Officer, 22 December 1942. Special leave in Canada, 20 January to 24 May 1944. Disembarked in Britain, 2 June 1944. Promoted Flight Lieutenant, 22 June 1944. To No.61 Base, 24 June 1944. Attached to Dalton Battle School, 24 June to 11 July 1944. Attached to No.1659 Conversion Unit, 11 July to 19 August 1944. To No.434 Squadron, 19 August 1944. Repatriated 22 January 1945. To No.2 SFTS, 5 March 1945. To No.12 (Communications) Squadron, 23 March 1945. To No.6 OTU, 6 December 1945. To Greenwood, 15 January 1946. Retired 20 February 1946. Died in Ottawa, 17 May 1994, age 74. No citation other than "completed...numerous operations against the enemy in the course of which [he has]

invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 15 January 1945 when he had flown 46 sorties (262 hours 30 minutes). First tour was 25 March to 11 July 1942 (24 sorties); second tour was 25 August to 6 December 1944 (22 sorties) with rear gunner killed on 11 September 1944 (Castrop-Rauxel).

Flight Lieutenant Halcro has completed a second tour of operations making a total of forty-six sorties, many of which were attacks against heavily defended targets. Throughout both tours, Flight Lieutenant Halcro has always displayed keenness, devotion to duty, coupled with a fine offensive spirit. The success of his crew was due in no small measure to his fine captaincy and determined spirit.

The sortie list was as follows:

First Tour

25 March 1942 - Minelaying, Isle de Croix (6.00)
27 March 1942 - Minelaying, Terschelling (4.10)
29 March 1942 - Minelaying, Terschelling (4.25)
1 April 1942 - Le Havre (4.30)
8 April 1942 - Minelaying, Heligoland Bight (6.20)
10 April 1942 - Le Havre (4.50)
15 April 1942 - Dortmund (7.35)
17 April 1942 - Hamburg (7.35)
28 April 1942 - Kiel (7.20, "Nearly had it")
2 May 1942 - Gardening, Le Croix Island (6.35)
4 May 1942 - Stuttgart (8.15)
6 May 1942 - Stuttgart (7.50)
8 May 1942 - Warnemunde (5.35)
30 May 1942 - Cologne (5.40)
2 June 1942 - Essen (4.55)
5 June 1942 - "operations" (55 minutes, engine overheating and lost revs)
6 June 1942 - Emden (4.40)
16 June 1942 - Gardening, Lorient (7.10)
18 June 1942 - Gardening, Lorient (4.40)
25 June 1942 - Bremen (6.40)
30 June 1942 - Dinghy search (5.20)
2 July 1942 - Bremen (6.20)
8 July 1942 - Wilhelmshaven (5.35)
9 July 1942 - Gardening, Langeoog (5.40)
11 July 1942 - Daylight operation, intruder (3.40)

Second Tour

25 August 1944 - Brest (5.20, second pilot)
27 August 1944 - Calais (3.35)
31 August 1944 - De Cezembres-St.Malo (5.15)
10 September 1944 - Le Havre (4.40)
11 September 1944 - Castrop Rauxel (4.50, rear gunner killed)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (4.00)
27 September 1944 - Sterkrade-Duisburg (6.15)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.15)
6 October 1944 - Dortmund (6.40)
14 October 1944 - Duisburg (4.50)
15 October 1944 - Wilhelmshaven (5.15)
25 October 1944 - Homberg (4.50)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (6.25)
21 November 1944 - Castrop Rauxel (4.55)
27 November 1944 - Neues Dusseldorf (5.55)
4 December 1944 - Karlsruhe (7.35)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (6.45)

Notes: Accident while taxiing Hampden AT138, 23 December 1941. Port undercarriage collapsed. Log endorsed "Carelessness".

On repatriation form dated 11 January 1944, reporting his first tour, he stated he had flown 1,180 hours (141.45 on operations, 24 sorties). He requested Mosquitos or Lancasters on Pathfinder duty for second tour.

On repatriation form dated 18 January 1945 he gave total hours overseas as 1,193.20 of which 261.55 were operational.

On 7 August 1945 he listed his types and hours - Finch (30.05 solo, 31.40 dual), Anson (161 solo, 63.20 dual), Oxford (33.55 solo, 27.45 dual), Hampden (294.35 solo, 3.10 dual), Wellington (513.30 solo, 19.15 dual) and Halifax (185 solo, 19.55 dual). Also second pilot on Lodestar (42.10), C-47 (142.55) and Beechcraft (20.00).

Training: Interviewed in Ottawa, 9 July 1940 by F/O O.W. Froom - "This lad is very alert - well educated, sincere, well recommended from school. With military training, should develop into a good aircrew member. Comes from a fine family, quietly spoken but reacts to questioning. Keen to be a pilot and would recommend him for same."

Course at No.1 ITS was 9 December 1940 to 14 January 1941. Courses in Mathematics (95/100), Armament, practical and oral (97/100), Visual Link (81/100), Drill (92/100) and Law and Discipline (89/100). Placed sixth in a class of 116. "Very good pilot material. Alert and conscientious. Has worked and cooperated well on his initial course."

Course at No.4 EFTS was 29 January to 5 March 1941. Finch aircraft - 31.40 dual, 30.05 solo. Was 3.25 on instruments. Logged five hours in Link. "Good, alert type. Good worker and enthusiastic. Should be a very good service pilot." (D.B. McPhetson). Ground courses in Airmanship (166/200), Airframes (82/100). Engines (83/100), Signals, practical (78/100), Theory of Flight (53/100), Air Navigation (184/200), and Armament, oral (120/200). Rated 125/200 in Qualities as an Officer. Placed fifth in a class of 17. "Good appearance. Pleasant. Somewhat slow in expressing himself. Average ability and worked fairly hard. Conduct fair only. Needs checking periodically."

Course at No.8 SFTS was 10 April to 3 July 1941. Finch (31.40 dual and 30.05 solo) and Anson (49.50 day dual, 68.15 day solo, 1.25 night dual, 8.45 night solo). Was 21.20 on instruments; logged 20.15 in Link. "An average pupil, quick to learn. Above average on instruments." Courses in Airmanship and Maintenance (154/200), Armament, written (74/100), Armament, practical (80/100), Navigation and Meteorology (143/200), Signals,, written (93/100) and signals, practical (46/50). Placed 22nd in a class of 42. "Average student - quick and willing to learn."

Course at No.16 OTU was 23 August to 15 December 1941. Flew 2.15 day dual, 5.40 as second pilot by day, 61.45 solo by day, 2.05 night dual, 3.45 as second pilot by night, 40.05 night solo. Was two hours on instruments and 11.05 in Link. Above Average in all flying skills. Dropped seven bombs by day and 84 by night. "A thinker. Will make a good pilot with experience."

Crew at No.1659 Conversion Unit were Halcro plus 168638 F.O T. Graham (navigator), J16128 P/O R.C. Berry (WOP), J18906 P/O M. Ladercoute (air gunner), J16139 F/O M. Fleming (bomb aimer), 1604994 Sergeant D.R. White (flight engineer) and J15787 F/O E.V. Fulton (mid-upper gunner).

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HALCROW, F/L Alexander Foch (J6795) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 8 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Transcona, Manitoba, 4 November 1918 (birth date on MI.9 form); educated in British Columbia; home in Penticton, British Columbia (mine surveyor and piper with Gordon Highlanders militia). Enlisted in Vancouver, 18 December 1940 and posted to No.2 Manning Depot. To No.37 SFTS (guard), 26 January 1941; to No.2 ITS, 16 March 1941; graduated and promoted LAC, 20 April 1941 when posted to No.8 EFTS; graduated 8 June 1941 when posted to No.15 SFTS; graduated and commissioned, 20 August 1941. Upon receiving

wings he was posted to Central Flying School, Trenton for instructors course (13 September to 2 December 1941); at No.31 EFTS, De Winton, 3 December 1941 to 12 October 1942 (promoted Flying Officer, 20 August 1942); at CTS, Rockcliffe, 13 October to 30 November 1942; at "Y" Depot, Halifax, 1-29 December 1942; arrived in Britain, 14 January 1943; to No.3 Personnel Reception Depot, Bournemouth, 15 January 1943; at No.17 (P) Advanced Flying Unit, 16 February to 22 March 1943; at No.52 OTU, 22 March to 1 June 1943 (although MI.9 report says he was at No.57 OTU, Aston Down, without giving dates); with No.401 Squadron, 1 June 1943 to 5 August 1944 (promoted Flight Lieutenant, 20 August 1943); with No.411 Squadron, 5-18 August 1944 (missing; he was shot down by flak, baled out and was captured; enemy permitted him to return to Allied lines to report their surrender on the 21st; officially reported safe on 22 August 1944); to Repatriation Depot, 13 September 1944; to Canada, 23 November 1944; returned to Britain, 5 December 1944; back to Canada, 5 January 1945 and assigned to Western Air Command; at Station Patricia Bay, 20 January to 18 May 1945; "Y" Depot, Moncton, 19-27 May 1945; arrived in Britain by sea, 12 June 1945; repatriated to Canada, 25 November 1945; released 28 November 1945. Service career included 152 operational sorties (225 operational hours). On 29 May 1944 he burst a tyre on touchdown; he became airborne again, dropped his belly tank and made a good belly landing. Aerial victories as follows: **15 March 1944**, one FW.190 destroyed, Cambrai; **7 June 1944**, one Ju.88 probably destroyed; **28 June 1944**, one FW.190 destroyed south of Caen; **20 July 1944**, one FW.190 destroyed, Conde sur Noireau; **27 July 1944**, one Bf.109 destroyed southeast of Caen. In addition he destroyed about 100 enemy vehicles and three locomotives. Died in Vancouver, 15 April 1990 as per **Airforce Magazine** of July-August-September 1990 and **Legion Magazine** of July/August 1990. Photo PL-19370 shows him in front of Spitfire.

Flight Lieutenant Halcrow is a keen and resolute fighter. He has led his flight and, on occasions the squadron, in many successful attacks on a variety of targets. He has displayed praiseworthy skill and determination throughout. In air fighting, Flight Lieutenant Halcrow has destroyed four enemy aircraft.

Public Record Office WO 208/338 has MI.9 report of his being shot down and subsequent escape:

I took off from B.18 (T.8869 250,000, Sheet 3a and b) on 18 August 1944 at 1330 hours in a Spitfire Mark IXB to carry out an armed recce to the south of Vimoutiers (Q 4964 Sheet 7, 250,000). On the roads going south from Vimoutiers I attacked the convoy on the west road on a corner round (Q 4454). I came down from 3,000 feet to tree top height and gave them a four second burst of cannon and machine gun. I flew on for a bit "on the deck", climbed to around 1,000 feet and made another low level attack in the same direction north-south.

It was on the second attack I was hit by some 20-mm shells - my propellor - both glycol and oil lines were hit - the engine about leaped out of its mountings. I called up my Squadron Leader, telling him I was returning to base. I found this to

be quite impossible - the temperature was rising rapidly and there was a great danger of fire - so from 800 feet I baled out.

Just before I landed (U 3525) I noticed someone running to where I was going to land. My first impression was that he was a civilian. No sooner had I landed I released my harness and called out "Anglais". That was fatal, the supposed civilian was German with a rifle. He covered me. Another German running out with a machine gun came and joined him.

They signalled me to walk towards a hedge where an officer and 20 men were standing. They started to take off my Mae West and help themselves to the chocolate, cigarettes and compass in the escape box; they handed the money back to me. While they were disrobing and robbing me one of them asked in English, "Have you been shooting up Red Cross wagons ?" I said No. They motioned me to sit down. They then went into a "huddle" and started to share out their booty.

The English speaking German asked me my rank. I said Captain; after a few minutes consultation with his officer he told me I would have to go to the Kommandant. Escorted by two Privates I was taken into his office. He asked me my rank and whether I was RAF. I nodded. Presumably he told my escort to take me to a place outside some 30 yards away.

Here I found five Americans, a Pole and a Russian. I asked them what type of fellows the guards were; they said they were mixed; they included Roumanians, Greeks, Italians, Poles and Russians. I reckoned that a little morale breaking was indicated. We got the Russian and the Pole working on them, and with my limited French I explained to them that the Luftwaffe was finished and that they were completely surrounded. Out came to "Safe Conduct" passes which had been dropped by the RAF - they each had one in their possession. One of the Italians came up to me and said, "Tomorrow, I your prisoner".

Unfortunately the story must have got out because a pure (?) type German was added to our guards. Later during the evening around 2030 hours the Kommandant sent for my papers. I handed the messenger my 1250-R - it was returned shortly afterwards.

Along with seven cows, we slept the night in the stables. The next day (19 August) for breakfast we were given a piece of bread each. About 0900 hours the Kommandant came to tell us that there was no more food to be had, only a three-pound bag of granulated sugar which he left for us. Guards were changing hourly; they always put a pure (?) German in charge of the guards.

That afternoon - intermittent shelling went on for about two hours - nothing

nearer than a quarter mile of us. We passed the night in the stable. About 0200 hours we were woken up - we were on the move. The Germans wore their camouflage smocks. As I approached the stable door both my arms were grapped and in this manner I was marched to a truck hidden under some trees. Four of us (a Russian, two Americans and myself) were put in one truck, and a Pole and three Americans in the other. There were 20 guards to each truck.

For about two hours we drove through congested roads and without lights. We passed a lot of horse-drawn artillery on the way. The convoy eventually stopped about four kilometres short of Tournay sur Dives (U 3226). The reason for this was that the convoy was being shelled around Tournay sur Dives. We were taken across fields, with about six or seven thousand infantry men to join up with the convoy south of the town.

British shelling was amazingly accurate, piles of destroyed vehicles - dead horses and Germans littered the area - approximately at U 3124 British ranks appeared (53 Division, I believe) from out of the woods. Throwing their arms away the Germans went "hell for leather" towards Tournay sur Dives. I followed suit, close by was one of the guards.

In the mad melee only one American and myself kept together. Around U 3125 about 40 Germans and ourselves took shelter in a basemen of a house. We were joined shortly by about twelve Boschs.

Next morning around 0700 hours (20 August) we went into the adjoining house which had been set up as a First Aid Post. The American, Private Palango and myself were welcomed by the two German doctors and four orderlies with open arms. They gave us food, drink, tobacco and cigarette papers to roll our own cigarettes. One of the orderlies who spoke a bit of English impressed upon me that when we were rescued to explain to the troops how well we had been treated and not to leave them behind.

During the after around 1800 hours, Thunderbolts dive-bombed the place. The Germans were really shaken by these attacks.

About 0700 hours [21 August] an SS type hobbled in; he had been hit by a shall in the foot - Ludovie was his name, 18 years old, had already been in the army a year. Despite his wound he was tough and arrogant. Openly they discussed surrendering. Little by little the SS boy gave way. I told him he would be well looked after in a hospital; if he insisted on staying on gangrene would set in and he would lose the leg. Finally he was won over.

I and one other German, a stretcher bearer, began to walk down the road to find

our lines - we ran into the Cure. He showed us where the lines were. We walked down the road carrying a large Red Cross flag between us. I carried a note from one of the Germans. It stated that many Germans in the village wanted to surrender. I met Major Petersen of the Glengarry Highlanders (Canadian) and gave him the note. He said he could not spare any men to go and fetch them. Already he had 700 surrendered to him including two Generals. From here I went to Battalion Headquarters and through to Creully.

Transcriber's Note: "Major Petersen" is most likely Major John Frederick Peterson (Stormont, Dundas and Glengarry Highlanders), awarded the DSO 17 March 1945.

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HALE, S/L Edward Birney (C1408) - **Mention in Despatches** - No.161 Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Toledo, Ohio, 30 May 1914 (RCAF press release 2659 announcing award). Moved to Hamilton, Ontario at the age of three months. Educated at Pickering College, Newmarket and Colgate College, New York. Learned to fly at the Hamilton Aero Club. Pre-war he founded Peninsula Airways and in 1938 became an Imperial Airways pilot, home in Kingston; enlisted in Toronto 27 November 1939 with rank of Flying Officer. To Camp Borden, 11 December 1939. To Station Trenton, 23 February 1940. To Camp Borden, 2 August 1940. Promoted Flight Lieutenant, 1 March 1941. To No.13 EFTS, St. Eugene, 10 March 1941. To No.3 EFTS, London, 20 May 1941. To No.116 (BR) Squadron, 5 September 1941. Promoted Squadron Leader, 1 October 1942. To Station Shelburne, 2 November 1942. To Station Dartmouth, 28 April 1943. To No.161 (BR) Squadron, 5 May 1943. Promoted Wing Commander, 1 October 1944. To Station Yarmouth, 2 November 1944. To No.12 Communications Squadron, Rockcliffe, 27 December 1944. To Station Rockcliffe Headquarters, 16 November 1945. To Canadian Joint Staff, Washington, 21 August 1946. To Northwest Air Command Headquarters, Edmonton, 8 June 1947. To Central Air Command Headquarters, Trenton, 1 February 1949. To Station Chatham, 1 May 1949 to command No1 (F) OTU (Vampires and later Sabre). To RCAF Station North Luffenham, 19 July 1951. To No.1 Fighter Wing, 1 October 1951, to command. Promoted Group Captain, 1 January 1952. Flew Sabres in Korea (awarded American DFC). Later postings included Deputy Director, NORAD Combat Operations Center in Colorado Springs and Director of Plans and Policy for Allied Forces Central Europe in Fontainebleau, France. Attained rank of Air Commodore, 4 September 1963. Retired from the Canadian Forces, 2 June 1967. Also awarded Queen's Coronation Medal, 6 November 1953 while at AFHQ. From 1967 to 1973 he was Program Manager and later Director Marketing for Raytheon Canada. Between 1973 and 1981 he served as Chairman of the Task Force on Policing in Ontario, Special Advisor to the Ontario Police Commission and was the Director of Law Enforcement for the Province of Alberta, until he retired. Died 1 May 2004. Photo PL-62035 shows G/C E.B. Hale signing to take over North Luffenham from G/C R.A. Ramsay (RAF). Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation.

Squadron Leader Hale is Officer Commanding a squadron which he has organized with outstanding success. By his active part in flying operations and his ability as a Bomber Reconnaissance pilot, he has set a splendid example to those serving under him.

HALE, W/C Edward Birney (C1408) - **Distinguished Flying Cross** - No.161 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. As of DFC recommendation he had flown 1,960 hours, 871 of them operational (120 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6 gives citation.

This officer has completed many sorties on anti-submarine operations in the North Atlantic area. The high degree of success he has obtained has been largely due to his untiring efforts and outstanding skill as a pilot. He has displayed courage, determination and devotion to duty of a very high order, which qualities have been reflected in the keenness of his squadron. He is a courageous and resourceful captain of aircraft who has made an outstanding record throughout his flying career.

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HALE, S/L Paul Morrow (C3880) - **Commended for Valuable Services** - No.2 Bombing and Gunnery School - Awarded 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. American in the RCAF. Born 21 July 1914 in Deerwood, Minnesota; educated at Crosby Fronton High School and Shattuck Military Academy, Fairbault, Minnesota. Enlisted 28 January 1941 in Lethbridge. A Press Release stated he received his flying badge on 24 March 1941. Held rank of Flying Officer as of 6 April 1941. At No.4 BGS as of 13 October 1941. Promoted Flight Lieutenant, 16 June 1942. To Mountain View, 20 February 1943. To No.2 BGS, 19 June 1943. Promoted Squadron Leader, 1 August 1943. Returned to Mountain View, 23 March 1944. Retained rank of Squadron Leader in postwar RCAF, 1 October 1946. Served as Chief Administrative Officer, Station Toronto to June 1949. Assigned that month to Canadian Joint Staff, London, for liaison. Returned to Canada, June 1952 and posted to Station Macdonald. Promoted Wing Commander, 1 September 1951. Awarded Queen's Coronation Medal, 23 October 1953 while at Station Macdonald. To AFHQ, March 1954 to serve as Director of Ancillary and Telecommunications Requirements. Posted in July 1958 to be Chief Administrative Officer, No.4 (Fighter) Wing, Baden-Soellingen. When recommended he was described as having flown 1,229 hours to date, 542 hours as staff pilot, 71.20 hours in previous six months.

This officer, over a long period of time, has set an outstanding example as an efficient staff pilot. His leadership, skill and devotion to duty have contributed largely to the high standard of flying at his unit.

HALE, S/L Paul Morrow (C3880) - **Air Force Cross** - RCAF Station Mountain View - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. No citation for AFC in AFRO. Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation. As of recommendation he had flown 820 hours, of which 162 were in previous six months. With Armament Visiting Flight.

During the past three years this officer has been associated with bombing and gunnery training in the British Commonwealth Air Training Plan. At all times he has maintained a very high standard of skill and proficiency in the performance of his allotted tasks. This officer's thoroughness, keenness and leadership have been an example to all who have served with him. His devotion to duty has been of the highest order.

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HALES, WO Arthur Reginald (R101669, later (J18785) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Virden, Manitoba, 7 December 1916; home there (store owner). Trooper, 12th Manitoba Dragoons, 16 June 1940, held commission in that unit, 1 December 1940 to joining RCAF. Enlisted in Winnipeg, 25 April 1941 and posted to No.2A Manning Depot. To No.36 SFTS (guard duty), 8 June 1941. To No.2 ITS, 3 July 1941; graduated and promoted LAC, 7 August 1941 when posted to No.1 EFTS; graduated 25 September 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 7 January 1942, probably arriving 21 January 1942. To No.2 SFTS (No.7 AFU), 2 March 1942 (Oxfords, 76.35) Attached to No.1525 Beam Approach Training Flight, Brize Norton, 16-23 June 1942 (Oxfords, 12.10). Promoted Flight Sergeant, 19 June 1942. To No.296 Squadron, 30 June 1942 (Whitleys, glider training, 107.55). To Heavy Glider Conversion Unit, 13 July 1942. Promoted WO2, 19 December 1942. To No.19 OTU, 12 January 1943 (88.50). To No.1661 Conversion Unit, 18 April 1943 (Manchester and Lancaster, 56.55). Commissioned 11 May 1943 (J18785). To No.49 Squadron, 29 May 1943 (Lancasters, 169 hours 45 minutes). Promoted Flying Officer, 11 November 1943. To No.1654 Conversion Unit, 6 December 1943 (Stirling instructor, 354.10),. Detached to RAF Lulegate Bottom, 8 December 1943 to 18 January 1944 for course at To No.3 Flying Instructor School, 6 December 1943 (Oxford, 38.05). Repatriated 14 December 1944; retired 2 February 1945. Died 30 August 1995 in Summerland, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of January 1996. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

Public Record Office Air 50/187 has a Combat Report involving him, 10/11 August 1943:

Aircraft - Lancaster C/49, JA895

Captain - Flight Sergeant Hales
Mid-Upper Gunner - Sergeant Amos - No.9 AGS and No.19 OTU
Second Pilot - Sergeant Hutchinson
Air Bomber - Sergeant Patterson
Navigator - Sergeant Warwick
Rear Gunner - Sergeant Fraser - No.2 AGS and No.19 OTI

Time - 0358

Speed - 165

Position - 5004" N 01° 21" W

Course - 270° Magnetic

Height - 20,000 feet

Target - Nuremberg

Met - Above cloud, no moon, fair visibility

Rear gunner reported aircraft, port quarter down, 600 yards. Aircraft followed Lancaster for about five minutes, then observed to be twin-engined. Rear Gunner ordered Pilot to turn Port, then opened fire, two-three second burst. Mid-Upper Gunner could not see enemy aircraft owing to its position, enemy aircraft turned off to starboard and dived away. No damage observed, no damage to Lancaster. No claim.

Monica gave first indication of enemy aircraft and also break away. Monica gave indication that enemy aircraft followed Lancaster for a further 20 minutes.

Notes: Repatriation form dated 4 December 1944 stated he had flown 26 sorties on bombers and four on Army Co-Operation (169 hours 45 minutes) plus 264.35 training hours and 536.10 Non-Operational Non-Training hours (total 970.30). Last sortie was 23 November 1943.

Application for Operational Wing dated 29 April 1944 states he had flown 26 sorties with No.49 Squadron, 2 June to 6 December 1943 (168 hours 45 minutes) and also noted he had flown 102.50 with No.296 Army Cooperation Squadron, 11 July 1942 to 18 January 1943,

Incident, 18 March 1943 at No.19 OTU, Whitley LA846. Night training. "While on night cross country exercise at approximately 60 miles from Base, starboard engine displayed symptoms of a glycol leak. Aircraft was then at 8,000 feet. I immediately carried out a single engine procedure on port engine and set course for Base, losing height gradually. I was able to carry out a successful forced landing at base." There was a leak found. "This pupil pilot carried out correct single engine flying procedure and is to be congratulated upon making a safe landing at night, after at least partial engine failure."

Assessments: "This NCO is very keen and can be ranked as the captain of one of the best crews on the unit." (1 October 1943)

“On the whole, quite a satisfactory test. His demonstrations are quite clear and the pattern adequate. Will benefit from more experience.” (S/L M.M. Stephens, January 1944, No.1654 Conversion Unit, after test on Oxford).

“Has always carried out his duties in a competent and reliable manner. He is an experienced Stirling flying instructor and has a good understanding of the conversion unit training organization. He is neat in appearance and has a smart and alert bearing and has been an asset to this unit.” (W/C R. Kingsford-Smith, No.1654 Conversion Unit, 29 November 1944. He had flown 1,120 hours, 183 in previous six months).

Training: Course at No.2 ITS was 21 June to 21 July 1941. Courses in Mathematics (65/100), Signals (97/100), Hygiene and Sanitation (32/40), Armament, practical and oral (65/100), Drill (78/100), Law and Discipline (44/50). “This airman was a Second Lieutenant in the 12th Dragoons. He is competent, dependable, and has the ability to make good.”

Course at No.1 EFTS was 8 August to 25 September 1940. Tiger Moth aircraft - 26 hours 35 minutes dual, 25.45 solo (5.10 on instruments). Logged ten hours in Link. “Above average pupil. This pupil takes flying naturally. Seemed slightly nervous in start of course, but has improved steadily. Progressive, interested, quick to learn. Could have passed tests before full time. Hard to find points needing special mention. Experience will prove him to be a high standard.” Ground school marks were in Airmanship (132/200), Airframes (68/100), Aero Engines (56/100), Signals (84/100), Theory of Flight (55/100), Air Navigation (116/200), Armament, oral (102/200), Qualities as Officer (163/200). Placed 23rd in a class of 32. “This student has the ability to do better than his marks in Ground School show. He is ambitious and conscientious, and should prove to be a great asset to the service. Dress, deportment and discipline good.”

Course at No.5 SFTS was 25 September to 19 December 1941. Anson aircraft - 51.50 day dual, 26.00 day solo, 4.30 night dual, 7.30 night solo. Was 21.05 on instruments, logged 20 hours in Link. “An average student with no outstanding faults. Tendency to be slightly rough on controls.” Ground courses in Airmanship (139/200), Armament, written (139/200), Armament, practical (60/100), Navigation and Meteorology (148/200), Signals, written (51/100), Signals, practical (42/50). “Average student.” Placed 41st in a class of 52. “An average student, Mediocre ability. Lacks drive and initiative.”

Course at No.19 OTU was 28 January to 30 March 1943. Whitley aircraft - 1.00 day dual to first day solo, 5.15 total day dual, 6.50 day with a captain, 29.50 as captain alone, 4.15 night dual to first night solo, 6.30 total night dual, 5.00 night with a captain, 28.25 night as captain alone; logged 21.30 in Link. Graded in the following flying tests - General Flying (230/400), Applied Flying (150/200), Instrument Flying (190/250), Night Flying (75/100), Link (38/50). Ground courses in Airmanship (268/300), Armament (165/300), Meteorology (55/100), Navigation (118/200), and Signals (74/100). “This NCO has an appreciable amount of Whitley flying prior to this unit and is a good average pilot with a sound knowledge of his aircraft. He will do better

as a captain when he shows greater determination and initiative, neither of which qualities are outstanding at present. He has completed over 81 hours at the controls and carried out four day and five night cross countries, all at an average height of over 10,000 feet war load climb and 5.05 hours formation flying. Night landings, conversion 38, operational 10.”

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HALES, S/L Frank William (J6498) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Camrose, Alberta, 29 August 1918. Educated in North Edmonton, Eastwood (Alberta), Edmonton Technical School (1938) and Business College. Home in Edmonton (employed by city waterworks); enlisted there 8 November 1940. To No.1 ITS, 11 December 1940; graduated and promoted LAC, 16 March 1941 when posted to No.7 EFTS; may have graduated 4 May 1941 but not posted to No.1 SFTS until 16 May 1941; graduated and commissioned 30 July 1941. To Central Flying School, Trenton, 31 July 1941. To No.15 SFTS, 23 October 1941. Promoted Flying Officer, 31 July 1942. To No.34 OTU, 1 March 1943. To “Y” Depot, 12 June 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. Promoted Flight Lieutenant, 31 July 1943. To No.23 OTU, 17 August 1943. To No.61 Base, 12 November 1943. Attached to No.1679 Conversion Unit, 29 November to 11 January 1944. To No.408 Squadron, 12 January 1944. First sortie was to Brunswick, 14 January 1944. Appointed Flight Commander and promoted Squadron Leader, 19 May 1944. To No.1659 Conversion Unit, 1 September 1944. Repatriated 8 August 1945. To Northwest Air Command, 12 August 1945. Released 4 October 1945. Rejoined RCAF, 3 April 1951 in Edmonton as pilot (38160). To Flying Instructor School, Trenton, 15 May 1951. To No.2 Flying Training School, Gimli, 14 August 1951. To No.2 Flying Training School, Moose Jaw, 17 June 1953. Promoted Flight Lieutenant, 1 July 1953. To No.1 Officer School, London, 14 August 1955. To No.4 (Transport) OTU, Trenton, 14 September 1958. To No.435 Squadron, 14 November 1958. To No.4 (Transport) OTU, Trenton, 1 July 1962. Retired 22 July 1964. Died 28 November 1996 in Fergus, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of March/April 1997. RCAF photo PL-32631 (ex UK-13797 dated 26 August 1944) shows him.

This officer has displayed great skill and gallantry in air operations. He has completed very many sorties during which he has attacked successfully such targets as Berlin, Freidrichshafen and Dortmund. On one occasion whilst over an enemy target his aircraft caught fire, sustaining extensive damage before the flames could be extinguished. Despite this, Squadron Leader Hales executed an accurate bombing attack and afterwards flew the damaged bomber to base. He has proved himself a most inspiring leader.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C R.A. McLernon, drafted 2 July 1944 when he had flown 25 sorties (144 hours 49 minutes); no sortie list but text as follows:

Squadron Leader Hales has been on this squadron since the 12th January 1944, and throughout this period he has proven himself to be an inspiring leader and a splendid operational pilot. He has completed in an exemplary manner many operations against most of the heavily defended targets in Germany, including Berlin, Friedrichshafen and Dortmund. Most recently, against targets requiring extreme bombing accuracy he has pressed home his attacks with fine determination, obtaining aiming point photographs every time the target was unobstructed by cloud.

On one occasion, when detailed to attack Friedrichshafen, his aircraft was struck by a load of incendiaries, many of them falling through the pilot's cupola and in the after part of the aircraft causing fire and severe damage throughout. Despite this Squadron Leader Hales dropped his bombs accurately on the target and fought his badly damaged aircraft some 500 miles back to safety.

Squadron Leader Hales has by his fine operational record and splendid leadership, in my opinion proven himself fully deserving of an immediate award of the Distinguished Flying Cross.

DHH file 181.009 D.1724 (National Library and Archives, RG.24, Volume 20607) has a memo dated 9 May 1944 bearing on his career (G/C C.L. Annis, Commanding Officer, Station Linton-on-Ouse to Officer Commanding, No.62 Base, Linton-on-Ouse), requesting authority to commend F/O H.R. Chekaluck, F/L F.W. Hales and Second Lieutenant M.R. Humphrey, USAAF, all of No.408 Squadron. Relevant portion reads:

On the 27th of April 1944, this officer was Captain of an aircraft detailed to bomb Friedrichshaven. Just after releasing the bombs and taking photographs, the aircraft was hit by falling incendiaries which ripped off the canopy and punctured the aircraft in several different places including some, which were set alight, in the fuselage. The Mid-Upper Gunner succeeded in throwing these out through the gun position. The petrol cross feed line was punctured and the petrol flowed out, filling the aircraft with fumes. Every effort was made to stop the leak and to ventilate the fuselage. On account of a very complete knowledge of the fuel system of his aircraft, Flight Lieutenant Hales was able to direct the manipulation of the cross feed cock that sufficient petrol was saved to enable the aircraft to barely reach the south coast of England where a safe landing was made. It is considered, please, that this effort is worthy of recording in this Pilot's Log Book.

HALES, S/L Frank William, DFC (J6498) - **Air Force Cross** - No.1659 Heavy Conversion Unit (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1158/46 dated 20 December 1946. Public Records Office Air 2/8771 has citation drafted when he had flown 1,500 instructional hours, 91 in previous six months.

Squadron Leader Hales, now employed as Deputy Chief Instructor, has been engaged on instructional duties for 3 ½ years. Prior to being posted to this unit, he was flight commander in a squadron and in that capacity he was in charge of all squadron training. The efficiency of the squadron was a direct reflection on this officer's tireless efforts. Squadron Leader Hales previously instructed at a Service Flying Training School for 21 months where by his ability, hard work and fine leadership, he became Deputy Flight Commander and later Flight Commander. He has served in this unit as Flight Commander since August 1944, and as Deputy Chief Instructor since January 1945. During this period he has proved himself to be a most capable, conscientious and reliable Flight Commander. His devotion to duty, combined with his excellent ability as an organizer, pilot and instructor have very materially strengthened the efficiency of this unit.

Notes: On repatriation form dated 14 July 1945 he stated he had flown 32 sorties (183 hours five minutes), the last on 10 August 1944. Also flew 227 non-operational hours. Types experienced were Wellington (80 hours), Halifax II, III, V and VII (130) and Lancaster (200).

Incident, 28 April 1944, Lancaster II, serial DS705 "K". As bomb doors closed over target, aircraft hit by incendiaries from above. Regained control shortly. Fuselage holed in several places, both mainplanes damaged. No injuries. Crew were himself (captain), FS J.P. Quane (RAAF, navigator), F/O R.J. Clift (bomb aimer), WO M.J. Harrison (RNZAF, WOP/AG), Sergeant L.A. Berard (mid-upper gunner), Flight Sergeant M. Becker (rear gunner), Sergeant J.E. Soagelll (RAF flight engineer) and Sergeant W.H. Williams (spare gunner). No injuries.

Flying times as of 30 November listed as follows: Fleet (88.20), Fairchild (45 minutes), Yale (30.10), Texan (70.50), Harvard (302.00), Cessna (646.25), Anson (319.40), Wellington (85.45), Ventura (97.25), Lockheed (1.50), Lancaster (269.00) and Halifax (134.40).

Training: Course at No.1 ITS was 10 January to 14 March 1941. Courses in Mathematics (87/100), Armament, practical and oral (87/100), Signals (100/100), Drill (80/100), Law and Discipline (60/60) and Hygiene and Sanitation (36/40). Placed 20th in a class of 208. "Steady, resourceful, determined airman with plenty of tact and good judgement. Assimilated instruction quickly, is neat and tidy in his work, and cheerful, pleasant yet confident in his manner."

Course at No.7 EFTS was 7 March to 4 May 1941. Fleet Finch aircraft - 27.10 dual, 32.35 solo; included is 5.15 on instruments. Logged ten hours in Link. "No serious faults." Ground courses in Airmanship (138/200), Airframes (83/100), Aero Engines (91/100), Signals, practical (100/100), Theory of Flight (72/100), Air Navigation (152/200), Armament, oral (154/200), Qualities as Officer (158/200). Placed second in a class of 26. "Inclined to be indifferent at times. Very good student. Learns quickly."

Course at No.1 SFTS was 16 May to 30 July 1941. Yale and Harvard aircraft - 42.30 day dual, 45.45 day solo, 4.55 night dual, 5.20 night solo. Flew 20.10 on instruments; logged 19.15 in Link. "Progress has been satisfactory, has average ability and is a safe pilot." Ground courses in Airmanship and Maintenance (152/200), Armament, written (77/100), Armament, practical (72/100), Navigation and Meteorology (139/200), Signals, written (73/100), Signals, practical (50/50). Placed 21st in a class of 57. Recommended for fighters.

Course at Flying Instructor School, Trenton, was 10 August to 15 October 1941. Flew single engine elementary aircraft (8.10 day dual, 8.55 day solo), single engine advanced aircraft (10.35 day dual, 2.00 night dual, 9.15 day solo) and twin engine advanced aircraft (12.50 day dual, 1.00 night dual, 9.00 day solo, 2.00 night solo). "Average student in ability, rather slow in reactions; instruments and aerobatics should improve with experience, although night flying should be watched." Ground courses in Airframes (82/100), Aero Engines (81/100), Airmanship (63/100) and Air Navigation (75/100). Tested in Cessna and described under following headings - Sequence (Average), Voice (Satisfactory), Manner (Confident), Ability to Impart Knowledge (Average) and Ability as Pilot (Average). "Should become satisfactory instructor with experience." (F/L H.H. Langford) Awarded Category "C".

Course at No.34 OTU was 8 March to 28 May 1943. Ventura aircraft - 7.05 day dual, 76.05 day as captain, 1.30 night dual, 10.25 night as captain. Flew 4.00 on cloud flying, logged 21 hours in Link. Dropped 46 bombs by day and six at night. Fired 50 rounds on ground, 1,025 rounds air-to-ground (225 x .50 cal and 800 x .303). Course in Airmanship (97 percent), Air Navigation (83 percent), Signals (53 percent), Armament (70.9 percent), Bombs (72.8 percent), Meteorology (60 percent) and Photography (61 percent). Pass in Morse. "An average student who grasps details slowly and is not as much at home on the ground as he might be. Has been previously employed as a Flying Instructor." (Remarks of Chief Ground Instructor). "An above average pupil, quick thinker, steady, and reliable. Should make a good operational crew leader. Above average low level bomber who produced consistent results throughout." (Chief Instructor).

Course at No.23 OTU was 17 August to 7 November 1943. Wellington aircraft - 6.00 day dual to first day solo, 7.30 total day dual, 5.15 at controls with a captain by day, 32.25 day without a captain, 3.15 night dual to first night solo, 4.15 total night dual, 5.10 at controls with a captain by night, 29.55 night without a captain, 6.55 in Link. Did six day and six night cross-country flights (12,000 feet), three day fighter affiliations, dropped 43 bombs by day and 20 by night. Made four infra-red attempts. Graded in the following flying tests - General Flying (315/400), Applied Flying (160/200), Instrument Flying (210/250), Night Flying (80/100), Link (35/50). Ground courses in Airmanship (220/300), Armament ("satisfactory"), Meteorology (65/100), Navigation (130/200), and Signals (77/100). "This pilot is an ex-instructor who had no difficulty in converting to Wellington III. He has shown a high standard of keenness with good crew control, and is an above average captain who should do well as an operational pilot."

Course at No.1679 Conversion Unit was 29 November to 11 January 1944. Crew was himself, Aus 425357 FS J.P. Quane (navigator), J26348 P/O R.J. Clift (air bomber), NZ414875 FS M.J. Harrison (WOAG), R54001 Sergeant M. Becker (AG), R180487 Sergeant L.A. Berard (MUG)

and 905014 Sergeant J.E. Boagnell (FE). "F/L Hales is a capable and experienced pilot. He has organized a good crew and with operational experience should prove an asset to his squadron." (W/C R.T. Langton, Chief Instructor).

Tested on Halifax II as an instructor, No.1659 Conversion Unit, Topcliffe, 16 November 1944. Category Bomber (Multi-Engine). Described under following headings - Flying Ability (Average), Ability to Impart Knowledge (Above Average), Knowledge of Sequence (Above Average) and Technical Knowledge (Above Average). "This officer has a sound knowledge of Principles of Flight of the Halifax aircraft. He has a good voice and pleasant instructional manner. His flying is sound and his demonstrations well put over but not with the polish necessary for A.2 standing." (S/L E.P.S. Booker). Endorsed by W/C H.C. Smith.

Selected Assessments:

"This officer has worked hard and has shown his capabilities by the manner in which he has run his flight. He has taken a keen interest in the station and has made an excellent sports officer." (S/L D.D. Atkinson, No.15 SFTS, 15 February 1943).

"A most capable Flight Commander whose influence and personality are a definite asset to any unit." (No.1659 Conversion Unit, 25 July 1945 when he had flown 1,702 hours 55 minutes, 80 hours in previous six months).

"An excellent Flight Commander. Recommended as Squadron Commander or Chief Instructor." (S/L A.D.R. Lowe, No.1659 Conversion Unit, 23 January 1945 when he had flown 1,761 hours five minutes, 61.10 in previous six months).

"This officer has been at this unit for 19 ½ months. He has been for some time one of the best Flight Commanders at this unit. He has, through his initiative, enthusiasm and ability to get along with others, jumped over other officers for this position. He has now been chosen to operate Number Two Squadron ahead of many others on the transfer of the Squadron Commander. He has a steady nature and is a well balanced officer whose judgement is very sound. He works with enthusiasm, energy and application. He has a sound knowledge of administrative procedure as well as outstanding flying ability. He has a pleasing personality and his conduct has always been exemplary. He is one of the best officers on this unit and has been placed second on the Station priority list for accelerated promotion." (G/C B.D. Richer, Station Gimli to AOC Training Command, Trenton, 16 March 1953).

"Honest, industrious and efficient, F/L Hales throughout his three year tour at JOAC has never offered less than his best. He has introduced many new ideas and improvements that have added greatly to unit effectiveness and efficiency. He has developed his own abilities, particularly his instructional skill, to a very high standard. He has improved his writing sufficiently to be termed an effective writer. Tactful and firm in the handling of his subordinates, he is liked and respected by all. When placed in command of JOAC for a two month period recently, he clearly

demonstrated his outstanding ability to organise and direct the work of others. He is qualified to assume greater responsibilities of higher rank, and he is strongly recommended for promotion.” (S/L D.H. Dunbar, JOAC, 18 July 1958).

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HALKETT, FS Alexander Morgan (R86893) - **Distinguished Flying Medal** - No.15 Squadron - Award effective 24 October 1942 as per **London Gazette** dated 6 November 1942 and AFRO 1830/42 dated 13 November 1942. Born in Peace River, Alberta, 2 August 1922; home there (student). Enlisted in Edmonton, 5 February 1941 and posted to No.2 Manning Depot. To No.4 SFTS (guard duty), 2 March 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; graduated 2 July 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941; to RAF overseas, 6 October 1941. Commissioned 30 October 1942 (J16122). Instructed at an OTU and flew another tour with No.419 Squadron (20 sorties), Repatriated 1 May 1945. To No.2 Air Command, 18 May 1945. To Debert, 5 August 1945. Accepted for postwar RCAF as Flying Officer, 1 October 1946 (19825); promoted Flight Lieutenant, 1 January 1949; promoted Squadron Leader, 1 June 1952. Postwar career included an exchange posting with the RAF (No.49 Squadron, Lincoln bombers), Station Trenton, RCAF Staff College (1958), command of No.404 Squadron (1960) and Co-Director, Maritime Warfare School, Halifax (1962) and DND Headquarters. Retired 1968 as a Wing Commander. Joined Industry Canada to work in aerospace development until 1986. Died in Ottawa, 11 February 2014.

This airman has completed numerous sorties and has displayed great efficiency, combined with outstanding determination, to complete his tasks successfully. He is a confident captain and a fine leader.

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HALL, G/C Carl Herbert (C4417) - **Mention in Despatches** - EAC Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Uxbridge, Ontario, April 1898, educated at Guelph and Ingersoll. Served as an artillery NCO in First World War; securities executive before the war; transferred from Royal Canadian Army Pay Corps to RCAF in Toronto, 28 November 1940 in Accounts Branch. Held rank of Squadron Leader as of 1 July 1941; promoted Wing Commander, 8 October 1942; promoted Group Captain, 1 June 1944. In Toronto, November 1940 to December 1941; St.Thomas, 8 December 1941 to 25 May 1942; Halifax, 25 May 1942 until at least 3 April 1943. Later served in UK and in immediate postwar air force was on staff of Maintenance Command (later Air Material Command), 1947. That same year he was transferred to AFHQ (Office of Vice-Chief of the Air Staff, Director of Accounts). Died of a heart attack in Ottawa, 8 April 1953.

Group Captain Hall has been staff officer Accounts and Finance at this

Headquarters for slightly more than two years. His devotion to duty and the perseverance he has always displayed in completing his numerous and difficult tasks have set an example for all his associates. This officer, while demonstrating unusual proficiency and zeal in the performance of the normal duties of his appointment, has carried out other duties with the utmost satisfaction. He has originated suggestions for improvement in procedures leading to greater efficiency, which have been adopted by higher authority and has contributed materially to the internal organization of his division of the service.

HALL, G/C Carl Herbert (C4417) - **Officer, Order of the British Empire** - EAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8 has citation.

This officer has been Staff Officer Accounts and Finance at this Headquarters for slightly more than two years. His devotion to duty and the perseverance he has always displayed in completing his numerous and difficult tasks has set an example to all his associates. This officer, while demonstrating unusual proficiency and zeal in the performance of the normal duties of his appointment, has carried out with utmost satisfaction, duties above the ordinary. He has originated suggestions for improvements in procedure leading to greater efficiency, which have been adopted by higher authority and has contributed materially to the internal organization of his division of the Service.

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HALL, F/L Donald George (C17597) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Sunbridge, Ontario, 9 July 1912; home in St. Thomas, Ontario. Enlisted in Sudbury, as Aero Engine Mechanic, 22 July 1940. To Patricia Bay, 10 August 1940. To Technical Training School, St. Thomas, 7 October 1940. Promoted AC1, 22 February 1941. To No.5 SFTS, 26 February 1941. Promoted LAC, 1 July 1941. To "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942. Remustered to aircrew (Flight Engineer) and commissioned 5 April 1943. Promoted Flying Officer, 24 February 1944. Promoted Flight Lieutenant, 5 October 1944. Repatriated 18 August 1945. Retired 3 October 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1634 (RG.24 Vol.20604) has recommendation for an American DFC, submitted to AOC No.6 Group, 3 August 1944. He had completed 17 operations, 15 January to 19 November 1943, and since 5 September 1943 had been Squadron Engineer Officer (Squadron Flight Engineer Leader). Recommendation praised his efforts and leadership when the unit was converting from Halifax II to Lancaster X aircraft.

Public Records Office Air 2/9632 has recommendation for DFC dated 17 May 1944 when he had

flown seventeen sorties (98 hours 40 minutes), 15 January to 19 November 1943. This, coupled with the attempt to get an American DFC for him, suggests great determination on the part of his Commanding Officer to get an award to Hall.

15 January 1943 - Lorient (5.50)
29 January 1943 - Lorient (6.30)
3 February 1943 - Hamburg (3.40)
16 February 1943 - Lorient (6.05)
19 February 1943 - Wilhelmshaven (5.00)
24 February 1943 - Wilhelmshaven (4.30)
1 March 1943 - Berlin (7.15)
22 March 1943 - St.Nazaire (5.55)
26 April 1943 - Duisburg (5.25)
28 April 1943 - GARDENING, Anholt Island (7.00)
30 April 1943 - Essen (5.30)
4 May 1943 - Dortmund (4.50)
23 May 1943 - Dortmund (4.50)
11 June 1943 - Dusseldorf (5.05)
27 July 1943 - Hamburg (6.40)
18 November 1943 - Ludwigshaven (7.40)
19 November 1943 - Leverkusen (6.55)

Flight Lieutenant Hall has taken part in seventeen night operations against the enemy, including twelve attacks on the main German industrial centres.

Since the 5th September, 1943 he has held the post of Squadron Engineer Leader and the high standard of efficiency in the Engineer's Section of this squadron is primarily due to the example, energy and good leadership he has shown.

During the conversion of the squadron from Halifax IIs to Lancaster Xs, Flight Lieutenant Hall undertook the task of converting crews - an arduous task which he has completed with exceptional results.

I consider that this officer's unswerving loyalty, devotion to duty and the high standard of excellence which he has set fully merits the non-immediate award of the Distinguished Flying Cross.

HALL, F/L Donald George, DFC (C17597) - **Mention in Despatches** - No.419 Squadron (AFRO gives only "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.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945. Flight Engineer Leader.

As Flight Engineer Leader of the squadron, Flight Lieutenant Hall has devoted

many extra hours of work to improving the knowledge and efficiency of the men of his section. The results he has obtained have been outstanding.

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HALL, F/L Douglas Irving (J12193) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Timmins, Ontario, 6 June 1922. Home in Milliken, Ontario (miner). Enlisted in Toronto, 7 July 1941. To No.1 Manning Depot, 22 July 1941. To No.1 SFTS (guard), 9 August 1941. To No.1 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.9 EFTS; may have graduated 13 February 1942 but not posted to No.6 SFTS until 24 February 1942; graduated and commissioned, 19 June 1942. Flew at No.9 Bombing and Gunnery School, Mont Joli, 6 July 1942 to 3 June 1943 (promoted Flying Officer, 1 May 1943). To No.1 OTU, 3 June 1943. To "Y" Depot, 21 August 1943. Embarked for overseas, 12 September 1943. Arrived in UK 19 September 1943. Further trained at No.41 OTU (26 October 1943 to 11 April 1944) and No.8 (C) OTU (11 April to 24 May 1944). No.400 Squadron, 24 May to 20 July 1944 (promoted Flight Lieutenant, 19 June 1944), No.414 Squadron from 20 July 1944 to 31 May 1945. Aerial victories as follows: 21 September 1944, one FW.190 destroyed; 24 December 1944, two Bf.109s destroyed; 2 May 1945, three FW.190s and one Me.108 destroyed, one FW.190 and one Me.108 damaged. Later in UK and with No.411 Squadron; repatriated 31 March 1946; to No.1 Air Command, 9 April 1946; to Composite Training School, 16 June 1946; released 5 July 1946.

Throughout numerous sorties Flight Lieutenant Hall has proved himself to be a most competent and courageous pilot displaying tenacity and determination of the highest order. Several of his missions have involved deep penetrations into enemy territory in the face of intense and accurate anti-aircraft fire and adverse weather. He has destroyed three hostile aircraft. On one occasion in December 1944, his aircraft flying with another was attacked by at least fifteen enemy fighters. Throughout the ensuing combat Flight Lieutenant Hall displayed exceptional coolness and skill and although greatly outnumbered destroyed two Messerschmitt 109s. His enthusiasm and tenacity have provided an inspiring example to the other members of his squadron.

HALL, F/L Donald Irving, DFC (J12193) - **Bar to Distinguished Flying Cross** - No.414 Squadron - Award effective 17 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945.

Flight Lieutenant Hall has displayed considerable skill and ability both in the air and on the ground. He has completed a large number of sorties, including many reconnaissances. On a tactical reconnaissance mission in May 1945, he engaged a formation of enemy aircraft. In the ensuing combat, Flight Lieutenant Hall shot down three Focke Wulf 190s and a Messerschmitt 108 [?] and damaged two

others. His example of keenness and determination has set a high standard to all members of his squadron.

Public Record Office Air 2/9086 has recommendation drafted about 8 May 1945 when he had flown 151 sorties (179 hours 30 minutes) of which 85 hours had been flown after recommendation for the DFC.

This officer joined No.414 Squadron in July 1944, and displayed a natural aptitude for reconnaissance work. On the completion of 95 hours operational flying he was recommended for a non-immediate Distinguished Flying Cross for outstanding achievement as a fighter reconnaissance pilot, during which time he destroyed three enemy aircraft. Since that time he has continued to produce excellent results and has displayed the same persistence in engaging the enemy.

On a tactical reconnaissance mission on May 2nd, he became separated from his Number Two due to low cloud and, despite the superiority in numbers, he engaged a formation of enemy aircraft, destroying three Focke Wulf 190s, one Messerschmitt 108, and damaging a Focke Wulf 190 and a Messerschmitt 108. Flight Lieutenant Hall has set a high standard of courage and devotion to duty for his fellow pilots.

This was endorsed by the Wing Commander (Flying) on 8 May 1945, by the Officer Commanding, No.39 Wing (14 May 1945), by the Air Officer Commanding, No.83 Group (18 May 1945) and by the Air Officer Commanding-in-Chief, 2nd Tactical Air Force (28 May 1945).

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HALL, F/L Douglas Pengelly (J5826) - **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 Calgary, 9 September 1919; home in Toronto. Attended University of Toronto. Enlisted in Windsor, 24 October 1940. Trained at No.1 ITS (graduated 7 February 1941), No.1 EFTS (graduated 10 April 1941) and No.9 SFTS (graduated 21 June 1941). Instructed in Canada before going overseas; served with a Mosquito intruder unit. Remained in postwar RCAF (19581), serving with No.414 Squadron on photo duties, commanding No.1 Wing, Merville, 3 June 1959 to 31 July 1963 (Group Captain), and military attache at the Canadian Embassy in Rome. Retired in 1974 and moved to Bellingham, Washington where he worked as a Real Estate broker until he retired again in 1990. Died 24 August 2004 in either Bellingham or Victoria.

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HALL, FS Elgin Clyde (R51596) - **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 29 March 1901. Enlisted in Fort William, 31 January 1940 as Airframe Mechanic. To Technical

Training School, St. Thomas, 8 March 1940. Promoted AC1, 30 April 1940. To Rockcliffe, 17 July 1940. To No.2 SFTS, 31 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 April 1941. Promoted Sergeant, 1 September 1941. To AFHQ, 27 April 1942. Promoted Flight Sergeant, 1 April 1944. To Release Centre, 18 August 1945. Released 21 August 1945. Died in Winnipeg, 27 November 1987.

This non-commissioned officer has consistently given highly meritorious service in his special field. His duties involved work far above that normally expected together with long hours of continuous duty. Flight Sergeant Hall was responsible for the co-ordination and publication of maintenance instructions and information for aircraft and technical equipment, and his work deserves special commendation.

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HALL, W/C Ernest Orchard Winchester (C1689) - **Air Force Cross** - RCAF Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 14 June 1945. Born 23 October 1900 at Cumberland, Vancouver Island, B.C. as per RCAF Press Release reporting award. Educated in Victoria. Attached to 88th Battalion, CEF, 5 August to 20 September 1914. Enlisted in Toronto, 4 June 1917. Attended School of Military Aeronautics, Toronto, 9 July to 29 August 1917; to No.83 Canadian Training Squadron, Camp Mohawk, 18 August 1917; appointed Temporary Second Lieutenant on Probation, 1 September 1917; confirmed in that rank and graded Flying Officer, 28 September 1917; to School of Aerial Gunnery, Camp Borden, 26 November 1917; claimed he was instructing at No.83 Canadian Training Squadron, Mohawk, Deseronto and Bembrook (Texas), 1 September to 30 November 1917; instructing as pilot, School of Aerial Gunnery, Hicks, Texas, 30 November 1917 to 18 February 1918. To Headquarters, Canada, 13 March 1918. To No.4 Training Depot, April 1918 (he stated Hooten Park, England, (training, April to June 1918; with No.90 Squadron, Shotwick, July-August 1918 (not on official record); at Central Flying School, Upavon, 3-13 September 1918; with No.41 Squadron, 21 September to 27 October 1918 (one victory, POW to 27 November 1918). Demobilized, 22 January 1919. CAF refresher course, Camp Borden, 5 November to 12 December 1920 (claimed three hours in Avro machines). Flew a bit more in Niagara area, 1922. Investment dealer, lived in United States twelve years. Enlisted in Toronto, 5 February 1940 in General List. To Camp Borden, 27 October 1940. Qualified to wear RCAF wing and posted to Trenton, 23 December 1940. To No.1 BGS, Jarvis, 7 February 1941. To No.2 BGS, Mossbank, 21 February 1941. Promoted Flight Lieutenant, 15 May 1941. To Rockcliffe Ferry Squadron, 15 January 1942 (later No.124 Squadron). Attached to No.8 BGS, Lethbridge, 16 June 1942, in effect in charge of Lethbridge division of the ferry squadron. Promoted Squadron Leader, 1 April 1943. To AFHQ, 20 January 1944. Promoted Wing Commander, 1 April 1944. To No.9 Transport Group, 5 February 1945. Retired 15 March 1945. Died 4 January 1953 in Winnipeg. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation, drafted when he had flown 1,708 hours.

This officer, a veteran of World War I, was employed as a ferry pilot and detachment commander on the most hazardous section of ferry routes, that is, the Rocky Mountain section. His untiring efforts in safely delivering aircraft over this route and training other pilots for the same operation was of extreme benefit to the Royal Canadian Air Force. Later, as a ferry squadron commander and then assistant director of ferry wing in Air Transport Command, he worked considerably in excess of normal hours in order to operate his units at peak efficiency, resulting in the delivery of great numbers of aircraft and the reduction of the ferry accident rate to a very low figure. The devotion to duty that he has displayed has been exceptional.

Recommended 20 January 1945 by G/C Z.L. Leigh; flying hours were 1,708 of which 112 had been in previous six months.

Notes: Applying for a Commercial Pilots Certificate, he gave his flying as follows: JN-4, Deseronto, 1917 (160 hours), JN-4, Deseronto and Texas, 1917-1918 (207.45), Avro, Hooton Hall, 1918 (12.15), Sopwith Pup, Hooton Hall, 1918 (33 hours), Sopwith Dolphin, Hooton and Shotwick (32.25). SE.5a, Central Flying School, 1918 (11.45), SE.5a, No.41 Squadron (52.15). JN-4, civil, Vancouver, 1919 (115 hours). As of 17 July 1920 he was connected with E.C. Hoy, George Henry Pitt, G.H. Stuart, J.A. Ferris, Cadet T.F. Adam and E.W. Barton, all of Vancouver area, applying to CAF. Tested for commercial ticket on G-CYBI. 9-10 June 1922 by E.R. Grange.

Selected Assessments: "At station only 11 days but during that time has demonstrated ability both as a bombing and gunnery staff pilot and as a potential Flight Commander. Quiet in manner and his judgement appears to be sound and mature." (21 February 1941)

"Staff pilot, Flight Commander, Gunnery Flight. Saw service as a pilot in the last War. Doing a very good job of work here. He is steady, reliable, loyal, handles men very well. I consider that with Squadron experience he would make a very capable Squadron Commander on operation duties." (S/L A.J. Ashton, No.2 BGS, 15 December 1941)

"Employed as Officer Commanding, Ferry Detachment, No.8 BGS. His ability as a pilot is considered most satisfactory. His section has not been given the most desirable accommodation at this School owing to the shortage of same. Also he has had poorly trained pilots under his command and in spite of these drawbacks has operated his detachment satisfactorily. Professional ability is above average and in all other respects he is average." (G/C W.A. Jones, Commanding Officer, No.8 BGS, 20 June 1942)

"This officer has been Officer Commanding, Mountain Division, No.124 Ferry Squadron for the past ten months. He has done outstanding work in organizing and running a safe and efficient operation. His promotion to Acting Squadron Leader to fill a position on the establishment for OC Eastern Division is strongly recommended." (S/L H.O. Madden, No.124 Squadron, 3

December 1942)

“This officer has been OC Eastern Division for some months. His work has been satisfactory in all respects and he should have no difficulty in handling the squadron.” (S/L H.O. Madden, No.124 Squadron, 27 April 1943)

“OC No.124 Ferry Squadron, Eastern Division from 15-12-42 to 1-4-43 when he took over the squadron. Has done an excellent job of organizing this far-flung squadron. Mature, responsible with above average organising ability.” (W/C D.D. Findlay, Commanding Officer, Rockcliffe, 7 December 1943)

“This officer has displayed great resourcefulness, common sense and directing ability in handling the large volume of ferry work across Canada. He showed patience and sound judgement and is personally responsible in my opinion for the avoidance of a great deal of potential grief.” (G/C G.S. O’Brien, Commanding Officer, Station Rockcliffe, 6 March 1944)

“This officer has done an outstanding job of work in organizing and operating the Ferry Wing. Under his guidance the pilot efficiency has been increased to the point where almost twice the amount of ferrying is being done by the same number of people and the accident rate has been decreased considerably. Strongly recommend his appointment to the rank of Acting Wing Commander.” (G/C Z.L. Leigh, AMAS, Directorate of Air Transport Command, AFHQ, 12 April 1944)

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HALL, F/O Gavin Allan (J17935) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 2 August 1922 at Minitonas, Manitoba; home there. Enlisted in Winnipeg, 17 July 1941. To No.2 Manning Depot, 9 September 1941. To No.3 BGS (guard duty), 9 November 1941. To No.7 ITS, 20 December 1941. To Trenton, 26 February 1942. Promoted LAC, 9 March 1942. To No.7 BGS, 28 March 1942; graduated and promoted Sergeant, 27 April 1942. To “Y” Depot, 28 April 1942. To RAF overseas, 31 May 1942. Commissioned 7 July 1943. Promoted Flying Officer, 7 January 1944. Further trained at No.14 OTU and No.1657 Conversion Unit. Repatriated 2 August 1945. Retired 20 September 1945. Died in Edmonton, 17 March 1996. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 19 December 1944 when he had flown 49 sorties (210 hours 15 minutes). NOTE: Sortie list not sent from England.

On his second operational tour, this officer has now completed 49 sorties, 26 of which have been successfully concluded in the Pathfinder Force on this squadron. He has been a member of a Marker crew on fifteen occasions.

Flying Officer Hall has always displayed complete coolness in combat with the enemy. His fine handling of guns, his devotion to duty, and his all-round ability as an Air Gunner have, on more than one occasion, enabled his captain to avoid combat in the air, and has thereby contributed to the safety of the crew. His strong sense of discipline and devotion to duty are highly commendable.

Public Record Office Air 50/178 has combat report for action on 25 August 1944. Time was 0002 hours, height 13,000 feet, course 092 degrees, and weather clear. Hall fired 200 rounds, opening at 500 yards down to 150 yard. Enemy aircraft showed no lights; weather clear. Bomber lost 800 feet during combat. Hall was rear gunner; mid-upper gunner was S/L H.C. Hill.

Whilst on route to target mid-upper gunner saw four-engined bomber chased by Ju.88 with exchange of tracer; this combat moved from starboard beam up to our port quarter up. Ju.88 then made sharp diving turn in towards our aircraft from port quarter up range 500 yards, Mid-upper gunner immediately opened fire. Mid-upper gunner could not get guns to bear. Ju.88 then broke away down to port quarter and was not seen again.

Shortly afterwards single-engined aircraft seen moving across from port quarter up to starboard beam down. First seen by mid-upper gunner who ordered corkscrew port. During combat manoeuvre enemy aircraft lost to view.

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HALL, W/C George Edward (C3699) - **Air Force Cross** - AFHQ (Directorate of Medical Services - Air) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Lindsay, Ontario, 10 October 1906 or 1907. Educated there, Ontario Agricultural College, and University of Toronto. Active in the Militia, 1925 to 1938. Member, RCAMC, 1 September 1939; switched to RCAF in Ottawa, 16 November 1940 with rank of Squadron Leader; promoted to Wing Commander, 1 February 1941; Group Captain, 1 May 1943; served in Canada with numerous temporary duty trips to Dayton, Chicago and Washington); in Britain, 22 October to 30 December 1941 and 28 October to 5 December 1943. Awarded Canadian Efficiency Decoration in 1944 (AFRO 2314/44). The Canadian Army sought his services for clothing research in 1942. Retired from RCAF, 28 February 1945. Awarded US Legion of Merit, 31 October 1946, and Queen's Coronation Medal, 26 October 1953. A Press Release (date uncertain) describes him as a brilliant medical student (University of Toronto) and doctor. In January 1944 was appointed Dean of the Faculty of Medicine, University of Western Ontario but did not take up his duties until after departure from RCAF. At age 36 he held a Bachelor's degree in Agriculture (Ontario Agricultural College), a Masters degree in Biochemistry, a Doctorate in Physiology plus medical degree from University of Toronto. Possibly first RCAF non-aircrew to receive AFC. An associate of Sir Frederick Banting. Shortly before the war they had begun work on aviation medicine. Continued to be consulted on service medicine until 1952. Recommended for a CBE by Air Commodore R.W.

Ryan, 10 July 1942, this was converted to an AFC. Died in London, Ontario, 11 February 1972.

Since the outbreak of war, this officer has been applying Physiology and Physics to the problems of maintenance of aircrew personnel, and he has been co-ordinating all medical activities from an operational point of view. He has spent 300 hours in the air, mostly on test and development work, and on operational flights to get first hand information for safe-guarding the wellbeing, efficiency and safety of flying personnel. He has been the first on all occasions to undertake the risks entailed in development work, particularly in the fields of decompression sickness, high altitude flying, and the testing of oxygen equipment and protective clothing at high altitudes, actually in the air. The risks to which he has exposed himself are the determining elements for eliminating those dangerous factors which may militate against the efficiency, maintenance and safety of aircrew personnel. He was responsible for the erection of the first low pressure low temperature chamber, and his work on anti-glare glasses has been of the highest order.

HALL, G/C George Edward, AFC (C3699) - Retired - **Officer, Legion of Merit (United States)** - Award effective 31 October 1946 (AFRO 1075/46 of 15 November 1946). Citation provided on 21 October 1946 by Colonel R.E.S. Williamson, Military Attache in Ottawa writing to Secretary for Air, Department of National Defence, Ottawa.

Group Captain George Edward Hall, Royal Canadian Air Force, from January 1942 to August 1945, rendered exceptionally meritorious service. He maintained close liaison activities among agencies of the Royal Canadian Air Force and the United States Army Air Forces in connection with the development of oxygen equipment and protective clothing. Through his outstanding professional ability and ready co-operation, Group Captain Hall contributed materially to related technical advances made by Canada and the United States.

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HALL, Corporal Glenn Hastings (R83293) - **Mention in Despatches** - No.255 Squadron - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born 1 February 1916. Home in Kingsville, Ontario; enlisted in Windsor, Ontario, 3 February 1941 as Wireless Mechanic and posted to No.1 Manning Depot. To Embarkation Depot, 8 April 1941. To RAF overseas, 24 April 1941. Promoted Corporal 1 December 1941. Promoted Sergeant, 27 April 1943. Repatriated 22 January 1945. To No.1 Air Command, 8 February 1945. To Halifax, 24 March 1945. To Gaspe, 13 June 1945. To Debert, 26 June 1945. To Halifax, 2 August 1945. To Release Centre, 24 September 1945; retired 4 October 1945. Unit not identified in AFRO but found in DHist file 181.009 D.1711 "Honours and Awards - Awards to RCAF Personnel in Middle East" (NAC RG.24 Box 20605).

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HALL, F/O Jack Cecil (J25156) - **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 3 September 1915 in Morden, Manitoba; formerly in Royal Winnipeg Rifles. Enlisted in Winnipeg, 22 October 1940 as a clerk. To No.1 ANS, Rivers. 9 December 1940 (orderly room duty). Classified as Clerk/Steno, 1 March 1941. Promoted LAC, 1 July 1941. Remustered to aircrew and posted to No.2 ITS, 28 March 1942; graduated 20 June 1942 but not posted to No.2 EFTS until 1 August 1942; course lasted to 29 September 1942 (Tiger Moths) but not posted to No.11 SFTS until 10 October 1942; ceased training 3 November 1942 when posted to No.1 Composite Training School; to No.2 BGS, 20 November 1942; graduated 21 February 1943 and posted to No.1 CNS; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943. Embarked from Canada, 16 May 1943. Disembarked in Britain, 24 May 1943. To No.23 OTU, 20 July 1943 (Wellingtons). Promoted Flying Officer, 2 October 1943. To No.1659 Conversion Unit, 14 November 1943 (Halifax bombers). To No.429 Squadron, 28 December 1943 (Halifax and Lancaster bombers, radar specialist). To No.63 Base, 25 August 1944 (training crews of Nos.427 and 429 Squadrons). Promoted Flight Lieutenant, 2 April 1945. To RCAF Overseas Headquarters, 1 May 1945. To No.427 Squadron, 18 June 1945. To Station Leeming, 3 November 1945. To Topcliffe, 31 May 1946. To Overseas Headquarters, 18 July 1946. Employed 31 July 1946 to 15 January 1947 on Missing Research Enquiries Unit work in Belgium and Holland. Accepted for postwar RCAF with rank of Flight Lieutenant as of 1 October 1946 (20249). Remained overseas on strength of Canadian Joint Staff London, continuing MREU work on Canadian personnel. To AFHQ, Ottawa, 13 April 1949. To Station Clinton, 21 May 1949. To Air Armament School, Trenton, 27 March 1950. To No.103 Search and Rescue Flight, Greenwood, 12 June 1950. To No.2 (Maritime) OTU, 5 September 1950 as trainee. To No.405 Squadron, 16 December 1950. Promoted Squadron Leader, 15 May 1952. To Station Greenwood, 18 July 1952, To AROS (whatever that is), Clinton, 19 July 1952. To No.405 Squadron again, 21 November 1952. To Greenwood Station Headquarters, 19 May 1953. To Maritime Air Command Headquarters, Halifax, 7 November 1954. To No.2 ADCC (whatever that is), St. Margarets, 11 August 1957. To Station St. Margarets, 11 June 1958. Retired 14 May 1960. With IBM (London, died in London, 16 October 1974. 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.” Photo PL-28954 (ex UK-10220 dated 2 May 1944) is captioned as follows: “It was trip number seven and one of the best yet reported Flying Officer Jack Hall (centre) of Morden, Manitoba to station intelligence officers after returning from a heavy attack on Dusseldorf in the Ruhr Valley. He is an Air Bomber of the RCAF Bomber Group’s Bison Squadron and is a member of both the Caterpillar Club (for having saved his life by parachute) and the Goldfish Club (for having had to use a dinghy). With him is Warrant Officer W.R. Stewart of North Bay, Ontario (left) and Sergeant Dick Gallagher, Sturgeon Falls, Ontario (right).” Photo PL-44916 (ex UK-22446 dated 5 July 1945) taken following ceremony of 29 June 1945 when some 300 Canadians were invested with decorations; F/L J.C. Hall (Morden, Manitoba) examines his DFC; a friend, F/L S.W.R. Wilhelmson, DFC looks on. RCAF photo PL-44918 (ex UK-22447 dated 5 July 1945) taken following investiture of 29 June 1945; he shows his medal to LAW A.M. Hall (sister) and his wife, Mrs. J.C. Hall (Leeds, Yorkshire).

In July 1944 this officer was air bomber of an aircraft detailed to attack Hamburg. On the return flight the aircraft was hit by anti-aircraft fire and sustained severe damage. The navigator was badly wounded in the thigh and Flying Officer Hall rendered him first aid. Shortly after the aircraft was again hit by enemy fire and a fire was started in the bomb bay. With the assistance of the flight engineer Flying Officer Hall succeeded in extinguishing the flames. Throughout the return flight, which was made under the most hazardous circumstances, this officer continued to render every possible assistance to his captain and crew, thereby materially contributing to the safe return of the aircraft to this country. Flying Officer Hall has completed many sorties and has at all times displayed initiative, courage and endurance of a very high order.

NOTE: DHH file 181.009 D.2611 (RG.24 Volume 20627) has original recommendation drafted 15 August 1944 when he had flown 30 sorties (159 hours 45 minutes) and is much more detailed:

This officer has completed 30 sorties against the enemy including many of the heavily defended targets in the Ruhr. Throughout he tour he has shown great coolness and devotion to duty and a determination to come to grips with the enemy and to complete his mission successfully. On one occasion the aircraft in which he was air bomber was engaged by enemy fighters and eventually forced down in the English Channel where the crew escaped by dinghy and the pilot was drowned. On another occasion, Flying Officer Hall was forced to abandon aircraft and made a successful parachute landing. Unshaken by these incidents, Flying Officer Hall continued to do his duty and on the night of the 28/29th of July 1944, while returning from an attack on Hamburg when 70 miles from the enemy coast, the aircraft in which he was a crew member was hit by enemy flak and very badly damaged. The aileron control was practically put out of commission, the hydraulic lines were broken and the bomb doors could not be

closed. There was also extensive damage in the starboard bomb bay and also in the forward cabin. The navigator was badly wounded in the thigh and Flying Officer Hall rendered successful first aid and arrested the bleeding. Shortly after this the aircraft was again hit by enemy flak and a fire started in the bomb bay. Together with the Flight Engineer [Pilot Officer Eric Appleton, RAF], Flying Officer Hall succeeded in extinguishing the fire. Throughout the return trip which was made under most difficult circumstances with the aircraft practically out of control, Flying Officer Hall continued to render every assistance possible to the other members of the crew and by his coolness and courage, stimulated them in their efforts so that the aircraft was able to return safely to this country and the lives of his wounded comrades were saved.

It is considered that this outstanding operational career and devotion to duty under most trying conditions fully merits the immediate award of the Distinguished Flying Cross.

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 himself reported that on this night the crew of LK804 had consisted of F/O Wilson (killed), 1314764 Flight Sergeant C.W. Way (RAF, navigator), Hall himself (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 Nurmensburg, 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.

Notes: Accident at No.2 EFTS while flying training, 6 September 1942. "Two pupil pilots flying two serviceable aircraft were practising forced landings at the same field at the same time and approximately the same height, The pilot of one aircraft, 5820 (LAC J.M. Turner, killed) flying into afternoon sun, turned left. The pilot of the other aircraft, 5914 (Hall), turned right and his aircraft crashed into cockpit of 5820, evidence showing that pilot of 5820 was killed by the collision, pilot of 5914 jumping clear."

Training: Course at No.2 ITS was 28 March to 20 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Airmanship, Armament (practical and oral), Drill and Signals.. Scored 732 points of a possible 1,000, graduating 46th in a class of 92. "During the entire time he has been at ITS he has been willing, conscientious and cooperative. He has quite

good qualities of leadership and his attitude to his work and the service stamps him as officer material, although his appearance is somewhat against him.”

Course at No.2 EFTS was 2 August to 29 September 1942. Tiger Moth aircraft - 30.50 dual 99.55 dual to first solo), 30.00 solo plus 4.00 night dual. Was three hours on instruments and ten hours in Link. Scored 459 points out of possible 700. Placed 16th in a class of 16, “Enthusiastic, has good attitude. Tries hard but aptitude rather weak in some respects.”

At No.11 SFTS, Yorkton, he flew 13.30 dual in Cranes before wash-out. “This pupil showed poor judgement, lack of initiative and lack of self confidence, hence training discontinued.”

Course at No.2 BGS was 7 December 1942 to 21 February 1943. Anson aircraft for bombing training (36.46 by day, 6.15 by night); Bolingbroke aircraft for gunnery (8.20 by day). In high level bombing dropped 22 bombs by day and 17 by night. In low level bombing dropped 25 bombs by day. In gunnery scored 5.2 percent hits in Beam Test, 3.1 percent hits in Beam Relative Speed Test and 5.8 percent hits in Under Tail Test. Examined in Bombing, written (168/250), Bombing, oral (174/250), Rated 252/500 in Proficiency as Bomb Aimer, Gunnery, written was 79/100, Gunnery, oral, 63/100, Proficiency as Air Gunner rated 144/200. Marked in Aircraft Recognition (37/50) and Signals (40/50). Placed 21st in a class of 30.

Course at No.1 CNS was 1 March to 2 April 1943, Anson aircraft - 24.10 by day, 13.35 by night. Air work and map reading above average, logs satisfactory. Class senior, placed eighth in a class of 18.

RCAF Press Release No.6062 dated 1 August 1944 from F/L H.W. Eggleston, transcribed by Huguette Oates, associated with photos UK-9622 and UK-9623, reads

WITH RCAF BOMBER GROUP OVERSEAS: -- F/O Jack Hall of Morden, Manitoba, a bomb-aimer with the Bison squadron, has had his share of close ones. F/O Hall, who recently completed his first tour of operations, has bailed out of an aircraft, “ditched” into the North Sea and was shot up by a flak ship on his final trip when three members of the crew were wounded.

It all started when he was training at an elementary school in Canada. During a training flight when he was at the controls of a Tiger Moth, another Tiger Moth collided with his machine as he was coming in to land at 700 feet. “I really don’t know how I got out of that one,” he said. “I rolled out of the trainer and, the next thing I knew, I was hanging in some trees about six feet off the ground. It seemed that my parachute hadn’t opened until I hit the trees,” he related.

His next experience was while he was flying as a spare in a Halifax bomber during an attack on Nuremburg. On the way back from the target, two Junkers 88’s shot up the bomber and forced it down into the sea. The pilot was drowned

when the aircraft hit the water, but all the other members of the crew survived after “stooging” around in a “dinghy” for several hours.

Then just to finish off in a blaze of glory, he escaped injury on his final jaunt despite the fact that a piece of shell from a flak ship blasted its way through the bomb-aimer’s seat of a Halifax bomber while it was returning from an attack on Hamburg. Luckily at the time, F/O Hall was examining the bomb doors in another part of the aircraft.

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HALL, F/O James Barclay (J14776) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in St.Rose, Quebec, 1 July 1912; home in Montreal; enlisted there 21 January 1942. To No.5 Personnel Holding Unit, 16 February 1942. To No.13 SFTS (guard duty), 31 March 1942; to No.5 ITS, 11 April 1942; graduated and promoted LAC, 20 June 1942; posted that date to No.1 AOS; graduated and commissioned 9 October 1942. To “Y” Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Repatriated 4 September 1944. Promoted Flight Lieutenant, 9 October 1944. Retired 16 October 1944. Rejoined RCAF Auxiliary in Montreal, 23 November 1951 as Specialist/Intelligence (153801); retired 1 June 1957. 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.20632) has recommendation dated 17 July 1944 when he had flown 27 sorties (204 hours 30 minutes), 29 July 1943 to 21 June 1944. Sortie list mentioned that on first sortie (Hamburg) his aircraft was attacked by two fighters; Peenemunde raid of 17 August 1943 was at 8,000 feet; attacks of 5 September 1943 (Mannheim) and 6 September 1943 (Munich) were not carried out (inter-comm failure) and that of 8 October 1943 (Hanover) not carried out due to port inner engine failure. Aircraft also coned by searchlights on 24 March 1944 (Berlin).

A navigator of outstanding ability, Flying Officer J.B. Hall has completed twenty-seven operational sorties, including raids on Berlin, Hamburg, Peenemunde and other heavily defended targets in Germany, and several raids on marshalling yards

in France.

Flying Officer Hall's exceptional ability as a navigator has been largely responsible for the success of his crew on these raids. His high courage and efficiency displayed in the air under adverse conditions has been outstanding. On the ground, as Deputy Leader of the Navigation Section, this officer has carried out his duties with precision and tenacity, and the successful operation of the Section has been due in large part to this officer's ability.

The sortie list was as follows:

29 July 1943 - Hamburg (6.30, attacked by two fighters)
9 August 1943 - Mannheim (7.00)
10 August 1943 - Nuremberg (9.50)
12 August 1943 - Milan (10.30)
17 August 1943 - Peenemunde (10.30, low level, 8,000 feet)
30 August 1943 - Gladbach-Rheydt (6.30)
31 August 1943 - Berlin (8.50)
5 September 1943 - Mannheim (4.00, duty not carried out, intercom failure)
6 September 1943 - Munich (4.40, duty not carried out, intercom failure)
15 September 1943 - Montlucon (7.45)
16 September 1943 - Modane (10.15)
29 September 1943 - Bochum (5.35)
3 October 1943 - Kassel (6.45)
8 October 1943 - Hanover (1.45, duty not carried out, port inner failure)
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 - La Rochelle, mining (7.35)
20 January 1944 - Berlin (7.20)
3 February 1944 - La Rochelle, mining (8.10)
18 March 1944 - Frankfurt (6.00)
22 March 1944 - Kiel Bay, mining (6.50)
24 March 1944 - Berlin (7.40, searchlight coned)
18 April 1944 - Paris, Noisy le Sec (5.30)
20 April 1944 - Lens (4.05)
21 April 1944 - Brest, mining (6.00)
8 May 1944 - Lorient, mining (5.25)
24 May 1944 - Aachen (5.00)
21 June 1944 - Oisemont (5.00, daylight)

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HALL, W/C John Arthur (C2379) - **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. Home in Winnipeg, Manitoba; enlisted 10 July 1940 in Windsor, Ontario as an Accountant. Promoted Flight Lieutenant, 15 August 1941. Promoted Squadron Leader, 1 November 1942. Promoted Wing Commander, 1 October 1944. Retired 17 December 1945.

This officer has done much useful work in the field in improving and stabilizing equipment accounting and administration, by virtue of his unceasing efforts to bring to light weaknesses and irregularities in the general field of equipment accounting and administration. He has executed successfully, during the course of his audits, difficult assignments and has put forward a number of ideas and suggestions for the improvement of equipment control. He has at all times worked unsparingly and without thought of personal gain.

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HALL, Corporal John Dalton (R74166) - **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 26 January 1922. Home in Navan, Ontario. Enlisted in Ottawa, 1 October 1940 for General Duties. To Trenton, 26 October 1940. Promoted AC1, 1 January 1941. Promoted LAC, 1 April 1941. Classified as Driver Transport, 22 August 1941. To "Y" Depot, 24 January 1942. To RAF overseas, 26 February 1942. Promoted Corporal, 1 April 1943. Repatriated 7 July 1945. Released 21 September 1945. Died 12 July 2002 in Orleans, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. 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. MT Driver; had served 24 months in Canada, 27 months overseas. Twin brother of D.S. Hall, RCAF. Also identified with No.427 Squadron.

In charge of a petrol tanker refuelling an aircraft, Corporal Hall showed great presence of mind and a disregard of personal safety when the aircraft caught fire from exploding vapour. Although the connecting hose was already alight, he jumped into the cab of the vehicle and drove it away to a place of safety. He then assisted in extinguishing the fire at the rear of the vehicle. By his prompt action he prevented the possible explosion of the tanker and the destruction not only of the aircraft, but also of other valuable equipment.

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HALL, F/L John McInnes (J20938) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born in Winnipeg, 6 October 1920; educated at University of Manitoba (member, COTC). Auditor, June 1941 to enlistment. Enlisted in Winnipeg, 1 October 1941. To No.3 Manning Depot, 19 November 1941. To No.15 SFTS (guard duty), 31 January 1942. To

No.7 ITS, 20 March 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.19 EFTS until 6 June 1942; graduated 1 August 1942 when posted to No.10 SFTS; graduated and commissioned 20 November 1942. To Eastern Air Command and No.31 GRS, 27 November 1942; to No.31 OTU, 5 February 1943; to "Y" Depot, 1 May 1943; to No.145 (BR) Squadron, 13 May 1943. Promoted Flying Officer, 20 May 1943. To "Y" Depot, 14 March 1944; embarked from Halifax, 25 March 1944 (taken on strength of No.3 PRC that date. Disembarked in Britain, 2 April 1944. To No. 6 (Pilots) AFU, 9 May 1944. Attached to No.1517 Beam Approach Training Flight, 23-29 May 1944. To No.22 OTU, 13 June 1944. To No.61 Base, 20 September 1944. Attached to Dalton Battle School, 20 September to 4 October 1944. Attached to No.1659 Conversion Unit, 4 October to 12 November 1944. To No.434 Squadron, 12 November 1944. Promoted Flight Lieutenant, 20 November 1944. To No.405 Squadron, 24 February 1945. Repatriated with No.405 Squadron, 17 June 1945 and posted to No.8 OTU, Greenwood. To Brandon, 15 August 1945. To No.5 Release Centre, Winnipeg, 12 September 1945. Retired 17 September 1945. Re-engaged as a pilot, Toronto, 1 November 1950 (Class A Reserve, 131202, Chipmunk instructor with Toronto Flying Club); retired 20 August 1953. Died in Toronto, 9 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 which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 20 May 1945 noting that he had flown 43 sorties (469 hours) including 270 hours (15 sorties) with Coastal Command (meaning Eastern Air Command). Bomber Command operations had run from 21 November 1944 to 25 April 1945.

21 November 1944 - Castrop Rauxel (6.50)
27 November 1944 - Neuss (5.45)
30 November 1944 - Duisburg (7.00)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.40)
5 December 1944 - Soest (7.35)
6 December 1944 - Osnabruck (7.00)
28 December 1944 - Opladen (6.20)
29 December 1944 - Schloven (7.15)
6 January 1945 - Hanau (6.40)
7 January 1945 - Munich (8.50)
14 January 1945 - Merseburg (9.35)
16 January 1945 - Zeitz (9.00)
4 February 1945 - Bonn (7.00)
7 February 1945 - Goch (6.25)
13 February 1945 - Dresden (10.50)
14 February 1945 - Chemnitz (8.50)
23 February 1945 - Pforzeim (8.45)
11 March 1945 - Essen (4.30)
13 March 1945 - Herne (4.50)

14 March 1945 - Zweibrucken (5.05)
16 March 1945 - Nuremburg (7.10)
31 March 1945 - Hamburg (5.05)
10 April 1945 - Leipzig (6.15)
11 April 1945 - Bayreuth (5.50)
14 April 1945 - Potsdam (7.50)
16 April 1945 - Schwandorf (6.40)
25 April 1945 - Bertchesgaden (6.50)

This officer, as captain of a very successful crew, has nearly completed two tours of operations. His ability as a pilot and his wide operational experience in two theatres of war, have been an example and assistance to all. He has participated in attacks against such heavily defended targets as Duisburg, Hamburg and Essen. He has invariably displayed commendable courage and determination, and his example has greatly inspired his crew.

Notes: Assessed 10 June 1945 when he had flown 1,245 hours 20 minutes (284 hours 40 minutes in previous six months). "A very clean-cut, capable young captain. He has a quiet, pleasant manner and considerable service experience. Should go a long way." (S/L C.H. Mussells). To this is added, "A keen and hard working officer with a pleasing personality; is definitely Flight Commander material." (G/C W.F.M. Newsom).

Training: Course at No.7 ITS was 30 March to 22 May 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 884 marks out of possible 1,000. Placed 15th in a class of 163. "Visual Link 58. Studious, clean looking sort. Appears to possess requisite qualities of a leader. Good educational background." (W/C L.C. Russell).

Course at No.19 EFTS was 7 June to 31 July 1942. Tiger Moth aircraft - 33.00 day dual, 52.40 day solo, three hours night dual - times included 11.15 on instruments. Also logged ten hours in Link. Courses in Navigation, Airmanship, Armament (practical), Aircraft Recognition, Signals (practical). Scored 599 points out of possible 700. Placed fourth in a class of 38. "Capable and smooth pilot. No bad flying faults. Instrument flying average. First class student in Ground School. Keen, alert and painstaking. Department very good."

Course at No.10 SFTS was 3 August to 20 November 1942. Crane aircraft - 59.05 day dual, 83.15 day solo, 9.05 night dual, ten hours night solo. Totals include 24 hours on instruments. Also logged 22 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 653 points out of possible 750. Placed sixth in a class of 49. "Rather slow in early stages of training but developed into an above average pilot. No outstanding faults." (S/L B.C. Andrew).

Course at No.31 GRS was 30 November 1942 to 6 February 1943. Anson aircraft on navigation training (42.35 day, 1.25 night). "Average - has shown little enthusiasm or interest in practical

work and no initiative. Had no experience over open water.” Ground School courses in DR Navigation, Astro Navigation, Compasses and Instruments, Meteorology, Signals, Reconnaissance, Coding, Ship Recognition, Photography, and Visual Signals. Scored 1,189 points out of possible 1,600. Placed ninth in a class of 24. “Average. A quiet, keen pupil who did not do quite so well as was expected. Should improve with more practical experience.”

Course at No.31 OTU was 8 February to 15 April 1943. Anson aircraft (1.20 day dual) and Hudson aircraft (15.10 day dual, 58.00 day as first pilot, 13.40 day as second pilot, 2.00 night dual, 9.50 night as first pilot, 2.00 night as second pilot; three hours spent instrument flying; logged 16 hours in Link. Fired 200 round on ground, 1,400 rounds air to ground, and 400 rounds air to air. Dropped four bombs from 4,000 feet, one stick of four from 4,000 feet, 20 bombs low level (150 feet) and one stick of four, 150 feet. “A good average pilot - no faults.” Ground tests in Navigation (78 percent), Signals (86 percent), Armament (74 percent), Airmanship (34 percent), Reconnaissance (78 percent), Meteorology (78 percent), Photography (72 percent), Intelligence (85 percent) and Tactics (68 percent). “Standard of ground work above average with the exception of a weakness in Airmanship Theory.”

Course at No.6 (Pilots) AFU was 11 May to 13 June 1944. Oxford aircraft (2.20 dual to first day solo, 10.05 total day dual, 14.35 day solo, 5.05 as second pilot; 3.20 night dual to first night solo, 7.05 total night dual, 5.15 night solo). Spent 8.30 on instruments. Logged 2.30 in Link. Flying tests in General Flying (285/400), Applied Flying (140/200), Instrument Flying (175/250), Night Flying (60/100), Link (34/50). “A quiet and well conducted pilot who has taken full advantage of a short course. His general flying is high average. Should make a very good captain of aircraft.” (S/L E. Masefield, 10 June 1944).

Attached to No.1517 Beam Approach Training Flight, 23-29 May 1944. Oxford aircraft - 10 hours five minutes dual by day (all Beam Flying) plus five hours in Link. Marked in Beam Approach Procedure and “Q” Codes, Link (133/200), Receiver Operation (94/100), Instrument Flying (162/250), Cloud and Night Flying (168/250) and General Application of Beam Approach Procedure, flying (126/200). “Instrument Flying and Standard Beam Approach poor at first. Took quite a time to get going as Instrument Flying was only fair. Finished with average ability is S.B.A.”

Course at No.22 OTU was 13 June to 4 September 1944. Flew Wellington III and X aircraft (6.05 day dual to first day solo, 7.20 total day dual. 6.10 day with a captain, 28.50 day without a captain; 4/45 night dual to first night solo (total night dual), 6.05 night with a captain, 28.15 as captain). Spent 30 hours on instruments and 17 hours in Link. Cross-country flights at 10,000 feet were five by day and five by night. No Nickel operations but one Bullseye, four fighter affiliation exercises. Two “Flashlight” exercises and one night interception exercise. Graded in the following flying tests - General Flying (300/400), Applied Flying (160/200), Instrument Flying (200/250), Night Flying (70/100), Link (35/50). Ground courses in Airmanship (273/300), Armament (267/300), Meteorology (65/100), Navigation (158/200), and Signals (80/100). “An ex RCAF Coastal Command Pilot. A very steady and keen pilot. Had no difficulties in converting to Wellingtons. Is a good captain and handles his crew very well. Has

volunteered and is highly recommended for Pathfinder Force. Bullseye, four Fighter Affiliations and one Night Interception exercises successfully carried out, also two flashlight exercises.”

At No.1659 Conversion Unit described as follows: “Hall is a smooth, relaxed and efficient pilot. He has nice control of a hard working crew.” (W/C A.D.R. Lowe).

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HALL, F/O John Thomas (J25802) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 1 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Lethbridge, 3 March 1914; home in Calgary. Member of Canadian Army, 1932; transferred to RCAF in Calgary, 1 August 1939 as Aero Engine Mechanic. To No.5 (BR) Squadron, 27 August 1939. Promoted LAC, 1 February 1940. Promoted Corporal, 1 September 1940. Promoted Sergeant, 1 January 1941. To No.9 SFTS, 23 January 1941. To No.14 SFTS, 3 July 1941. Promoted Flight Sergeant, 1 October 1941. To Rockcliffe, 4 May 1942. Remustered to aircrew; posted to No.5 ITS, 1 August 1942. Course may have ended as of 26 September 1942 but not posted to No.10 EFTS until 24 October 1942. To No.11 SFTS, 9 January 1943. Graduated and commissioned on 30 April 1943. To “Y” Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 29 November 1943. Repatriated 28 February 1945. To No.2 Air Command, 13 March 1945. Full record not copied but remained in postwar RCAF, attaining rank of Squadron Leader, 1 July 1954. Active in Air Defence Command. Retired 30 November 1963.

This officer has completed very many sorties and has displayed a high standard of skill throughout. He has invariably pressed home his attacks with courage and resolution and has achieved much success. In June 1944, he pilot an aircraft detailed to attack a railway target in France. At one stage of the outward flight the port outer propeller stopped in the fully feathered position. Shortly after it had been restarted, excessive vibration was experienced, and finally the propeller and reduction gear flew off. Nevertheless, Flying Officer Hall continued to the target and executed his attack. His determination was typical of that he has shown throughout his tour.

HALL, S/L John Thomas, DFC (J25802) - **Distinguished Service Order** - No.35 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 27 April 1945 and AFRO 918/45 dated 1 June 1945.

This officer has completed a large number of operational missions. He has displayed exceptional skill and throughout has set a magnificent example of determination and devotion to duty. His record is worthy of the highest praise.

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HALL, Sergeant Keith William (R119027) - **Mention in Despatches** - No.431 Squadron -

Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 8 November 1919 in Toronto; Canadian Bank of Commerce clerk there. Joined Canadian Army, 16 April 1941; transferred to RCAF, 24 July 1941 for General Duties and posted to No.1 Manning Depot. To No.15 SFTS, 2 August 1941. Reclassified as Clerk (General), 6 October 1941. Promoted AC1, 24 October 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 May 1942. To "Y" Depot, 16 September 1942; to RAF overseas, 27 October 1942. Promoted Sergeant, 1 January 1943. On administrative duties with No.4 Group to October 1943, and with No.431 Squadron to end of war. Repatriated 18 June 1945. Appears to have been assigned to Tiger Force administration. Retired 8 November 1945. Unit given in AFRO only as "Overseas"; see **War Service Records, 1939-1945** (Bank of Commerce war book). DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945. Had served 15 months in Canada, 27 months overseas. Died 13 January 2007 in Barrie, Ontario.

This NCO has been in charge of No.431 Squadron Orderly Room since the 20th November 1943. Displaying capable organizing ability he has at all times handled his job in an efficient manner. Showing great patience and determination he has always kept the welfare of aircrew as his closest interest and the regard with which he is held by the squadron personnel is a tribute to his outstanding ability. Willingly working long hours and undertaking any assignment that will help operations, Sergeant Hall's devotion to duty is of the highest order.

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HALL, Corporal Lillian Florence (W301493) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Enlisted in Ottawa, 12 January 1942 as Hospital Assistant. To Technical Training School, 7 February 1942. To Rockcliffe, 31 March 1942. Promoted AW1, 17 April 1942. Promoted Corporal, 1 October 1942. To "Y" Depot, 11 January 1943; to RAF overseas, 25 January 1943. Repatriated 23 October 1945. Retired 2 December 1945. No citation in AFRO.

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HALL, Corporal Mary Laura (W304430) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 3 January 1919 in Dayiroyd, Saskatchewan. Home in Weyburn, Saskatchewan. Served in Women's Volunteer Corps, Weyburn, June 1940 to November 1940 when it was disbanded; enlisted in Regina, 8 April 1942 for General Duties and posted to No.7 Manning Depot. To No.3 BGS, 9 May 1942. Promoted LAW, 8 October 1942. Reclassified as Clerk, General Duties, 10 March 1943. To "Y" Depot, 7 December 1943; taken on strength of No.3 PRC, 13 December 1943. To RCAF Overseas Headquarters, 2 January 1944. Promoted Corporal, 1 November 1944. Reclassified as Clerk/Administrative, 22 November 1944. Repatriated 18 September 1946. Retired 15 November 1946. Died in Weyburn, Saskatchewan, 28 June 1970 as per **Legion Magazine** of April 1971.

This non-commissioned officer has for some considerable time been in charge of the Secret Section of the Headquarters Central Registry. Her devotion has at all times been outstanding. She has not, and does not, spare herself in furthering the efficiency of the Section. Particular reference is made to the way Corporal Hall performed her duties during the Second Phase Period, when under very trying circumstances she, without supervision and by her own initiative introduced a completely new system to provide for the complex nature of "Second Phase" material. During this period, as at all times, Corporal Hall's tactful and diplomatic manner when in contact with the officer personnel of Royal Canadian Air Force Headquarters, Overseas, and in the general performance of her duties, has been of particular note.

The original recommendation was raised on 4 February 1946 by W/C W.G. Attewell, Commanding the Administrative Unit of RCAF Overseas Headquarters. Text as above:

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HALL, FS (now P/O) Norman Frankland (R175078/J92542) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 26 November 1921 in Toronto; home in Weston. Enlisted in Toronto, 22 June 1942. Granted Leave Without Pay until 25 October 1942 when posted to No.1 Manning Depot. To No.3 Flying Instructor School, 21 January 1943 (guard duty); to No.5 ITS, 2 June 1943 (this must be an error, for he is promoted LAC on 1 May 1943); to No.1 AOS, 15 May 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 24 November 1944. Repatriated 23 March 1945. To No.16 SFTS, 6 May 1945. Retired 8 June 1945. Died in Toronto, 2 July 2008.

Flight Sergeant Hall has participated in many attacks on targets in Germany including Frankfurt, Duisburg, Stuttgart and Essen. Throughout he has proved himself a skilful navigator whose accurate work has played a good part in the successes obtained. In November 1944 he took part in an attack on Dortmund. When nearing the target the aircraft was hit by an anti-aircraft shell and Flight Sergeant Hall was wounded in the leg by a piece of shrapnel. The injury caused him much physical distress but, after receiving first aid, he continued with his duties. The bombing task was successfully executed and Flight Sergeant Hall afterwards navigated the aircraft back to base. The airman set a fine example of courage and fortitude.

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HALL, F/O (now F/L) Stewart Llewelyn (J17882) - **Air Medal with Two Bronze Oak Leaf Clusters (United States)** - 9th USAAF - Award effective 10 March 1945 as per **Canada**

Gazette dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Announced in General Order No.2 dated 5 January 1945, Headquarters of USAAF, Middle East, Cairo, "he having participated in 5 operational missions, each of more than 2 1/2 hours duration". Born 13 November 1921. Home in St.Catharines, Ontario; enlisted in Hamilton, 28 January 1941 and posted to No.2 Manning Depot. To No.3 SFTS (guard duty), 2 March 1941; to No.2 WS, 30 March 1941; promoted LAC, 1 May 1941; graduated 15 August 1941 on posting to No.7 BGS; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941; to RAF overseas, 6 October 1941. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated 21 July 1943. To No.34 OTU, 24 September 1943. To Boundary Bay, 17 March 1944. To No.5 OTU, 31 March 1944. Promoted Flight Lieutenant, 3 December 1944. To Release Centre, 19 September 1945; retired 21 September 1945. Management accountant. Died in Burlington, Ontario, 5 June 2009.

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HALL, F/O Terence Smith (J22416) - **Distinguished Flying Cross** - No.76 Squadron (subsequently discharged to U.S. forces) - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Middle name might be "Smyth". Born in Wales, 26 January 1920; home in Los Angeles. Enlisted in Montreal, 15 January 1940 as Airframe Mechanic. Promoted AC1, 15 April 1940. To No.6 Repair Depot, 16 April 1940. Promoted LAC, 15 July 1940. Promoted Corporal, 4 November 1940. Promoted Sergeant, 1 May 1941. To No.9 Repair Depot, 19 November 1941. Remustered to aircrew, 14 March 1942 when he reverted to AC2 and was posted to No.3 ITS. To No.17 EFTS, 5 May 1942. Ceased training and posted to Trenton, 24 August 1942; to No.9 AOS, 12 September 1942; graduated and commissioned, 28 December 1942. To "Y" Depot, 2 January 1943. To RAF, 2 February 1943. Discharged to American forces, 25 October 1944 and killed with them. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy...numerous operations against the enemy in the course of which [he] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8881 has recommendation dated 15 September 1944 when he had flown 34 sorties (159 hours 25 minutes), 6 March to 23 July 1944.

6 March 1944 - Trappes (4.40)
7 March 1944 - Le Mans (4.55)
13 March 1944 - Le Mans (5.20)
15 March 1944 - Stuttgart (7.45)
26 March 1944 - Essen (5.25)
9 April 1944 - Lille (5.00)
10 April 1944 - Tergnier (5.15)
18 April 1944 - Tergnier (5.05)
20 April 1944 - Ottignes (4.10)
22 April 1944 - Dusseldorf (4.50)
24 April 1944 - Karlsruhe (6.50)
26 April 1944 - Villeneuve (5.10)

27 April 1944 - Montzen (4.40)
30 April 1944 - Acheres (4.50)
11 May 1944 - Trouville (4.05)
12 May 1944 - Hasselt (4.15)
19 May 1944 - Boulogne (3.20)
22 May 1944 - Orleans (5.25)
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (4.05)
2 June 1944 - Trappes (4.50)
5 June 1944 - Mont Fleury (4.20)
14 June 1944 - Douai (3.50)
15 June 1944 - Fouillard (5.25)
16 June 1944 - Domleger (3.30)
22 June 1944 - Laon (4.30)
24 June 1944 - Noyelle en Chausse (3.40)
25 June 1944 - Montorgueil (3.05)
28 June 1944 - Blainville (6.50)
4 July 1944 - St. Martin (3.45)
6 July 1944 - St. Martin (3.20)
9 July 1944 - Chateau Bernapre (3.50)
12 July 1944 - Thiverny (4.05)
23 July 1944 - Kiel (5.05)

This officer has completed 34 sorties against the enemy as navigator, and flown a total of 159 operational hours. He has carried out attacks against many of the heaviest defended targets, including Essen, Dusseldorf, Aachen and Kiel.

Flying Officer Hall's skilful and calculated record of navigation, carried out at times under most difficult conditions, deserves the highest possible praise. He has proved himself to be a man who can be relied upon in an emergency, and an outstanding member of a very gallant crew. He possesses commendable courage, initiative and a strong sense of duty both in the air and on the ground. He is considered worthy of the award of the Distinguished Flying Cross.

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HALL, F/L Watson Smythe (C12380) - **Mention in Despatches** - Station Tholthorpe (Servicing Echelon) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 9 March 1914. Home in Owen Sound, Ontario; enlisted in Halifax, 26 June 1942 (Aero Engineer Branch) and posted to No.5 Manning Depot. Commissioned upon enlistment. To No.14 EFTS, 17 July 1942. To No.14 SFTS, 28 December 1942. To No.5 SFTS, 8 February 1943. Promoted Flying Officer, 1 April 1943. To "Y" Depot, 8 August 1943. To United Kingdom, 2 September 1943. Promoted Flight Lieutenant, 25 January 1944. Repatriated 22 May 1945. Retired 12 October 1945. Possibly the Watson Smythe Hall

who died in Cranbrook, British Columbia, 11 February 1978. AFRO give no citation and identifies unit as No.62 Base. Recommendation dated 4 September 1944 (DHist file 181.009 D.1730, PAC RG.24 Vol 20607) identifies unit, gives name as Watson Stanley Hall. Recommendation was for an MBE.

Flight Lieutenant Hall has been employed as Officer in charge of Base Servicing Squadron on this Station since the 1st February 1944. He has been untiring in his efforts to make the maximum serviceability of aircraft in both squadrons on the station. He has imbued his men with a high spirit and a determination to maintain the absolute maximum of serviceability.

Non-starters have been kept to an absolute minimum by this officer's constant and vigilant supervision of the Daily Servicing Line. During the past six months, out of a total of 2,000 aircraft detailed for operations, there have been only nine non-starters. From the 21st April 1944 to the 7th July 1944, thirty-five operations were carried out from this station without one non-starter. On June 6th, 1944, when this station was asked for a maximum effort from both squadrons, 36 aircraft were detailed, 36 aircraft took off and 36 aircraft returned. One of these aircraft had been received on this station on the afternoon of June 5th, and upon inspection was found to have unserviceable turret generators. The Servicing Squadron immediately set to and by almost superhuman efforts were able to get this aircraft on a line and carry out a successful sortie on June 6th. Success of the Daily Servicing Echelon has been in large measure due to the skill, initiative and devotion to duty of Flight Lieutenant Hall.

HALL, F/L Watson Smythe (C12380) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 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.

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HALL, F/O Willard Samuel (J87592) - **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 6 July 1923 in Edmonton; home there. Enlisted in Calgary, 12 May 1942. Granted Leave Without Pay until 24 July 1942 when posted to No.3 Manning Depot. To No.7 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942, to No.6 EFTS, 27 December 1942; graduated 19 February 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 11 June 1943. To No.1 GRS, 25 June 1943. To "Y" Depot, 11 September 1943; to United Kingdom, 12 September 1943. Commissioned 11 June 1944. Repatriated 23 November 1944. To No.3 BGS, 15 January 1945. To No.7 Release Centre, 17 February 1945; retired 14 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 10

October 1944 when he had flown 35 sorties (190 hours 45 minutes), 24 May to 27 September 1944.

As captain of aircraft this officer has shown a high degree of courage, skill and initiative. On one occasion, while Gardening, his mines hung up but in spite of flak opposition he made another run and dropped his mines successfully. On two other occasions, though his aircraft was struck by flak, he pressed on to the target and bombed.

He has flown on 35 sorties with the squadron including targets such as Stuttgart, Hamburg, Brunswick, Stettin, Bremen, Russelheim, Emden, Bottrop and many French targets and his tenacity, endurance and offensive spirit have been an inspiration to his crew and to the squadron.

The sortie list was as follows:

24 May 1944 - Trouville (4.45, second pilot)
31 May 1944 - Mont 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)
25 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 - Isle Adam, Paris (4.55, day)
4 August 1944 - Bois de Cassan (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 - Coulenvillers (4.05, day)
10 August 1944 - La Pallice (6.55)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (4.50, day)
15 August 1944 - Soesterburg (4.35, day)
16 August 1944 - Stettin (8.30)
18 August 1944 - Bremen (5.50)
25 August 1944 - Russelheim (8.40)
27 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 - Domburg (5.40, day)
25 September 1944 - Calais (5.10, day)
27 September 1944 - Bottrop (5.30, day)

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HALL, F/L William Haworth (J14068) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 14 July 1917 in Winnipeg; home there. Educated at St.Paul's University; salesman. Enlisted in Winnipeg 24 October 1940. To No.1 WS, 15 November 1940. To No.1 ITS, 7 February 1941; graduated and promoted LAC, 15 March 1941 when posted to No.17 EFTS; may have graduated 16 May 1941 but not posted to No.9 SFTS until 26 May 1941; graduated and promoted Sergeant, 10 August 1941. To Trenton, 11 August 1941. To No.32 SFTS, 23 November 1941. Promoted Flight Sergeant, 10 February 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To No.1 GRS, 23 February 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Promoted Flight Lieutenant, 23 June 1944. Repatriated 8 December 1944. To No.2 Air Command, 20 December 1944. To No.8 Repair Depot, 11 April 1945. To No.2 Air Command, 21 November 1945. Retired 18 January 1946. 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 10 December 1944 when he had flown 35 sorties (169 hours 50 minutes):

12 June 1944 - Gelsenkirchen (4.10)
14 June 1944 - Le Havre (3.00)
15 June 1944 - Valenciennes (3.25)
27 June 1944 - Biennais (3.55)
30 June 1944 - Villers Bocage (3.35)
15 July 1944 - Chalons-sur-Marne (6.45)
17 July 1944 - Caen (3.55)
20 July 1944 - Homberg (3.55)
24 July 1944 - Stuttgart (7.50)
28 July 1944 - Stuttgart (8.05)
1 August 1944 - Coulon Villers (3.50)
4 August 1944 - Bordeaux (8.40)
8 August 1944 - Foret de Luchaux (3.40)
11 August 1944 - Lens (3.50)
14 August 1944 - St.Quentin (4.20)
18 August 1944 - Bremen (5.40)
29 August 1944 - Stettin (9.35)

31 August 1944 - Pont Remy (4.05)
5 September 1944 - Le Havre (4.00)
6 September 1944 - Le Havre (4.00)
10 September 1944 - Le Havre (4.00)
11 September 1944 - Kamen (4.35)
17 September 1944 - Boulogne (3.15)
23 September 1944 - Neuss (4.55)
26 September 1944 - Calais (3.30)
5 October 1944 - Saarbrucken (5.55)
6 October 1944 - Dortmund (6.20)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (4.40)
19 October 1944 - Stuttgart (6.10)
22 October 1944 - Neuss (4.20)
25 October 1944 - Essen (4.50)
28 October 1944 - Flushing (2.40)
30 October 1944 - Wesseling (4.20)
31 October 1944 - Bottrop (5.05)

Flight Lieutenant Hall has completed 35 sorties totalling 169.50 hours and including such targets as Stuttgart (three times), Duisburg (twice), Essen, Dortmund, Saarbrucken, Stettin and Bremen.

On the night of 29th July 1944 he was detailed to attack Stuttgart. When just south of Paris one engine failed and although this retarded his speed and entailed his arriving late over the target, Flight Lieutenant Hall continued with the sortie and successfully completed his mission. On two other occasions his aircraft has been hit and damaged by flak.

Throughout the whole of his 35 sorties Flight Lieutenant Hall has shown outstanding determination and relentless enthusiasm. He is an excellent Captain who has inspired his crew and gained their wholehearted cooperation.

In addition to his operational duties he has acted as Deputy Flight Commander, and in this capacity has also been an invaluable asset to the squadron.

A fearless operational captain whose cheerful courage and consistent determination have earned the highest praise. He is strongly recommended for the award of the Distinguished Flying Cross.

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HALL, LAC William MacKenzie (R108810) - **Mention in Despatches** - 413 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October

1945. Born 25 July 1921. Home in Weston, Ontario; enlisted in Toronto, 16 June 1941 as Armourer and posted to No.1 Manning Depot. To Air Armament School, 19 July 1941. Promoted AC1, 13 October 1941. To No.4 (BR) Squadron, 14 October 1941. To "U", 25 January 1942. To "Y" Depot, 11 February 1942. To RAF overseas, 27 February 1942. Promoted Corporal, 1 January 1943. Repatriated 7 June 1945. Released 31 July 1945. AFRO gives unit as "Overseas" but DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) ties him to No.413 Squadron. Recommended 23 November 1944 as follows:

This airman has devoted most of his spare time in the two years he has been on the squadron to the welfare of his fellow men. Leading Aircraftman Hall has shown at all times a strong loyalty to the squadron and has organized their sports programme, newspaper, and club. Many off duty recreational entertainments were organized by him. The unselfish efforts of this most popular airman have been morale building and are worthy of praise.

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HALLADAY, F/O Herbert Douglas (C19689) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 25 August 1917 in North Battleford, Saskatchewan; home there and Kelfield, Saskatchewan (farmer). Enlisted in Saskatoon, 10 October 1940 as Aero Engine Mechanic. To No.3 SFTS, 24 October 1940. To Technical Training School, 31 December 1940. Promoted AC1, 24 May 1941; to No.4 SFTS, 28 May 1941. Promoted LAC, 24 August 1941. To "Y" Depot, 17 January 1942; to RAF overseas, 9 February 1942. Remustered to Flight Engineer, 22 November 1942 and promoted Sergeant. Commissioned 24 February 1944. Promoted Flying Officer, 26 July 1944. Repatriated December 1944; to Western Air Command, 12 February 1945; retired 11 April 1945. Reported in obituary as having flown 63 sorties. Postwar he was a Vancouver police officer for 28 years. Upon retirement he managed H + H Construction (home builders). Died in White Rock, British Columbia, 3 May 2005 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005. 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 10 September 1944 when he had flown 39 sorties (250 hours); first tour in No.76 Squadron (20 January to 25 June 1943, 24 sorties, 180 hours); second tour 9 July to 18 August 1944 (15 sorties to date of recommendation).

Pilot Officer Halladay has completed many sorties on his second tour of operations. Throughout his operations he has proved a most skilful and reliable flight engineer who has shown a complete disregard for danger even in the face of heavy enemy opposition. He has taken part in sorties against such heavily defended targets as Stuttgart, Frankfurt, Berlin and the Ruhr area and on many occasions by his untiring vigilance has prevented enemy fighter attacks. At all times he displays the greatest cheerfulness and zeal for operational flying which is an inspiration to newer crews.

It is considered that his courage, fortitude and devotion to duty fully merit the award of the D.F.C.

The sortie list for his second tour, to date of submission, was follows:

9 July 1944 - Ardouval (3.45)
12 July 1944 - Arquet (4.20)
18 July 1944 - Mondeville (4.30)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Grand Bois (3.55)
23 July 1944 - Donges (6.20)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Foret de Cassan (4.55)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - L'Hogue (4.15)
8 August 1944 - Chantilly (4.35)
12 August 1944 - La Bretagne (5.05)
13 August 1944 - Aisy (4.20)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (3.55)

DHist file 181.009 D.1634 (RG.24 Volume 20604) has further recommendation by W/C A.P Blackburn approximately 17 November 1944, by which time he had completed 48 sorties (249 hours 25 minutes) as Flight Engineer. Sortie list covers both tours and in second tour differs slightly from above.

Flying Officer Halladay has completed two tours of operations totalling forty-eight sorties, thirty-one of which were against heavily defended major German targets. He has at all times during two tours displayed the greatest devotion to duty and a fine offensive spirit. His example of keenness, skill and gallantry is worthy of emulation by all members of the Squadron. On many occasions in times of stress when the mission was carried under hazardous circumstances, Flying Officer Halladay's able assistance to his pilot has contributed greatly to the successful completion of the sortie. I recommend the award of the Distinguished Flying Cross.

The sortie list was as follows:

13 February 1943 - Lorient (6.05)
14 February 1943 - Cologne (4.25)
16 February 1943 - Lorient (6.25, hydraulics unservicable)
18 February 1943 - Minelaying (5.10, light flak)
25 February 1943 - Nuremburg (8.35, icing, starboard inner cut out)

26 February 1943 - Cologne (5.20, searchlights and heavy flak)
28 February 1943 - St. Nazaire (6.55)
1 March 1943 - Berlin (8.20, searchlights, coned twice)
3 March 1943 - Hamburg (5.35)
5 March 1943 - Essen (4.40, heavy flak)
8 March 1943 - Nuremburg (4.00, early return, oxygen failure)
9 March 1943 - Munich (8.30)
11 March 1943 - Stuttgart (7.20)
12 March 1943 - Essen (4.30, searchlights and heavy flak)
10 April 1943 - Frankfurt (7.25)
14 April 1943 - Stuttgart (7.10)
16 April 1943 - Pilsen (10.00, hit by flak)
28 April 1943 - Minelaying (7.25)
4 May 1943 - Dortmund (4.55)
13 May 1943 - Bochum (5.50)
23 May 1943 - Dortmund (5.00)
25 May 1943 - Dusseldorf (4.50)
29 May 1943 - Wuppertal (5.30)
12 June 1943 - Bochum (5.00)
* * * * *
9 July 1944 - Ardouval (4.45)
12 July 1944 - Arquet (4.30)
18 July 1944 - Caen (4.30)
19 July 1944 - Wesseling (5.45)
21 July 1944 - Grand Bois (3.55)
23 July 1944 - Ferme de Grande Bois (3.55)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Foret de Cassan (4.00)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - La Hogue (4.10)
8 August 1944 - Chantilly (4.35)
12 August 1944 - La Bretagne (5.05)
13 August 1944 - Aisy (4.20)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (3.55)
11 September 1944 - Minelaying, Kiel Bay (5.40)
13 September 1944 - Sea Search (4.30, located crew)
14 September 1944 - Operation recalled (3.20)
15 September 1944 - Kiel (5.35)
25 September 1944 - Calais (3.50)
4 October 1944 - Bergen (6.25)

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HALLATT, F/O Herbert Ernest (J85078) - **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 in Tilbury, Ontario, 16 February 1919; home in Hamilton (clerk). Enlisted in Toronto, 20 July 1940. To Trenton, 19 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.8 EFTS; graduated 27 November 1940 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 2 March 1941. To No.31 GRS, 9 March 1941. To Embarkation Depot, 8 May 1941; to RAF overseas, 30 May 1941. Commissioned 24 February 1944. Promoted Flying Officer, 24 August 1944. Repatriated 9 November 1944. Retired 30 January 1945. Attended University of British Columbia, then practiced law in Hamilton, Ontario. Also president of Glanford Aviation Services. Died in Burlington (Hamilton), 25 September 2011. Photo PL-3111 shows the following graduates of No.7 SFTS, March 1941: R69828 H.E. Hallatt, R59335 J.D. McIsaac, R54226 J.S. McKeown, R60278 A.R. Smith. RCAF photo PL-41054 (ex UK-14167 dated 23 November 1944) shows debriefing after No.404 Squadron strike - "F/O W.K. 'Red' McGrath of Hamilton, F/O Herb Hallett, also of Hamilton, F/O A.S. French [sic A.B.] of Amhurst, Nova Scotia, and W/C Gatward, CO of the Buffalo Squadron." RCAF photo PL-41039 (ex UK-14152 dated 23 November 1944) shows him pointing to damage on his Beaufighter after a Sperrbrecher hit on his port aileron.

This officer has completed a large number of operational sorties including nine successful anti-shipping attacks. He has always displayed outstanding keenness and cheerful courage which together with his excellent airmanship and determination have won the admiration of all his squadron. In August 1944 he participated in a most courageous and successful attack against two 8,000 ton vessels in Toyan Harbour. Despite severe anti-aircraft fire from both the ships and from shore batteries one vessel was sunk and the other was set on fire. During a sortie against a target at the mouth of the Gironde Flying Officer Hallatt pressed home his attack in the face of intense opposition. Although severe damage was sustained and the navigator was wounded this officer coolly and skilfully flew his aircraft back to base.

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HALLETT, F/L Harold Beatty (J12692) - **Commended for Valuable Services** - No.4 Training Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Sunderland, Ontario, 12 January 1916 as reported in RCAF press release 4907. Prior to enlistment he was an assayer with Golden Gate Mines. Enlisted in Sudbury, Ontario, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940; posted that date to No.1 EFTS; graduated 13 September 1940 and posted to No.4 SFTS; graduated and promoted Sergeant, 18 November 1940. To Trenton, 6 January 1941. To No.3 SFTS to instruct, 22 March 1941; promoted WO2, 1 December 1941. Commissioned 30 June 1942. Promoted Flying Officer, 1 March 1943. To No.19 SFTS, 2 May 1943. Promoted Flight Lieutenant, 1 June 1943. To No.4 Training Command, 19 December

1943. To No.5 OTU, 30 November 1944. To Moncton, 27 April 1945. To No.10 (BR) Squadron, 29 April 1945. Remained in postwar RCAF (19728). Died in Ottawa, 31 January 2002.

This officer, throughout his career, has proven himself to be a most energetic and capable instructor. By hard work and initiative he has produced most successful results and the standard of aircrew training at the schools under his control has materially improved. This officer has displayed outstanding qualities of keenness and devotion to duty.

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HALLIDAY, F/L Francis (J10696) - **Mention in Despatches** - No.53 Squadron (deceased) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Ayrshire, Scotland, 24 September 1919, son of John Hamilton Halliday and Janet Paxton. Home in North Bay, Ontario. Enlisted in Hamilton, 20 May 1941. Attended No.1 Manning Depot, Toronto, 28 May to 20 June 1941. On strength of Technical Training School, St. Thomas, Ontario, 21 June to 27 July 1941. Attended No. 1 ITS, Toronto, 28 July to 1 September 1941 (promoted Leading Aircraftman, 1 September 1941). Returned to No.1 Manning Depot for period 2-28 September 1941 when posted to No.4 AOS, London 29 September 1941. Graduated 5 January 1942 and posted to No.4 BGS, Fingal; graduated 14 February 1942 and promoted Sergeant. Posted to No.2 ANS, Pennfield Ridge (graduated and commissioned 16 March 1942). Posted to No.31 OTU, Debert, 1 April 1942 but that same day he was attached to Ferry Command, remaining on attachment until 28 April 1942. He was struck off strength of No.31 OTU on 6 May 1942; emplaned from Newfoundland on 7 May 1942 and arrived in Britain 8 May 1942. Posted at once to No.3 Personnel Reception Unit, Bournemouth. Posted to No.3 School of General Reconnaissance, 6 June 1942; to No 3 (C) OTU, 4 August 1942; to No.502 Squadron, 29 September 1942; to No.172 Squadron, 15 January 1943; to No.53 Squadron, 13 February 1943. Killed in action 21 November 1943 (Liberator BZ819); name on Runnymede Memorial.

The captain of the Liberator, W/C H.R.A. Edwards, was the sole survivor. Aircraft attacked a U-boat at 0425 hours. During the attack (opposed by flak) the Leigh Light failed. The aircraft commenced homeward flight at 0800 hours. About 1400 hours, five or ten miles from land, at 300 feet, three engines cut simultaneously, about five minutes after petrol cocks had been moved. Aircraft lost height and speed rapidly, coming down on water with nose submerged. Captain and three others emerged through roof of flight deck which was broken up (windscreen and roof broken). Rear portion of fuselage broke off aft of bomb-bay. The captain clambered back on the fuselage to release dinghies. At first neither would release, and then one came away but would not inflate properly. By the time W/C Edwards had rigged one dinghy (ten minutes) no trace of any of the crew could be found. He was picked up at 0745 hours on 22 November 1943.

Others in crew were 132781 F/O A. Davies, 129968 F/O H. Hamilton, 751406 Flight Sergeant

G.E. Shield, 1100663 Flight Sergeant W.N. Owen, 1377394 Sergeant L.E. Terry, and 1320971 Sergeant S.C. Johnson.

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HALLIKAS, F/O Eino Olavi (J22057) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Fort Francis, Ontario, 16 May 1915; educated there; home there (wood inspector, clerk, truck driver). Enlisted in Winnipeg, 30 October 1941 and posted to No.2 Manning Depot. To No.1 Training Command, 16 January 1942. To No.6 ITS, 28 February 1942; graduated and promoted LAC on 24 April 1942; to No.12 EFTS, 6 June 1942; ceased training 13 July 1942 and posted to Trenton; to No.1 CNS, 28 August 1942; graduated and promoted Sergeant, 18 December 1942; subsequently commissioned with effect from that date. To "Y" Depot, 2 January 1943; to RAF overseas, 2 February 1943. Disembarked in United Kingdom, 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.619 Squadron, 9 September 1943. To No.83 Squadron, 28 November 1943. Attached to Night Training Unit, 5-18 December 1943. Promoted Flight Lieutenant, 23 June 1944. To Repatriation Depot, 10 October 1944 but not repatriated until 1 May 1945. To No.2 Air Command, 16 May 1945. To No.1 Central Navigation School, 22 June 1945. To No.5 Release Centre, 7 September 1945. Retired 15 September 1945. Died in 1992. 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 13 June 1944 when he had flown 29 sorties (180 hours 20 minutes), 27 September 1943 to 5 June 1944.

27 September 1943 - Hanover
1 October 1943 - Hagen
4 October 1943 - Frankfurt
8 October 1943 - Hanover
3 November 1943 - Dusseldorf
10 November 1943 - Modane
18 November 1943 - Berlin
26 November 1943 - Berlin
23 December 1943 - Berlin
29 December 1943 - Berlin
2 January 1944 - Berlin
20 January 1944 - Berlin
21 January 1944 - Magdeburg
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt

25 February 1944 - Augsburg
15 March 1944 - Stuttgart
22 March 1944 - Frankfurt
26 March 1944 - Essen
20 April 1944 - Paris
3 May 1944 - Mailley-le-Camp
7 May 1944 - Lanvecq
22 May 1944 - Brunswick
28 May 1944 - St.Martin-de-Varroville
5 June 1944 - Caen

As navigator this officer has now completed a total of 29 operational sorties against some of the enemy's major targets, including ten attacks on Berlin. His skilful navigation under the most trying conditions and the high standard of courage and ability that he has shown have been in a large measure responsible for the outstanding success of the target marking sorties undertaken by his crew. On several occasions when special aids have failed, Flying Officer Hallikas has navigated on D.R. and has never failed to reach his objective on time, thus setting an excellent example.

For his skill, determination and devotion to duty he is strongly recommended for the award of the Distinguished Flying Cross.

Notes: On repatriation he stated he had flown 284 hours 40 minutes on operations (45 sorties) and 270 hours ten minutes non-operational. Last sortie was 12 September 1944. Stated he had been a Blind Marker in Pathfinders and also spent six months on Special Cases and Reselection Board.

Application for Bar to Operational Wing dated 17 September 1944 stated he had flown 30 sorties (187.15) on first tour, 15 sorties (97.25) on second tour, which had been 10 June to 14 September 1944.

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HALLWOOD, F/L Frederick William (J8755) - **Mention in Despatches** - No.418 Squadron (AFRO says only "Overseas" but DHist file 181.009 D.1748 [PAC RG.24 Vol20608] gives unit). - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Winnipeg, 25 July 1922 as per RCAF Press Release reporting award; worked for Northern Electric before the war. Home in Winnipeg, enlisted there 5 March 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 9 April 1941. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941; posted that date to No.18 EFTS; graduated 19 August 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 7 November 1941. To Embarkation Depot, 23 November 1941; to RAF overseas, 9 December 1941. Commissioned 7 October 1942. Promoted Flying Officer, 1 October 1942. Promoted

Flight Lieutenant, 7 November 1943. Repatriated 26 November 1943. To No.36 OTU, 8 January 1944; to No.8 OTU, 30 June 1944. To Release Centre, 5 August 1945; retired 8 August 1945. Rejoined RCAF Auxiliary, 30 March 1950 as a pilot with No.402 Squadron; released 7 March 1953. No citation.

HALLWOOD, F/L Frederick William (J8755) - **Air Force Cross** - No.8 OTU - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,296 hours, 280 as instructor, 139 in previous six months.

This officer has displayed outstanding personal interest and devotion to duty whilst employed as chief gunnery instructor at No.8 Operational Training Unit. His administrative ability and personal attention to detail have contributed greatly to the efficient operation of the gunnery flight. He is an exceptionally fine instructor and has been responsible for bringing this phase of training to its present high state of efficiency. Operational training has benefited considerably by this officer's knowledge and ability.

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HALVORSEN, FS Sigurd Johannes (R157861) - **Distinguished Flying Medal** - No.106 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 3 December 1915 in Revelstoke, British Columbia; home in Vancouver (painter, decorator). Enlisted in Vancouver, 24 March 1942; to No.3 Manning Depot, 24 May 1942; to No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; to No.2 BGS, 24 October 1942; graduated 23 December 1942 but not posted to No.5 AOS until 27 December 1942; graduated and promoted Sergeant, 12 February 1943; to "Y" Depot, 26 February 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 12 August 1943. Promoted WO2, date uncertain. Repatriated 22 January 1945. To Western Air Command, 8 February 1945. To No.22 Sub-Depot, 15 March 1945. To No.8 Release Centre, 11 November 1945. Retired 14 November 1945.

Flight Sergeant Halvorsen, as bomb aimer, has participated in numerous attacks on important and heavily defended targets in Germany. In April 1944 he was detailed to lay mines in a canal. To ensure success the attack on this difficult target had to be made at low level in bright moonlight. Aided by this airman's excellent map reading his captain located the objective which was approached at 150 feet in the face of intense anti-aircraft fire and blinding searchlights. Unperturbed, Flight Sergeant Halvorsen released the mines, all of which fell into the canal.

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HALWARD, WO2 Howard George (Can 9702) - **Mention in Despatches** - Station Dartmouth - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6

July 1945. Born 4 November 1913. Home in Cannington, Ontario; enlisted in Toronto, 7 June 1937 as Wireless Electrical Mechanic. With No.8 (BR) Squadron as of 28 August 1939. Sergeant as of 7 December 1939. Promoted Flight Sergeant, 1 February 1941. To "S", 10 February 1941. Promoted WO2, 1 April 1942. To Eastern Air Command, 8 March 1943. To "K", 22 March 1944. To Trenton, 22 August 1945, apparently overseas as he is repatriated 16 January 1946, only to be sent to Britain, 24 January 1946 and returned again at uncertain date. Reverted to Flight Sergeant in postwar RCAF, 1 October 1946. Promoted WO2, 1 April 1951. Promoted WO1, 1 April 1953. Died 14 July 2004 in Trenton, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005.

This non-commissioned officer has for the past year been in charge of installation, serviceability and modification of airborne signals equipment. Since he has taken over this work there has been an exceptional improvement in radio serviceability. He is conscientious, hard working, willing and is an outstanding non-commissioned officer, whose contribution to the effort on the East Coast is deserving high praise.

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HAMBER, W/C Eric Colquhoun (C1625) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 20 July 1913 in Winnipeg; educated there; home in Brantford, Ontario. Former sea cadet; enlisted in Vancouver, 29 January 1940. To No.5 SFTS, 19 October 1940. Promoted Squadron Leader, 15 July 1941. Reverted to Flight Lieutenant, 1 June 1942. Attached to Ferry Command at Montreal, 24 July 1942. Squadron Leader again, 15 September 1942. Made at least three flights to Washington from then until 23 September 1942 but then returned to Brantford for instructional duties. Returned to Ferry Command, Montreal, 15 May 1943. Departed 20 May 1943 with Baltimore FA533 which he delivered to Accra as of 31 May 1943. Returned to Canada by air. Departed Montreal with Baltimore FA635 which he delivered via Miami to Nassau but appears not to have gone further. To "Y" Depot, 12 July 1943. To United Kingdom, 2 August 1943. Posted from No.419 Squadron to No.426 Squadron, 10 April 1944; posted from No.426 Squadron to No.22 OTU, 24 July 1944. Repatriated 17 September 1944. To No.165 (Transport) Squadron, 10 October 1944. To No.168 (Heavy Transport) Squadron, 31 October 1945. Involved in penicillin flights to Poland, flying 4,800 pounds of the drug to Warsaw in January 1946 in a Dakota. To No.3 Release Centre, 3 March 1946. Retired 25 March 1946. RCAF photo PL-29066 (ex UK-10081 dated 26 April 1944) shows him soon after taking command of No.426 Squadron, succeeding W/C W.H. Swetman. Photo PL-29068 (ex UK-10083 dated 26 April 1944) shows Group Captain C.L. Annis (Base Commander) with Commanding Officer of No.426 Squadron, W/C E.C. Hamber.

Wing Commander Hamber has completed numerous sorties and has displayed a high degree of determination and devotion to duty throughout. His successes pan an excellent tribute to his great skill and courage.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has

recommendation drafted 23 June 1944 when he had flown 26 sorties (140 hours 40 minutes):

Following an extended tour of duty as a flying instructor in Canada, Wing Commander Hamber transferred to operational duties in Bomber Command. Now nearing completion of his operational tour, he has captained his aircraft on numerous bombing and minelaying sorties against heavily defended major targets deep within enemy and enemy occupied territory. He has been consistently successful in reaching and attacking his objectives. On one occasion, during an attack over Berlin, a burst of flak turned his aircraft almost completely on its back; on several others, he has been engaged by enemy fighters but on every occasion he proceeded on and completed his mission. His outstanding ability as a pilot, his splendid example as an operationally aggressive aircraft captain, his cheerful loyalty and his inspiring leadership both as a Flight Commander and a Squadron Commander have all contributed in a very large measure to the high standard of effectiveness in the squadron he now commands.

RCAF Press Release No. 3795 dated 27 January 1944 from F/O Eggleston read:

WITH THE R.C.A.F. BOMBER GROUP OVERSEAS: -- A slim, curly-haired chap who barnstormed over Europe before the outbreak of war and wound up working in a sawmill in Vancouver, S/L E.C. "Boney" Hamber, whose wife and children now reside at 7 Chilton Place, Hamilton, Ontario, but who is also well known in Vancouver and Victoria, has been appointed a flight commander with the Moose squadron of the R.C.A.F. Bomber Group in England.

Although S/L Hamber has only made two operational sorties to date, he goes to the famous Moose squadron, commanded by W/C W.P. "Bill" Pleasance, Calgary, Alberta, with a world of flying experience to his credit. For two and a half years, he instructed at the S.F.T.S. at Brantford, Ontario, and for a couple of months before coming overseas was attached to Ferry Command, where he flew Baltimores across the South Atlantic.

Before joining up in Vancouver, B.C. in January of 1940, S/L Hamber took a liking to touring the globe. He visited Australia, saw practically all of France, and is very familiar with this country, which he visited in pre-war days.

Although he claims he is only a "sprog" on operational duties, S/L Hamber has already had one "shaky do" out of his two trips. During an attack on Magdeburg, the Halifax he was piloting was attacked by enemy night fighter as he was leaving the target, and it took some strong evasive action to shake him off. Later on the same trip, he was caught in a heavy flak barrage over Hanover, and although his entire crew came out of it unscathed, the fire from the ack-ack guns blasted eighty-five holes in the kite.

Educated on the Pacific Coast, S/L Hamber took his flying training at Sea Island, B.C., Camp Borden, Ontario, and Trenton, Ontario, after joining up as a provisional pilot officer. He won his wings at Camp Borden in June, 1940.

On graduation at Camp Borden, the new flight commander of the Moose squadron was sent to the Central Flying School at Trenton, Ontario, to take an instructors' course. From there, he went to Brantford, Ontario, to take an instructors' course. From there, he went to Brantford, Ontario, where he remained for a period of two years and 10 months, and also attained his present rank. He came overseas in August, 1943, took the usual operational training and was then posted to his present squadron.

He has two boys in their teens who are now residing with Mrs. Hamber in Hamilton, Ontario.

RCAF Press Release No. 4657 dated 25 April 1944 from P/O J.M. Coldwell (transcribed by Huguette Oates) reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Wing Commander Eric Hamber of 17 Chilton Place, Hamilton, Ontario, has been given command of the crack Thunderbird squadron of the Canadian Bomber Group overseas. He follows in the footsteps of Wing Commander "Bill" Swetman, DSO, DFC of Kapuskasing, Ontario, who just recently completed his second operational tour with distinction.

The new Thunderbird squadron commanding officer is young, quiet and unassuming in manner. His life has not followed a routine path and in the flying game, he has had plenty of experience. Born in Victoria, B.C., Wing Commander Hamber attended University School there, and later joined the staff of the Dominion Bank for a brief period. The wanderlust overcame him and for the next four years he travelled from Victoria to England, the Continent, Australia, and back to Vancouver – beating his way as working passenger on cargo boats and freighters, picking up the odd job here and there to keep alive and on the move. "I guess I just wanted to see a bit of the world – so I roamed about from place to place like that – and I thoroughly enjoyed it," reflected the new C.O.

It was summer of 1939 when Wing Commander Hamber arrived back in Vancouver and, when war broke out, he applied immediately for enlistment in the RCAF. He was accepted in January, 1940, and wound up his training as a pilot at Sea Island EFTS and Camp Borden SFTS. He then went to Trenton, Ontario, to train as an instructor and put fledgling pilots through their paces for three years at 5 SFTS., Brantford.

Just prior to coming overseas in the summer of 1943, Wing Commander Hamber

made a few trips with Ferry Command across the Atlantic. He was a flight commander with the Moose squadron of the Canadian Bomber Group before assuming his present position. To date, he has made 13 operational sorties and is looking forward to his work with the boys of the Thunderbird squadron.

Wing Commander Hamber is married and he has two young sons, David and Sidney.

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HAMBLIN, FS Keith de Havilland (R156289) - **Distinguished Flying Medal** - No.463 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Ottawa, 20 October 1923; home in Toronto (clerk); enlisted in Toronto, 10 March 1942. To No.1 Manning Depot, 19 April 1942. To No.5 Manning Depot, 24 July 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942; to No.13 EFTS, 21 November 1942; ceased training 14 December 1942 and posted to No.1 Composite Training School, 20 December 1942; to No.4 BGS, 20 February 1943; graduated 14 May 1943 and posted next day to No.4 AOS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to RAF overseas, 24 July 1943. Repatriated 5 August 1945. To No.1 Air Command, 10 August 1945. Retired 26 October 1945.

This airman has taken part in numerous sorties and has invariably displayed a high standard of skill and devotion to duty. In June 1944 he was the air bomber in an aircraft detailed to attack a well defended target in Germany. When nearing the target area the aircraft was struck by shrapnel. Sergeant Hamblyn was badly wounded in the leg. Despite this he remained at his post and continued to advise his captain throughout a successful bombing run. Not until the aircraft was well clear of the target area did he inform his captain of his injury. First aid was then administered and he afterwards insisted on fulfilling his duties until the English coast was sighted. His courage and fortitude were most commendable.

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HAMBLIN, F/O William David Melvin (J13388) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 25 October 1919; home in Detroit. Enlisted in Windsor, 6 January 1942 and posted to No.5 Manning Depot. To Rockcliffe, 28 February 1942. To No.5 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942; to No.9 BGS, 4 July 1942; graduated and promoted Sergeant, 4 August 1942; subsequently commissioned as of that date. To No.1 Air Armament School, 4 September 1942. To No.3 BGS, 12 September 1942. To No.1 Manning Depot, 18 December 1942. To "Y" Depot, 29 December 1942; to RAF overseas, 2 February 1943. Repatriated 31 March 1945. To No.1 Air Command, 14 April 1945; to No.1 WS, 14 May 1945. To Release Centre, 3 July 1945. Retired 5 July 1945. Photo PL-35897 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 files at PAC consulted; recommended 8 December 1943 when he had flown 32 sorties (215 hours 55 minutes):

This officer has completed a large number night operations over enemy territory. He has proven himself to be an efficient Air Gunner and has fully contributed to the successes achieved by his crew. Flying Officer Hamblin has constantly displayed courage and devotion to duty.

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HAMILTON, S/L Alexander Daniel (C4990) - **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 Montreal, 13 November 1917. Educated at Westmount High School and McGill University (Chemical Engineering degree, 1941). Also a member of McGill Redman football team and Redbird Ski Club. Enlisted in Montreal, 9 May 1941 in Aero Engineer Branch. Granted rank of Flying Officer, 25 October 1941. With No.1 Repair Depot as of 1 November 1941. To "Y" Depot, 10 March 1942. To RAF overseas, 12 March 1942. Promoted Flight Lieutenant, 15 February 1943. Promoted Squadron Leader, 11 July 1943. Repatriated 5 August 1945. Retired 9 October 1945. Postwar career in pulp and paper industry, ending as President and CEO of Domtar. Died in Victoria, 18 February 2006. No citation in AFRO.

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HAMILTON, F/O Charles Stephens Valentine (C86340) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Oshawa, 14 February 1920. Home in Oshawa; educated there to 1936 when he became a "labourer". Enlisted in Toronto, 21 January 1941 as Pilot Instructor and assigned to No.1 Training Command. To Trenton, 1 April 1941. To No.19 EFTS, 13 May 1941; graded as Sergeant Pilot, 14 May 1941. Granted Leave Without Pay until 12 September 1942 when he was still at No.19 EFTS. To No.5 Manning Depot, 13 September 1942. To No.6 SFTS, 10 October 1942. Promoted WO2, 14 November 1942. To "Y" Depot, 13 January 1943; to RAF overseas, 25 January 1943. Disembarked in Britain, 4 February 1943. Taken on strength at No.3 PRC, Bournemouth, 5 February 1943. To No.17 (Pilots) AFU, 2 March 1943. To No.58 OTU, 6 April 1943. To No.426 Squadron, 10 July 1943. Struck off strength of No.426 Squadron and posted to Repatriation Depot, 22 September 1943. To No.11 (Pilots) AFU, 16 November 1943. Attached to No.1534 Beam Approach Training Flight, 12-18 January 1944. To No.24 OTU, 9 March 1944. Commissioned 7 May 1944. To No.61 Base, 1 June 1944. Attached to No.1659 Conversion Unit, 1 June to 19 June 1944. Posted to No.426 Squadron, 29 June 1944. Promoted Flying Officer, 1 October 1944. Repatriated 23 March 1945. Retired 19 May 1945. Died in Oshawa, 18 November 1981 as per **Airforce Magazine** of March 1983. Incident described was on 2 November 1944.

This officer has completed many operational missions throughout which he has

shown himself to be a determined and resourceful pilot and captain of aircraft. On one occasion in November 1944 his aircraft was detailed to attack Dusseldorf. While on the bombing run, severe damage was sustained from anti-aircraft fire and the aircraft became extremely difficult to control. Despite great difficulties he continued his run and pressed home his attack. He then flew on to Belgium where he executed a masterly emergency landing. Flying Officer Hamilton's tenacity and skilful pilotage were responsible for the successful completion of this mission and the safe return of his crew. His devotion to duty at all times have been most praiseworthy.

DHH file 181.009 D.1515 (Library and Archives Canada RG.24 Vol.20600) has original recommendation drafted 20 November 1944 by W/C C.W. Burgess when he had flown 29 sorties (140 hours 40 minutes). No sortie list; text as follows:

Flying Officer Hamilton was the pilot of an aircraft detailed to attack Dusseldorf on the night of 2nd November 1944. On the bombing run the port inner engine was hit by flak, knocked out of its nacelle, and left dangling. The No.3 petrol tank was holed and all fuel from the inner group lost. The engine controls to the port engines were jammed and could not be controlled. Flying Officer Hamilton, completed his bombing run and dropped his bombs. The aircraft was slowly losing height at 140 I.A.S. and all attempts by the pilot to shake the dangling engine loose failed. He decided to head for the nearest aerodrome, Brussels. It was impossible to change to Medium Blower as the controls were jammed in S gear. As height was lost so the power was reduced and it was difficult to control the aircraft. Flying Officer Hamilton ordered his crew to crash stations as they neared the aerodrome and made a successful crash landing on the field without injury. Flying Officer Hamilton showed great determination in pressing home his attack after his aircraft was badly damaged and almost uncontrollable. His masterly skill and determination in controlling his badly damaged aircraft and flying it to an aerodrome where a successful crash landing could be made is worthy of the highest praise, and is responsible from the saving of his whole crew from injury. He is strongly recommended for the award of the Distinguished Flying Cross (Immediate).

This was duly endorsed by G/C C.L. Annis (Station Linton-on-Ouse) on 22 November 1944, and by Air Commodore J.L. Hurley (No.62 Base) on 24 November 1944.

Overseas Training: Course at No.58 OTU involved 45 minutes dual on Master, 65 minutes solo on Master, and 50 hours five minutes on Spitfires. Of this, nine hours 25 minutes flown in formation. Also logged 12 hours in Link. Ground courses were Airmanship (240/300), Armament (240/300), Intelligence (87/100), Navigation (122/200), Signals (60/100). Flying tests as follows: General Flying (300/400), Applied Flying (110/200), Instrument Flying (not taken or no tests), Night Flying (65/100), Link (32/50). Assessed generally average except in formation flying (below average). Fired 1,880 round air-to-air and 72 round, air-to-ground.

Course at No.11 (P) AFU, 23 November 1943 to 7 March 1944 involved Oxford aircraft (three hours 35 minutes dual to first day solo, 29 hours 45 minutes day dual, 27 hours 55 minutes day solo, 95 minutes night dual to first night solo, six hours 45 minutes night dual, 12 hours 40 minutes night solo; also logged 12 hours 30 minutes in Link. Flying test results as follows: General Flying (272/400), Applied Flying (136/200), Instrument Flying (175/250), Night Flying (67/100), Link (30/50). "A reliable and steady pilot. High average." (W/C G.M. Wyatt).

Course at No.1534 Beam Approach Training Flight was 11 January to 18 January 1944. All flying on Oxford aircraft (10 hours 40 minutes) with five hours in Link. Courses and marks as follows: Beam Approach Procedure and "Q" Codes, Link Trainer (138/200), Receiver Operation (67/100), Instrument Flying (145/250), Cloud and Night Flying (143/250), General Application of Beam Approach Procedure, Flying (116/200). "An exceptionally keen pupil who, after a very slow start, showed great improvement to average standard."

Course at No.24 OTU was 8 March to 19 May 1944. Flew in Whitley V aircraft - two hours 50 minutes day dual to first day solo, seven hours day dual, eight hours day at controls with another captain present, 29 hours 25 minutes at controls by day with no other captain present; one hour 45 minutes night dual to first night solo, two hours ten minutes total night dual, six hours 30 minutes night at control with another captain present, 31 hours 20 minutes night at controls with no other captain. Spent 15 hours 30 minutes on instruments and logged 15 hours five minutes in Link. Conducted eight cross country flights above 10,000 feet (four by day and four by night), one Nickel operation, three daylight fighter affiliation exercises, one night fighter affiliation exercise. Ground courses as follows: Airmanship (213/300), Armament (not taken or not marked), Meteorology (48/100), Navigation (124/200), Signals (54/100). Flying tests as follows: General Flying (240/400), Applied Flying (120/200), Instrument Flying (170/250), Night Flying (65/100), Link (30/50). Recommended for a commission. "An ex-FTG pilot who has also completed an OTU course on Spitfires followed by BOT work with operational squadrons. He is slightly above average as a pilot and above average as a captain. Throughout the course he has shown an example by his keenness and the results obtained in the bombing and cross-country exercises have been very good." (W/C G.A. Roy, 20 May 1944).

At No.1659 Conversion Unit he was crewed with R172218 Sergeant R. Dunn (navigator, later commissioned and awarded DFC), R236358 Flight Sergeant G. Ives (WOP), R161458 Flight Sergeant J.A. MacLeod (air gunner), R83700 Sergeant S. Holmes (bom aimer), 1561019 Sergeant R. Welsh (flight engineer) and R202793 Sergeant R.I. Cairnes (mid-upper gunner). "Average pilot. Showed good ability for ops skipper. Works very hard. No outstanding faults. Crew keen, did well on course." (W/C H.T. Miles, Chief Instructor).

Notes: His posting at No.416 Squadron ended when he was assessed as lacking self confidence, and it was recommended that he be reallocated to training duties.

On repatriation he reported that he had flown 33 sorties (160 hours 45 minutes on operations) plus 550 hours 25 minutes non-operational overseas, which seems very high. Last sortie was 30

November 1944.

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HAMILTON, F/O Clayton Edwin Thomas (J20900) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Sault Ste.Marie, 4 November 1912; home there. Enlisted in North Bay, 27 October 1941 and posted to No.2 Manning Depot. Granted Leave Without Pay, period uncertain. To No.2 ITS, 28 March 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.3 AOS until 10 July 1942; graduated and commissioned 11 November 1942. To "Y" Depot, 25 November 1942; to RAF overseas, 10 December 1942. Promoted Flying Officer, 11 May 1943. Promoted Flight Lieutenant, 11 November 1944. Repatriated 14 May 1945. Retired 7 July 1945. RCAF photo PL-41153 (ex UK-13172 dated 8 August 1944) is captioned as follows: "F/O Clayton Hamilton, DFC, navigator of 345 Douglas Street, Sault Ste. Marie, Ontario, recently won the Distinguished Flying Cross following an operation against Sterkrade in which he was wounded when Nazi night interceptors attacked his Lancaster of the Moose Squadron of RCAF Bomber Group Overseas. Despite the attack, the crew unloaded their bombs and then made their base safely."

One night in June 1944 this officer was the navigator of an aircraft detailed to attack Sterkrade. Before reaching the target the aircraft was attacked by a fighter. Flying Officer Hamilton was wounded in the leg and wrist. In spite of much pain he resolutely continued his duties and, although much of his equipment has been lost he guided his pilot to the target with unerring skill. He displayed great courage and fortitude, setting an excellent example.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.P. Pleasance dated 28 June 1944 when he had flown eight sorties (38 hours 40 minutes), 9 May to 16 June 1944, as follows:

Flying Officer Hamilton has completed seven night operational sorties against the enemy. On the night of June 16th, when attacking Sterkrade, his aircraft was hit by flak and damaged by a night fighter prior to the target being reached. Flying Officer Hamilton was hit in the leg and wrist by shrapnel and his log form, flight plan, dividers and protractor were blown through a hole in the fuselage.

Despite the wounds he had received and the pain he was suffering, Flying Officer Hamilton successfully navigated his aircraft to the target and back to Base with the use of a chart and estimation only. With these handicaps he succeeded in keeping good track.

I consider that this officer's devotion to duty and fine airmanship he showed during this hazardous sortie fully merits the immediate award of the DFC.

The sortie list was as follows:

9 May 1944 - St. Valerie (3.55)
10 May 1944 - Ghent (4.55)
27 May 1944 - Bourg Leopold (4.30)
7 June 1944 - Acheres (5.10)
9 June 1944 - Le Mans (5.55)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (4.25, daylight)
16 June 1944 - Sterkrade (4.45)

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HAMILTON, WO2 (now P/O) David William (R160060/J46678) - **Commended for Valuable Services** - No.13 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 24 February 1918 (press release announcing award). Attended University of Toronto. Employed prewar by the Ontario Department of Highways. Enlisted in Toronto, 30 March 1942 and posted to No.1 Manning Depot. To Mountain View, 23 May 1942. To No.6 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.12 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.6 SFTS until 3 December 1942; graduated and promoted Sergeant, 2 March 1943; to No.1 Flying Instructor School, 11 March 1943; to No.13 SFTS, North Battleford, 10 June 1943. To No.6 SFTS, 14 February 1944. To No.13 SFTS again, 25 February 1944. Commissioned 15 April 1944. To No.1 Air Command, 1 May 1945. To No.14 SFTS, 3 May 1945, To No.4 Release Centre, 7 September 1945. Retired 12 October 1945.

This warrant officer has been a flying instructor at this unit for the past year, during which time he has shown qualities of steadiness, perseverance and reliability to an unusual degree. His skill as a pilot and instructor has been outstanding and has set a very fine example to other non-commissioned officers at this unit.

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:

Flying Officer Hamilton, as a flying instructor was outstanding in the performance of his duties during the period that French personnel were trained at No.13 Service Flying Training School.

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HAMILTON, FS Francis Roy (R219718) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946. Born 7 December 1923 at Waubaushene, Ontario; home there (farmer). Enlisted in Toronto, 2 February 1943 and posted to No.1 Manning Depot. To Mountain View, 25 March 1943. To No.4 WS, 2 April 1943; to Technical Training School, 27 June 1943; to No.2 Air Gunner Ground Training School, 3 September 1943; to 10 BGS, 17 October 1943; graduated and promoted Sergeant, 28 January 1944; to Aircrew Graduate Training School, 11 February 1944. To "Y" Depot, 16 March 1944; taken on strength of No.3 PRC, Bournemouth, 23 March 1944. Repatriated 23 April 1945. To No.6 Repair Depot, 9 June 1945. To Release Centre, 17 August 1945; retired 23 August 1945.

This airman has participated in many attacks against heavily defended enemy targets including Duisburg, Cologne, Essen, Dortmund, and Stuttgart. In January 1945, during an attack against Hanover, his aircraft was attacked by an enemy fighter. He precise instructions to his pilot enabled him to take successful evasive action. Flight Sergeant Hamilton has at all times proved to be a capable and courageous air gunner.

NOTE: DHH file 181.009 D.1941 (National Library and Archives of Canada RG.24 Volume 20612), has the original recommendation drafted 26 April 1945 by W/C M.E. Ferguson, No.419 Squadron, on Hamilton's completion of 32 sorties (216 hours 50 minutes), all as rear gunner. Sortie list and submission as follows:

15 September 1944 - Kiel (6.30)
17 September 1944 - Boulogne (4.15, daylight)
18 September 1944 - Domburg (5.15, daylight)
28 September 1944 - Cap Gris Nez (3.55, daylight)
6 October 1944 - Domburg (7.05)
9 October 1944 - Bochum (6.35)
14 October 1944 - Duisburg (5.30, daylight)
14 October 1944 - Duisburg (6.00)
19 October 1944 - Stuttgart (7.05)
25 October 1944 - Essen (6.15, daylight)
28 October 1944 - Cologne (6.10, daylight)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (6.25)
21 November 1944 - Castrop Rauxel (6.50)
2 December 1944 - Hagen (7.20)
4 December 1944 - Karlsruhe (6.45)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.20)
1 January 1945 - Hanover (5.20)
6 January 1945 - Hanau (6.35)
16 January 1945 - Zeitz (8.45)

28 January 1945 - Stuttgart (7.30)
1 February 1945 - Ludwigshaven (8.15)
2 February 1945 - Weisbaden (6.55)
20 February 1945 - Dortmund (6.35)
21 February 1945 - Duisburg (7.00)
23 February 1945 - Pforzheim (9.05)
1 March 1945 - Mannheim (7.30, daylight)
2 March 1945 - Cologne (6.05, daylight)
5 March 1945 - Chemnitz (10.25)
7 March 1945 - Dessau (9.25)
11 March 1945 - Essen (6.20, daylight)

This Non-Commissioned Officer has completed a tour of 32 operations, many of which have been over such heavily defended targets of Germany as Duisburg (three), Cologne (three), Essen (two), Dortmund (two) and Stuttgart (two)

When detailed to attack Hanover on 1 January 1945, the aircraft in which this Non-Commissioned Officer was flying was attacked in the target area by a Messerschmitt 110. However, by his cool and precise instructions, the pilot succeeded in outwitting the fighter. During the bombing run his turret was hit by incendiary bombs, resulting in the perspex being blown out of his turret and the electrical heating system being rendered unserviceable. In spite of the captain requesting him to vacate his turret, he stayed resolutely at his post in spite of the discomfort of intense cold and draught due to lack of heating facilities, thereby setting a magnificent example of fortitude, perseverance and devotion to duty to his crew and the squadron in general. I consider that this Non-Commissioned Officer fully merits the award of the Distinguished Flying Medal (non-immediate)

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HAMILTON, FS Frank Fletcher (R85430) - **Distinguished Flying Medal** - No.15 Squadron (RAF) - Award effective 4 December 1942 as per **London Gazette** dated 15 December 1942 and AFRO 55/43 dated 15 January 1943. Born at Mazenod, Saskatchewan, 3 April 1921; home there (farmer). Educated at University of Saskatchewan School of Agriculture) for one year. Enlisted in Regina, 11 February 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 15 March 1941. To No.2 ITS, 2 May 1941; graduated and promoted LAC, 9 June 1941 when posted to No.15 EFTS; graduated 26 July 1941 when posted to No.11 SFTS; graduated and promoted Sergeant, 10 October 1941. To "Y" Depot, 11 October 1941. To RAF overseas, 2 November 1941. Commissioned 18 October 1942; Promoted Flying Officer, 28 October 1943; Flight Lieutenant., 28 May 1944. Repatriated 25 September 1944. To No.12 (Communications) Squadron, 15 November. With NWAC in April 1945, Station Whitehorse, April 1946; Station Centralia, April 1948. Remained in RCAF until 1951, flying in the Arctic and training the first NATO pilots sent to Canada. Returned to farming in 1951. In 1961 he was appointed to the Board of Grain Commissioners for Canada; served as Chief Commissioner in Winnipeg, 1962 to

1970. Returned to Regina and served with the Palliser Wheat Growers Association and Board Member of Hudson Bay Route Association. Elected in 1972 as a Member of Parliament for Swift Current-Maple Creek, retiring in 1984. He served on numerous committees: Agriculture, Defense, Transportation and Veteran's Affairs. Awarded the Service Medal Royal Canadian Legion and also received the Queen's Silver Jubilee Medal. Frank made numerous trips overseas with parliamentary committees of Defense and Veterans Affairs. He retired to farm in 1984. Died in Moose Jaw, Saskatchewan, 1 February 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Photo PL-15729 taken soon after investiture. Photo PL-15734, also taken after investiture, shows (front row) Flight Sergeant W.H.C. Leavitt, DFM, P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonagle (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, Warrant Officer Desmond McCabe, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-15737, taken after investiture, shows (front row) P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. McMonagle (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). RCAF photo PL-32612 (ex UK-13706 dated 24 August 1944) taken when he was with No.424 Squadron.

Flight Sergeant Hamilton, as captain of aircraft, flew in a recent sortie to Genoa. Shortly after crossing the Alps on the outward journey one engine in his aircraft ceased to function. Although the aircraft was losing height he flew on and released his bombs over the target. On the return journey he displayed considerable skill in manoeuvring the aircraft through various passes in the Alps when unable to fly higher than 6,000 feet. Throughout his many operational sorties, this airman has consistently shown great courage and determination to reach his objective regardless of the difficulties encountered.

NOTE: Public Record Office Air 2/4922 has recommendation drafted 19 November 1942 when he has flown 28 sorties (170 hours).

Flight Sergeant Hamilton is a captain of Stirling aircraft. He has now completed 28 sorties.

On a recent sortie to Genoa, shortly after crossing the Alps on the way in to the target, one engine failed. Despite the fact that his aircraft was losing height, Flight Sergeant Hamilton did not jettison his bombs but proceeded to the target area and bombed from 11,000 feet. On the return trip through the Alps the aircraft was down to 6,000 feet and had to be manoeuvred through various passes under the direction of the navigator. It is considered that Flight Sergeant Hamilton handled his aircraft with considerable skill.

His conduct in carrying on to the target despite handicaps is a worthy example. He has at all times captained his crew efficient and has completed very successful sorties. On one occasion he obtained an outstanding photograph of the aiming

point at Bremen. He is strongly recommended for the above immediate award

This was supported by the Officer Commanding, Station Oakington (25 November 1942) and by the Air Officer Commanding, No.3 Group (26 November 1942, by which time he had flown 30 sorties).

HAMILTON, F/O Frank Fletcher, DFM (J16121) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. For details of incident described, see Martin Middlebrook, **The Nuremburg Raid**, pp.152-153.

In March 1944, this officer piloted an aircraft detailed to attack Nuremburg. During the operation his aircraft was engaged by a fighter and, before the enemy could be evaded, the bomber was repeatedly hit by cannon and machine gun fire. The controls of the starboard engines were fused and one of the engine caught fire, whilst the constant speed unit was damaged. Considerable height was lost before Flying Officer Hamilton regained control. The aircraft was vibrating violently, however, and the situation was serious. At this stage the propeller of one of the damaged engines flew off and the aircraft became steadier, and Flying Officer Hamilton flew safely to base. Twice on the homeward flight the aircraft was attacked by fighters but they were driven off. In hazardous circumstances this officer displayed great skill, courage and devotion to duty.

Note: Norseman 362 (No.6 Communications Flight) was detailed in February 1947 to carry three officers on a tour of signals sites. Flight Lieutenant Frank F. Hamilton was the pilot. The selection of 362 was later questioned; Squadron Leader E.C. Sanderson defended the choice on the grounds that it was the only ski-equipped Norseman available at the time, that as a Mark VI it had better range and radio equipment, and that using it provided "an excellent opportunity to further test and gain experience on 'bear-paw' skis." It was certainly a test. Hamilton needed three attempts to get airborne from Edmonton. On February 17th, at Dawson city, with no wind to generate lift, the Norseman failed to attain flying speed. Hamilton tried to abort the take-off but ran off the runway and into a ditch filled with soft snow. Both skis snapped off. The ski design was listed as a major contributing factor.

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HAMILTON, Sergeant Frederic Thomas (R97910) - **British Empire Medal** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 11 September 1920 in Winnipeg; home in Vancouver; enlisted there 9 April 1941 as Radio Mechanic; on strength of Station Vancouver, 2-31 May 1941; to University of British Columbia Detachment, 1 June to 29 September 1941 (promoted LAC on 6 September 1941). Posted overseas October 1941, being taken on strength of No.3 Personnel Reception Centre, 19 October 1941; to No.1 Radio School, 7 November 1941; to No.72 Wing, North Cairn, 4 February 1942; to No.4 Mobile Unit, Ruislip, 10 March 1942; promoted Corporal, 1 July 1942;

to No.70 Wing, 7 July 1942; to Station Habost, 10 July 1942; injured (electrical accident), 6 November 1942; promoted Sergeant, 1 April 1943; repatriated to Yarmouth, 20 August 1945; released 5 October 1945. Also served at Borne Castle late in war (dates not known). No citation found.

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HAMILTON, F/O Irwin (J27546) - **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 20 March 1919. Home in Port Elgin, Ontario; enlisted as Airframe Mechanic in Galt, 19 July 1941 and posted to No.1 Manning Depot. To No.10 Repair Depot, 12 August 1941. Promoted AC1, 28 October 1941. Promoted LAC, 1 April 1942. Remustered to aircrew and posted to No.4 ITS, 26 September 1942; to No.5 EFTS, 27 December 1942; to No.3 SFTS, 6 March 1943; graduated and commissioned, 25 June 1943; to "Y" Depot, 9 July 1943; to RAF overseas, 15 July 1943. Promoted Flying Officer, 28 December 1943. Repatriated 7 August 1945. Retired 6 October 1945.

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HAMILTON, F/L Jack Kincaid (J20580) - **Distinguished Flying Cross** - No.100 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, 23 June 1918; home there. Enlisted in Toronto as a clerk, 16 August 1940 and posted to No.2 Manning Depot. Promoted AC1, 4 December 1940. To No.2A Manning Depot, 24 May 1941. To University of Alberta, 6 June 1941. Promoted LAC, 17 July 1941. Remustered to aircrew and posted to No.2 ITS, 28 February 1942, reverting to AC2 at the time; graduated 1 April 1942 (when promoted LAC again) but not posted to No.15 EFTS until 23 May 1942; graduated 17 July 1942 and posted next day to No.15 SFTS; 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 2 August 1945. Retired 24 September 1945. No citation other than "completed... many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 13 May 1944 when he had flown 21 1/3 sorties (137 hours), 5 January 1944 to 12 May 1944.

(* denotes 1/3 sortie)

5 January 1944 - Stettin
14 January 1944 - Brunswick
20 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt

25 February 1944 - Augsburg
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 - Nuremberg
9 April 1944 - GARDENING
10 April 1944 - Aulnoye*
18 April 1944 - GARDENING
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
10 May 1944 - Dieppe
12 May 1944 - GARDENING

Flight Lieutenant Hamilton, a member of the RCAF, has now carried out 21 1/3 sorties, the majority of which have been against most important and highly defended centres. He has at all times shown an unflagging keenness to do the maximum possible damage to the enemy, and pressed home his attacks, despite the heaviest opposition and with complete disregard of personal safety. By his skill, courage and determination, his aircraft and crew have been extricated from many perilous situations, and his fine record fully warrants the award of the Distinguished Flying Cross.

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HAMILTON, FS Jack William George (R209927) - **Distinguished Flying Medal** - No.626 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 6 January 1925 in Aurora, Ontario; home in Goderich (flour mill worker). Enlisted in London, Ontario, 10 February 1943. To No.2 Manning Depot, 24 February 1943. To No.23 EFTS, 15 April 1943. Promoted AC1, 22 May 1943. To No.4 WS, 29 June 1943. To No.1 SFTS, 12 August 1943. To No.10 BGS, 17 September 1943; graduated and promoted Sergeant, 24 December 1943. To Halifax, 14 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot, 11 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Repatriated 23 March 1945. Retired 21 May 1945. Awarded Queen's Coronation Medal, 23 October 1953, as a Flight Sergeant with No.420 (Auxiliary) Squadron. Died 1 July 2004 in Goderich, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004.

Flight Sergeant Hamilton has proved himself to be a skilful, vigilant and reliable air gunner. He has participated in many operational sorties including attacks against Essen, Karlsruhe and Stuttgart. In October 1944, after a sortie against Essen, his aircraft was attacked by a Messerschmitt 109 but this airman's accurate

fire destroyed the enemy aircraft. On another occasion in November 1944, his aircraft was in combat with a Messerschmitt 109. Flight Sergeant Hamilton gave his pilot such excellent directions that the enemy was forced to break off the attack. This airman's courage, determination and devotion to duty have always been outstanding.

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HAMILTON, F/L James Joseph (J13446) - **Air Force Cross** - No.12 SFTS. Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 3 April 1921. American, home in Sweetwater, Texas. Enlisted in Regina, 8 August 1941 and posted to No.2 Manning Depot. To No.5 BGS (guard duty), 10 October 1941. To No.2 ITS, 25 November 1941; graduated and promoted LAC, 14 January 1942 and posted on 17 January 1942 to No.19 EFTS; may have graduated 27 March 1942 but posted to No.2 Manning Depot, 11 April 1942 until posting to No.11 SFTS, 26 April 1942; graduated and commissioned 14 August 1942. To No.2 Flying Instructor School, 11 September 1942. To No.12 SFTS, 8 November 1942. Promoted Flying Officer, 15 April 1943. Promoted Flight Lieutenant, 15 January 1944. To No.1 Instrument Flying School, 4 February 1945. To No.1 Central Navigation School, 31 March 1945. To No.1 Instrument Flying School again, 5 September 1945. To Release Centre, 9 December 1945; retired 12 December 1945. Had flown 1,905:50 hours to date, 1,545:45 hours as instructor, 387:55 hours in past six months.

Throughout this officer's many hours as a flying instructor he has given unstintingly of his time and efforts in the development of his pupils. He has inspired confidence in his pupils and fellow instructors and by his skill and devotion to duty has displayed outstanding ability in his work.

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HAMILTON, Sergeant (now P/O) John David (R182184/J89337) - **Distinguished Flying Medal** - No.432 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 5 August 1922 in Toronto; home there; enlisted there 24 July 1942. Granted Leave Without Pay until 17 August 1942 when posted to No.1 Manning Depot. To No.3 ITS, 5 January 1943; graduated and promoted LAC, 19 March 1943; posted next day to No.11 EFTS; graduated 14 May 1943 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943; taken on strength of No.3 PRC, 8 October 1943. Commissioned 16 August 1944. Repatriated 23 March 1945. Retired 5 May 1945.

In September 1944 this airman captained an aircraft detailed to attack Calais. Whilst over the target area considerable anti-aircraft fire was encountered. Despite this Sergeant Hamilton was determined to attack his target as accurately as possible. His aircraft was hit several times but he maintained a steady bombing run to execute a successful attack. He afterwards flew the damaged bomber to an

airfield. Sergeant Hamilton set a fine example of tenacity and devotion to duty.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted 1 October 1944 when he had flown eight sorties (35 hours). Sortie list and text as follows:

10 September 1944 - Le Havre (4.15, daylight, as second pilot)
13 September 1944 - Osnabruck (4.40, daylight, as second pilot)
15 September 1944 - Kiel (5.55, night, as second pilot).
17 September 1944 - Boulogne (3.50, daylight, captain of aircraft)
25 September 1944 - Calais (3.40, daylight, captain of aircraft)
26 September 1944 - Calais (2.35, daylight, captain of aircraft)
28 September 1944 - Cap Gris Nez (4.15, daylight, captain of aircraft)
30 September 1944 - Sterkrade (4.40, daylight, captain of aircraft)

On September 26th, 1944, this Non-Commissioned Officer piloted an aircraft detailed to attack Calais. The enemy put up effective anti-aircraft fire and made several direct hits on this aircraft before the release of bombs over the target. Sergeant Hamilton could have taken evasive action which would have resulted in missing the target but instead carried on in the face of further intense enemy fire. The resulting damage made the aircraft difficult to control and the order to abandon ship seemed inevitable but the Flight Engineer had his parachute shot to pieces. Sergeant Hamilton decided to reach friendly soil at all costs and succeeded.

For his skill, dogged determination and his courage in face of enemy fire, he is strongly recommended for the award of the Distinguished Flying Medal (Immediate).

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HAMILTON, F/O John Dickson (J27149) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 5 October 1922 in Belfast, Northern Ireland. Home in Schumaker, Ontario (mine office keeper). Enlisted in North Bay, 3 August 1942 and posted to No.3 Manning Depot. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942; to No.2 WS, 5 February 1943; to No.5 BGS, date uncertain; graduated 30 April 1943 and posted next day to No.7 AOS; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943; to United Kingdom, 6 July 1943. Promoted Flying Officer, 11 December 1943. Repatriated 23 November 1944. Retired 12 March 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 1 September 1944 when he had flown 27 1/3 sorties (156 hours 30 minutes), 31 April to 32 July 1944.

* denotes counted as 1/3 sortie

31 April 1944 - Maintenon*
3 May 1944 - Mailly le Camp
9 May 1944 - Mardyck
11 May 1944 - Hasselt
19 May 1944 - Orleans
21 May 1944 - Duisburg
27 May 1944 - Aachen
6 June 1944 - Vire
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
22 June 1944 - Calais
23 June 1944 - Saintes
24 June 1944 - Flers
28 June 1944 - Chateau Pernapre
29 June 1944 - Domleger
30 June 1944 - Oisemont
2 July 1944 - Domleger
4 July 1944 - Orleans
5 July 1944 - Dijon
12 July 1944 - Revigny
14 July 1944 - Revigny
18 July 1944 - Sannerville
28 July 1944 - Stuttgart
30 July 1944 - Cahagnes
31 July 1944 - Le Havre

Flying Officer Hamilton, a Canadian officer, was posted to this squadron on 9 April 1944, since when he has completed 27 1/3 operational sorties, totalling 156.30 hours.

During his tour of operations he has taken part, as Bomb Aimer, in attacks against targets in enemy and enemy occupied territory, many of which were in the most heavily defended industrial areas of the Reich.

This officer possesses a fine offensive spirit in action, under a calm and confident manner, and a staunch determination to press home his attacks with the utmost possible accuracy and effectiveness. His high sense of duty and the conscientious manner in which he carries out his work, both in the air and on the ground, have set a fine example, not only to the remainder of the crew, but in the squadron.

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HAMILTON, P/O William Bruce (J18149) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 9 September 1943 as per **London Gazette** dated 21 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Peterborough, 10 September 1922; home there; enlisted in Toronto, 4 September 1941. To No.1 Manning Depot, 13 October 1941. To No.31 BGS (guard duty), 10 November 1941. To No.5 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.22 EFTS until 28 February 1942; graduated 9 May 1942 when posted to No.5 Manning Depot; to No.16 SFTS, 27 May 1942; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 23 September 1942. To RAF overseas, 27 October 1942. Commissioned 21 July 1943. Repatriated 18 December 1944. Retired 12 February 1945.

This officer piloted an aircraft detailed to attack Berlin one night in August 1943. When nearing the target area one of the bomber's engines failed; the aircraft gradually lost height but Pilot Officer Hamilton continued to the target. When over the city the bomber was hit by anti-aircraft fire whilst illuminated by the searchlights. Nevertheless, Pilot Officer Hamilton executed a determined attack and afterwards flew the aircraft to base. This officer displayed great courage and determination throughout.

Public Record Office Air 50/234 has the following Combat Reports bearing on his career:

13/14 July 1943: Stirling Z/218 (EE410 or EH410); target Aachen. Crew listed as follows: Captain: Sergeant W.B. Hamilton (later P/O William Bruce Hamilton, RCAF) - Navigator: Sergeant Coulson - WOP: Sergeant Harrison - Front Gunner: Sergeant Ashton - Mid-Upper Gunner: Sergeant Jackson (trained at No.7 BGS, Paulson, Manitoba, No.7 AGS Stormy Down and No.12 OTU, Chipping Warden) - Rear Gunner: Sergeant W.A. Martin, RCAF, later DFC - Flight Engineer: Sergeant Hallam.

On the night of 13th July 1943 just after it had completed its bombing run over Aachen, Stirling III aircraft "Z" (EH410) of 218 Squadron was attacked at 0159 hours by an unidentified single engined enemy aircraft. Our aircraft was flying at 13,000 feet on a course of 215 degrees True and an I.A.S. of 190 m.p.h. Bombs had been dropped. The visibility was good, there being a 1/4 moon on the port quarter and 9/10th cloud 5,000 feet below our aircraft.

The enemy aircraft was first seen by the Rear Gunner (Sergeant Martin) 300 yards away dead astern and level with our aircraft. Our Rear Gunner immediately opened fire with a burst, at the same time gave the Captain (Sergeant Hamilton) orders to start corkscrewing and the enemy aircraft broke away to starboard and below and was not seen again. At no time did the enemy aircraft open fire.

27/28 July 1943: Stirling Z/218 (EE410 or EH410); target Hamburg. Crew listed as follows: Captain: Sergeant W.B. Hamilton - Navigator: Sergeant McIlhimay [?] - WOP: Sergeant Harrison - Front Gunner: Sergeant Ashton - Mid-Upper Gunner: Sergeant Jackson - Rear

Gunner: Sergeant W.A. Martin (RCAF, later DFC) - Flight Engineer: Sergeant Hallam.

On the night of the 27th July 1943, whilst approaching the target, Stirling III, "Z" (EF410) of 218 Squadron was attacked by a ME.109 at 54° 10" North 10° 09" East at a height of 15,000 feet. Our aircraft had I.A.S. of 160 m.p.h. on a course of 181 degrees True.

The bombs had not been dropped, the visibility was fair, due to the light from the target and to flares which were being dropped on the track in.

The Rear Gunner (Sergeant Martin) saw enemy aircraft at 600 yards on the port quarter, slightly up; he gave the Captain (Sergeant Hamilton) orders to corkscrew to port and opened fire at 400 yards.

The enemy aircraft broke off the engagement, diving down and underneath and was not seen again. No damage was observed on the enemy aircraft which did not open fire.

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HAMILTON, W/C William Renziel (C2391) - **Member, Order of the British Empire** - AFHQ - enlisted in Ottawa, 15 June 1925. Award effective 1 January 1945 as per **London Gazette** dated 1 January 1945, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Pembroke, Ontario, 4 January 1907 (RCAF Press Release 4907 reporting award). Educated there; employed by Ottawa Paint Works and Pembroke Clothing Company. Enlisted in Ottawa, 15 June 1925 as Clerk. At AFHQ as of 14 January 1939. Promoted WO2 as of 1 September 1940. Promoted WO1, 1 June 1940. Commissioned 1 August 1940 in Administration Branch. Promoted Flight Lieutenant, 15 September 1941. Promoted Squadron Leader, 15 October 1942. Promoted Wing Commander, 1 October 1944. Retired 26 November 1946. Died 27 February 1966 in Sudbury. RCAF photo PL-1330 shows him, 1940, as Flying Officer.

This officer, in the early days of the war, as personal staff officer to the Air Member for Training, assumed responsibilities far beyond those normally expected and carried them out capably. He has proven himself to be an officer of superior professional ability and an encouragement to all officers with whom he is associated. In the execution of his duties he has displayed outstanding qualities of leadership and devotion to duty. He is a most efficient, conscientious and hard-working officer, possessing a high degree of initiative. Throughout his career he has rendered outstanding meritorious service.

HAMILTON, W/C William Renziel, MBE (C2391) - **Officer of the Order of the Crown (Belgium)** - **Canada Gazette** dated 17 July 1948 and AFRO 455/48 dated 23 July 1948.

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HAMILTON-JONES, F/O John Edwin (J23939) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 13 March 1919 in Southend-on-Seas, Essex; home at Great Neck, Long Island, New York. Attended University of Kentucky; ROTC (Virginia). Enlisted in Ottawa, 5 February 1942 and posted to No.1 Manning Depot. To Technical Training School, 27 March 1942. To No.6 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.12 EFTS until 29 August 1942; ceased training 2 October 1942 when posted to No.1 Composite Training School; to No.9 AOS on 24 October 1942; graduated and commissioned 19 February 1943. To "Y" Depot, 3 March 1943. To RAF overseas, date uncertain. Repatriated 18 November 1944. To No.14 SFTS, 12 January 1945. To Release Centre, 5 October 1945. Retired 22 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (National Archives RG.24 Vol.20607) has recommendation dated 11 October 1944 when he had flown 36 sorties (170 hours 55 minutes) between 20 April and 28 September 1944.

Flying Officer Hamilton-Jones, as navigator in Flight Lieutenant Heimpel's crew, has displayed exceptional qualities of leadership and coolness in action. On all occasions, with complete disregard for all enemy opposition, he has guided his aircraft directly to the target and his skill and ability as a navigator has become a byword within the squadron. In recognition of this officer's fine record of achievement and strong devotion to duty, it is recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

20 April 1944 - Lens (4.55)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.50)
26 April 1944 - Essen (4.55)
27 April 1944 - Aulnoye (4.55)
30 April 1944 - Somain (4.20)
1 May 1944 - St. Ghislain (4.35)
12 May 1944 - Louvain (4.30)
19 May 1944 - Merville Franceville (4.30)
27 May 1944 - Bourg Leopold (4.00)
30 May 1944 - Querqueville (4.10)
2 June 1944 - Neufchatel (3.45)
5 June 1944 - Houlgate (5.10)
6 June 1944 - Coutances (4.15)
8 June 1944 - Mayenne (5.40)
10 June 1944 - Versailles Matelot (5.50)

14 June 1944 - St. Pol (4.10)
16 June 1944 - Sautrecourt (4.10)
21 June 1944 - St. Martin (4.45)
23 June 1944 - Bientques (3.50)
10 August 1944 - La Pallice (6.35)
12 August 1944 - Foret de Montrichard (5.55)
14 August 1944 - Bons Tassily (4.35)
15 August 1944 - Kiel (5.40)
16 August 1944 - Brussels/Melsbroek (3.45)
18 August 1944 - Connantre (5.35)
25 August 1944 - Brest (5.05)
27 August 1944 - Marquis de Mimoyceques (3.35)
31 August 1944 - Ile de Cezembre (4.40)
3 September 1944 - Volkel (3.25)
9 September 1944 - Le Havre (3.55)
10 September 1944 - Le Havre (4.10)
16 September 1944 - Boulogne (4.10)
25 September 1944 - Calais (3.50)
27 September 1944 - Bottrop (5.15)
28 September 1944 - Cap Gris Nez (4.20)

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HAMM, F/L Douglas James Thomas (J13116) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 29 June 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 28 February 1919 in Lunenburg, Nova Scotia; graduated from Lunenburg Academy. Bank teller, CIBC, Bass River, Nova Scotia. Enlisted in Moncton, 3 September 1941. To No.1 Manning Depot, 5 October 1941. To No.3 ITS, 30 January 1942; graduated and promoted LAC, 27 March 1942; posted next day to No.8 AOS; graduated and commissioned 3 August 1942. To No.1 CNS, 22 August 1942. To No.9 AOS, 8 September 1942 as instructor. Promoted Flying Officer, 3 February 1943. To "Y" Depot, 10 December 1943. Taken on strength of No.3 PRC, 21 January 1944. Promoted Flight Lieutenant, 3 August 1944. Repatriated 9 August 1945. Retired 29 October 1945. After the war he began a career with Atlantic Wholesaler, Sackville, New Brunswick, becoming President in 1962 and retiring in 1983. Died in Sackville, 31 January 2017. Cited with his pilot, F/O Evert E. Hermanson (RCAF, awarded DFC). See also Hermanson entry.

As navigator and pilot respectively, these officers have displayed a high degree of skill, keenness and co-operation. On one occasion, a night in April 1945, they were responsible for the destruction of three enemy fighters. Cool, resolute and determined, these officer have proved themselves invaluable to the squadron.

Public Record Office Air 2/9086 has recommendation drafted 27 April 1945:

On the night of April 23rd.24th, this officer skilfully directed his pilot in a series of brilliantly executed chases and interceptions which resulted in the destroying of two Junkers 87 and one Focke Wulfe 190. He displayed a high degree of coolness and determination in this most difficult situation. By this masterful operation he set an inspiring example to the other navigators of his squadron.

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HAMMOND, F/O Arthur Barnard (J17352) - **Distinguished Flying Cross** - No.139 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Ottawa, 12 March 1922; home in Vancouver; educated at University of British Columbia. Former sea cadet. Enlisted in Vancouver, 6 March 1941. Trained at No.2 ITS (graduated 21 July 1941), No.19 EFTS (graduated 25 September 1941) and No.11 SFTS (graduated 19 December 1941). Commissioned 1943. Released 22 September 1945. Rejoined RCAF, 22 March 1946; retired in Ottawa 20 December 1969 (postwar number 23529). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Record Office Air 2/9039 has recommendation drafted 20 October 1944 when he had flown 41 sorties (145 hours 55 minutes).

This officer has now completed 41 sorties over Germany with this squadron, most of which have been in the role of Target Marker. His courage and tenacity have been an inspiring example and whatever the task set, this officer has carried it out with determination and skill. His keenness and fine example have made him a great asset to the squadron. I recommend him for the award of the Distinguished Flying Cross.

HAMMOND, F/L Arthur Barnard, DFC (J17352) - **Bar to Distinguished Flying Cross** - No.139 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Recommended 26 March 1945 (Public Records Office Air 2/8749) when he had flown 75 sorties (283 hours ten minutes).

Flight Lieutenant Hammond, as a pilot, has shown skill and courage of a very high standard. Since his previous award of the Distinguished Flying Cross, all his sorties have been against heavily defended targets in Germany. He has, on all occasions, pressed home his attack with the utmost determination, despite heavy opposition. This officer has displayed a fine fighting spirit and calm devotion to duty at all times.

NOTE: The PRO document lists his sorties (19 May 1944 to 16 March 1945) and states that he had flown 41 sorties towards his initial DFC and 34 subsequently. Thus, his first award was for sorties flown 19 May to 15 October 1944 while the Bar was for sorties flown 24 October 1944 to 16 March 1945. The sortie list itself is as follows (some times not clear and are so indicated).

First Tour

19 May 1944 - Cologne (3.05 ?)
21 May 1944 - Hanover (3.25 ?)
22 May 1944 - Ludwigshaven (3.40 6)
26 May 1944 - Ludwigshaven (3.25)
27 May 1944 - Dusseldorf (2.45)
29 May 1944 - Hanover (3.15)
30 May 1944 - Leverkusen (2.40)
2 June 1944 - Leverkusen (2.50)
5 June 1944 - Osnabruck (3.05)
7 June 1944 - Cologne (2.45)
10 June 1944 - Berlin (4.10)
11 June 1944 - Berlin (4.30)
14 June 1944 - Gelsenkirchen (2.45)
16 June 1944 - Sterkrade (2.30)
21 June 1944 - Berlin (4.50)
4 July 1944 - Scholven (2.25)
6 July 1944 - Scholven (2.30)
7 July 1944 - Berlin (4.50)
16 July 1944 - Homberg (2.25)
21 July 1944 - Berlin (4.25)
23 July 1944 - Kiel (3.45)
25 July 1944 - Berlin (4.30)
27 July 1944 - Stuttgart (3.35)
28 July 1944 - Frankfurt and Stuttgart (4.10)
6 August 1944 - Cologne (2.40)
8 August 1944 - Cologne (2.40)
23 August 1944 - Cologne (3.05)
26 August 1944 - Berlin (4.45)
4 September 1944 - Karlsruhe (4.00)
5 September 1944 - Hanover (4.15)
7 September 1944 - Karlsruhe (4.10)
9 September 1944 - Brunswick (3.30)
11 September 1944 - Berlin (4.40)
12 September 1944 - Berlin (4.50)
15 September 1944 - Lubeck (4.00)
17 September 1944 - Bremen (3.15)
29 September 1944 - Karlsruhe (3.15)
30 September 1944 - Hamburg (4.40)
2 October 1944 - Brunswick (3.45)
14 October 1944 - Cologne (2.50)
15 October 1944 - Hamburg (3.25)
24 October 1944 - Hanover (3.55)

Second Tour

30 October 1944 - Berlin (4.40)
4 November 1944 - Hanover (3.25)
10 November 1944 - Hanover (3.45)
21 November 1944 - Hanover (3.25)
4 December 1944 - Hamm Bielefeldt (2.55)
6 December 1944 - Berlin (4.15)
11 December 1944 - Hamburg (3.25)
17 December 1944 - Munster (3.25)
28 December 1944 - Frankfurt (3.25)
30 December 1944 - Hanover (3.25)
1 January 1945 - Hanover (3.50)
7 January 1945 - Hanover (3.15)
10 January 1945 - Hanover (3.35)
14 January 1945 - Berlin (5.35)
27 January 1945 - Berlin (4.20)
29 January 1945 - Berlin (4.40)
4 February 1945 - Hanover (3.25)
7 February 1945 - Hanover (3.55)
10 February 1945 - Hanover (3.05)
13 February 1945 - Magdeburg (3.50)
14 February 1945 - Berlin (4.25)
20 February 1945 - Berlin (4.15)
21 February 1945 - Berlin (4.25)
25 February 1945 - Berlin (4.15)
27 February 1945 - Berlin (4.30)
28 February 1945 - Berlin (4.10)
4 March 1945 - Berlin (4.25)
6 March 1945 - Berlin (4.30)
8 March 1945 - Berlin (4.35)
9 March 1945 - Berlin (4.10)
12 March 1945 - Berlin (4.35)
14 March 1945 - Berlin (4.25)
16 March 1945 - Berlin (4.25)

NOTE: The following is taken from RCAF file 976-3 "Search and Rescue - Operations - Aircraft Cases", Volume 4, National Archives of Canada, Record Group 24, Volume 18,115 and concerns an incident on 7 January 1950 when Hammond was serving with No.426 Squadron. His report read:

At approximately 2310Z North Star 17511 while on a routine flight from Edmonton to Whitehorse received a call from Watson Lake radio with

information that a USAF F-84 had crashed just previously in the vicinity of Watson Lake. At this time North Star 17511 was approximately five minutes southeast of Watson Lake.

The radio message requested North Star 17511 to institute a search for the crashed aircraft. The probable position of the USAF aircraft was estimated by its last known speed and direction, and by a report from Watson Lake radio, that the pilot had said he was going to attempt a crash landing on a lake adjacent to the Alaska Highway.

After about 15 minutes searching, orange smoke was observed in the vicinity of the search, and investigation revealed it to be smoke from a smoke pot set in operation by the pilot of the crashed aircraft; the time was then 2032Z. The aircraft had crash-landed west-northwest of Watson Lake. A low pass across the position revealed the pilot apparently uninjured and waving excitedly beside his aircraft.

Another pass was made and a green Very light fired to inform the pilot that he had been spotted. In the meantime the information was relayed to Watson Lake radio, with the position of the crash; at the same time preparations were in progress for a free drop of emergency equipment and winter clothing.

This was completed successfully from a height of about 200 feet at 2058Z and upon turning back across the scene of the crash the pilot was observed carrying one of the packs of equipment up the road. A note had been placed in one of the packs with the information that motor transport was on the way from Watson Lake to the scene of the crash.

North Star 17511 remained in the vicinity of the accident until such time as a vehicle was observed proceeding in that direction and at a distance of about five miles from it. Course was then set for Whitehorse.

W/C W.H. Swetman then added his own observations:

This Headquarters [Air Transport Command] considers that F/L Hammond made sound decisions and displayed a good deal of initiative whilst bringing this search to successful conclusion much sooner than would normally be expected.

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HAMMOND, FS George Kent (R68722) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 13 December 1917. Home in Fort William, Ontario; enlisted there 25 October 1940 for General Duties. To No.1A Manning Depot, 22 November 1940.

Promoted Acting Corporal, 19 December 1940. Reverted to AC1, 27 January 1941. Promoted Acting Sergeant, 19 February 1941. Reverted to Corporal, 1 March 1941. Promoted Sergeant, 21 March 1941; reverted to LAC, 27 April 1941. To No.2 ANS, 30 September 1941. To No.1 CNS, 25 May 1942. To "Y" Depot, 9 June 1944. Taken on strength of No.3 PRC, 16 June 1944. Repatriated 8 May 1946. Released 28 May 1946. Upon his return to Fort William he was employed in the Trust Division of Revenue Canada retiring in 1974. Acted as a Financial Analyst with Dunn and Bradstreet and was an associate with Western Grain retiring in 1994. Died in Thunder Bay, 16 March 2001. RCAF photo PL-46212 (ex UK-23667 dated 1 November 1945) is captioned as follows: "The man behind the efficiently run laundry which 126 Wing proudly boasts is Flight Sergeant Gene Kent Hammond of Fort William, Ontario. In charge of the laundry and some nine male RCAF personnel and 26 German laundresses, Gene was before the war a purchasing agent accountant with Western Groceries and Co. Limited at Port Arthur, Ontario. He is shown in his office - a Flight Sergeant with a private office is a rarity in the Air Force but Gene rates one, polishing up one of the Nazi dress swords which he has acquired as souvenirs since coming to the Continent. Behind him on the wall can be seen other souvenirs, a wall cameo of Adolph Hitler, and two Nazi Naval dress swords. The ammunition on the desk is also German." Governor General's Records (RG.7 Group 26 Volume 60, file 190-I, dossier 9) has citation.

This non-commissioned officer, although completely strange to the Laundry Industry at the beginning, has shown outstanding initiative and aggressiveness in the operation of his unit. He has been always on the job and consistently tried to give more and better service to the personnel on the Wing. He has always kept his unit in top condition and the large number of moves to new locations have been carried out with a maximum of slickness and despatch and a minimum of confusion and lost operational time. As the result of his efforts, his unit has given enviable laundry service to Wing personnel and attached units as well as to hospitals, canteens or any other units needing his services. He has been a thorough organizer and an untiring worker, with good ideas and the ability to put them over.

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HAMMOND, F/O Harold Hugh (J26423) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 7 February 1923 in St.Thomas, Ontario; home in London, Ontario. Enlisted in Toronto, 2 February 1942 and posted to No.1 Manning Depot. To No.9 Repair Depot, 13 March 1942. To No.5 ITS, 6 June 1942; graduated and promoted LAC, 24 August 1942; to No.20 EFTS, 12 September 1942; ceased training 6 October 1942 and posted to No.1 Composite Training School; to No.6 BGS, 23 October 1942; to Mountain View, date uncertain; may have graduated 18 December 1942 but not posted to No.8 AOS until 23 December 1942; graduated and promoted Sergeant, 14 March 1943. Commissioned 24 March 1943. To No.1 GRS, 14 May 1943. To No.31 OTU, 26 June 1943. To "Y" Depot, 6 September 1943. To United Kingdom, 12 September 1943. Repatriated 5 August 1945; retired 17

September 1945, settling in London, Ontario. Spent much time in West Indies and Mexico before returning to Canada to become President of Yardleys of London. Died in North York, Ontario, 24 February 2012. No citation in AFRO other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron, date uncertain but apparently early July 1944 when he had flown 34 sorties (157 hours five minutes).

This Navigator has completed thirty-four operational bombing sorties against the enemy. His work in general has been outstanding and his devotion to duty and loyalty an example to his crew.

The sortie list was as follows:

20 April 1944 - Lens (5.15)
22 April 1944 - Dusseldorf (5.10)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Villeneuve St. Georges (5.10)
27 April 1944 - Aulnoye (4.40)
30 April 1944 - Somain (4.50)
1 May 1944 - St. Ghislain (4.35)
7 May 1944 - St. Valerie-en-Caux (3.40)
10 May 1944 - Ghent (4.30)
11 May 1944 - Boulogne (4.25)
31 May 1944 - Au Fevre (4.50)
4 June 1944 - Calais (3.25)
5 June 1944 - Merville/Franceville (5.50)
6 June 1944 - Conde sur Noireau (5.00)
8 June 1944 - Mayennes (5.05)
12 June 1944 - Arras (3.20)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sautrecourt (3.25)
17 June 1944 - Oisemont Neuville au Bois (3.55)
21 June 1944 - Oisemont Neuville au Bois (4.00)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (4.40)
28 June 1944 - Metz (1.10, duty not carried out)
12 July 1944 - Acquet (4.05)
14 July 1944 - Andersbelck (3.25)
18 July 1944 - Weseling (5.35)
20 July 1944 - Foret du Grand Bois (3.55)
28 July 1944 - Hamburg (5.15)
31 July 1944 - Cocquereau (4.10)
3 August 1944 - Foret de Nieppe (4.10)
5 August 1944 - St. Leu d'Esserent (5.00)

7 August 1944 - La Hogue (4.40)
25 August 1944 - St. Mathieu (5.00)
27 August 1944 - Mimoyecques (3.20)
12 September 1944 - Gardening (6.50)

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HAMMOND, P/O Herbert William Edgar (J17229) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Toronto, 8 February 1909; educated there in public schools, Central Technical School (to 1927) followed by life insurance management courses. Home given as being Toronto. Employed in Branch Security of Crown Life Insurance, Toronto (1927-1935) and Vancouver (1935-1941). Enlisted in Vancouver, 21 February 1941. To No.2 Manning Depot, 12 March 1941. To No.9 BGS, 9 April 1941; promoted LAC, 8 June 1941 and posted that dated No.2 AOS; graduated 28 August 1941 and posted on 30 August 1941 to No.5 BGS; graduated and promoted Sergeant, 13 October 1941; to No.1 ANS, 14 October 1941; graduated 10 November 1941. To "Y" Depot, 11 November 1941; to RAF overseas, 8 December 1941. Taken on strength of No.3 PRC, Bournemouth, 19 December 1941. To No.2 AOS, 2 January 1942. To No.16 OTU, 11 April 1942. Promoted Flight Sergeant, 13 April 1942. To No.97 Squadron, 18 July 1942. Attached to No.97 Conversion Flight, 10-22 August 1942. To No.207 Squadron, 13 September 1942. To No.467 Squadron, 19 December 1942. Commissioned 16 February 1943. To No.109 Squadron, 25 February 1943. To No.105 Squadron, 3 July 1943. Promoted Flying Officer, 15 August 1943. Shot down and taken prisoner while serving with No.105 Squadron (Mosquitos), 15 November 1943. Promoted Flight Lieutenant in captivity, 16 February 1945. Safe in United Kingdom, 26 May 1945. Repatriated 7 July 1945. Retired 15 October 1945. Died in Vancouver, 30 July 1985 as per British Columbia Vital Statistics. Photo PL-21653 is a portrait.

Since June 1942, Pilot Officer Hammond has completed a large number of operational sorties including many attacks on German targets. On all these occasions he has proved to be a capable and determined navigator whose ability has been a material factor in the success achieved by his crew.

The website "Lost Bombers" provides the following information regarding his last sortie and capture. Mosquito ML904 (GB-T) of No.105 Squadron (target Dusseldorf). This particular aircraft was delivered to No.105 Squadron sometime between 10 July and 20 October 1943. It performed its first operational sortie 20 October 1943. Airborne at 1754 hours, 15 November 1943 from Marham. Crew were F/L J.R.Hampson and P/O H.W.E.Hammond, DFC, RCAF. They were among a number of sortie-seasoned pilots and navigators posted from No.109 Sqdn on 3 July 1943, to bring operational experience to this new Oboe squadron at the time of its formation.

Directorate of History and Heritage has Hammond's "Loss of Bomber Aircraft" questionnaire compiled from interview of 29 May 1945. He stated he had flown 54 sorties.

Climbed to 26-27,000 feet over base. After leaving our coast fuel pressure warning light came on and we switched to outer tanks. On the run in, we could not get our required 32,000 feet - were 1,000 feet to 1,500 feet short of it. Two minutes before the release point flak was intense and accurate - it stayed with us until release and after we had turned off. Just after leaving the target area pilot said that temperature gauge indicated the starboard coolant system had been damaged - he feathered the engine and I switched off the petrol. Pilot told me to switch port engine into main tanks - cock was stuck and I had a deuce of a job working the change over. I switched on Gee about ten minutes later, got a fix and was plotting it when pilot told me to get ready to bale out. He mentioned that there was no hurry, that the port engine was not pulling and that the gauges did not indicate the source of the trouble. I told him to turn around as we were very close to the coast. Pilot tried again to get engine going, without success. I pulled up and hatch and jettisoned outer hatch and got out. Pilot still tried to get engine going. He told me later that he had no luck and could not determine what had caused port engine to pack up.

Interrogator's notes: Baled out from 18,000 feet. Forgot to disconnect oxygen.

Further to the above, the aircraft carried six 500-lb bombs and has "special Radar equipment." Contact was maintained with the aircraft until the bombs were dropped, after which nothing was heard at base.

Note: On repatriation, 23 June 1945, he stated he had flown one tour, 54 sorties (260 operational hours) plus 370 non-operational hours.

Training: Course at No.1 ITS was 4 May to 4 June 1941. Courses in Mathematics (63/100), Armament, practical and oral (74/100), Signals (93/100), Drill (65/100), Law and Discipline (83/100). Placed 167th in a class of 205. "Mature, responsible, cautious. Neat methodical in work. Moderate activity in sports. NCO material."

Course at No.2 AOS was 9 June to 30 August 1941. Flew in Anson aircraft (32.10 as first navigator by day, 36.55 as second navigator by day, 6.45 as first navigator by night, 6.45 as second navigator by night.) "Work in air satisfactory". Ground training in DR Plotting (129/150), DF/WT written test (125/200), Compasses and instruments (110/150), Signals (46/50), Maps and Charts (67/100), Meteorology (62/100), Photography (60/100), Reconnaissance (50/100). "Keen, industrious and has done well on limited education." Placed 24th in a class of 36.

Course at No.5 BGS was 1 September to 13 October 1941. Flew in Battle aircraft (14.05 bombing training by day, 7.15 gunnery training by day plus 7.10 as passenger). Dropped 46 bombs high level and 25 bombs low level. Average high level bombing error was 247 yards, best error was 82 yards; average low level bombing error was 126 yards. Fired 1,900 rounds.

Described as "average" in both bombing and gunnery. Placed last in a class of 36. "Is a good all round man but nothing outstanding about him at the present time; will make an average air observer." (W/C R.A. Delhay, 12 October 1941).

Course at No.1 ANS was 13 October to 7 November 1941. Flew in Anson aircraft (6.00 as first navigator by day, 9.55 as second navigator by day, 9.50 as first navigator by night, 6.30 as second navigator by night). In ground training scored 133/150 in Astro Navigation (Plotting) and 76/100 in Astro Navigation (written). Placed 13th in a class of 38.

Course at No.16 OTU was 11 April to 17 July 1942. Flew 33.30 as first navigator (day), 34.55 as first navigator (night), 7.50 as second navigator (day) and 5.00 as second navigator (night). Carried out 35 Loop exercises and eleven astro exercises. Also took part in seven Infra-Red Target Location Exercises (six successful attacks.). Fired 200 rounds on 25-yard range. Graded above average; "A really hard working navigator who knows his stuff. He has practiced all methods of navigation and has reached a high standard of proficiency in each." (F/O D. Findlater). "A very sound navigator. Has completed one operational sortie in Wellington aircraft." (S/L C.D. Lyster, 15 July 1942).

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HAMMOND, S/L James Walter (J10645) - **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. American in the RCAF; born in Independence, Missouri, 7 November 1914; home in Tulsa, Oklahoma (civil engineer). Enlisted in Winnipeg, 10 July 1941 and posted to No.4 Manning Depot. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941; posted that date to No.19 EFTS; graduated 21 November 1941 when posted to No.2 SFTS; graduated and commissioned 16 March 1942. To Trenton, 29 March 1942. To No.8 SFTS to instruct, 19 May 1942. To No.13 SFTS, 4 December 1942. To No.10 EFTS, 12 January 1943. To "Y" Depot, 28 January 1943; to RAF overseas, 8 March 1943. Repatriated 28 August 1945. Retired 13 October 1945. Died in Tulsa, 5 September 1960. Photo PL-35128 is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation for an **American** Distinguished Flying Cross dated 1 August 1944 when he had flown 30 sorties (176 hours 50 minutes), 23 September 1943 to 25 July 1944 (crash landing 20 January 1944 on return from Berlin).

This officer has completed a total of thirty operations. He has at all times displayed the highest degree of courage and determination regardless of the fierceness of enemy opposition. His skill, determined devotion to duty and fine offensive spirit have been an inspiration to all crews on the squadron.

RCAF Press Release No.6372 dated 26 August 1944 from Sergeant John Badger, transcribed by Huguette Oates, reads as follows (associated with photographs UK-12231 and UK-12214):

WITH RCAF BOMBER GROUP OVERSEAS: Screened from further operational flying after completing a tour of 38 trips over enemy territory, Squadron Leader Jim Hammond of (1505 South Detroit Avenue), Tulsa, Oklahoma, can look back on three busy risky years during which his leadership and skill earned him promotion through 12 ranks. In July '41, the stocky American joined the Canadian Air Forces as an aircraftman second class – equivalent to buck or G.I. private in Uncle Sam's services. Now he holds the rank equivalent to major in the USAAF.

Jim was commissioned shortly after winning his pilot's wings. Then followed a long spell instructing flying trainees before he was sent overseas where he eventually joined his present unit, the Bluenose Squadron, and began operational flying. Captain of a mixed English, Welsh, Canadian and American crew, the energetic Oklahoman soon came to command his whole flight of four-engined Halifax bombers.

Jim intimates that the reason his aircraft was never attacked by fighters is because he always wore a stick of chewing gum stuck in the band of his battered "operational" hat. Crewmates say it was his skill, not his luck that brought them safely through so many sky battlefields.

Typical of his persistence in the face of odds was the time his Halifax took off as one of an armada of Canadian 'heavies', on the way to blast Belgian and Dutch Luftwaffe airfields. Right after take-off, the plane's hydraulic system gave trouble and Jim found he could not raise his flaps. But he plugged along at reduced airspeed, arriving over the target after the other bombers and fighters had left. The lone air giant was faced with curtain after curtain of flak but Jim flung it around the sky and dodged through, only losing an aerial from a nearby flak burst.

Formerly a practicing civil engineer, the 30-year-old flier hopes to return to that profession.

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HAMMOND, P/O Leonard Stanley (J15539) - **Distinguished Flying Cross** - No.114 Squadron - Effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Toronto, 7 December 1920; home there. Enlisted in Toronto, 20 July 1940. To No.1 Equipment Depot, 16 August 1940. To No.2 ITS, 31 August 1940. Promoted LAC, 12 October 1940 and posted to No.1 WS. To No.1 BGS, 16 February 1941. Graduated and promoted Sergeant, 5 March 1941. To Embarkation Depot, 17 March 1941; to RAF oversea, 5 April 1941. Commissioned 16 May 1942. Repatriated 9 July 1943. To No.5 ITS, 21 August 1943. To No.20 EFTS, 13 November 1943. To No.1 SFTS, 11 February 1944. Qualified as pilot, 9 October 1944. To No.4 Release Centre, 29 January 1945. Retired 15 February 1945. Postwar chartered accountant in Toronto, rising to be partner in the firm of

Sheppard, Cartledge, Hammond. Died in Ottawa, 12 April 2008.

Pilot Officer Hammond has proved himself to be a capable and courageous wireless operator air gunner. He has participated in many sorties and has used his guns most effectively.

NOTE: Public Records Office Air 2/9598 has recommendation for a DFM dated 19 July 1942 when he was a Flight Sergeant (R69833) and had flown 27 sorties (92 hours 30 minutes). The syntax is rough, but the details are most helpful:

This Canadian Non-Commissioned Officer has carried out 27 operational sorties during which time he has shown himself a capable and courageous Wireless Operator/Air Gunner, eager to engage the enemy.

On the 15th September 1941 Flight Sergeant Hammond was leading gunner in a formation of three Blenheims which carried out an attack on a convoy of seven merchant vessels and five escort ships protected by Messerschmitt 109s off Borkum. His formation was attacked by two Messerschmitt 109s. His fighting control by Flight Sergeant Hammond was so successful that, in spite of a number of attacks, his formation was able to reach base intact with no more than slight damage. The concentration of controlled fire from the Blenheims was such that the 109s hesitated to close closer than 200 yards following the first attack.

Flight Sergeant Hammond took part in the low level attack on Herdla aerodrome in Norway on December 27th, 1941. He used his guns with great effectiveness on the German ground staff and gun emplacements, causing considerable damage and loss of life to the enemy. He has since carried on numerous intruder attacks on enemy airfields in Holland and Germany. On one occasion returning from one of these missions his aircraft was caught in a concentration of light flak in bright moonlight over the river west of Rotterdam. The pilot was forced to fly down the river at near zero feet level with the dykes on either bank, from which an intense cross fire of light flak was experienced. Flight Sergeant Hammond returned this fire with great effectiveness, interfering with the accuracy of the German gunners' aim, and his aircraft returned with only minor damage.

Flight Sergeant Hammond has set a fine example and the meritorious service he has rendered over a long period on operations is considered well worthy of recognition.

This was refined to the following text for Air Ministry Honours and Awards Committee (shorter than the original submission but much longer than the published citation). The text is inconsistent in describing his rank.

Pilot Officer Hammond has proved himself to be a capable and courageous

wireless operator/air gunner. On 15th September 1941, he was the leading gunner of a formation of three Blenheims which attacked a convoy of seven merchant vessels. During the action the formation was attacked by two Messerschmitt 109s but Pilot Officer Hammond's fire control was so successful that, following the first attack, the enemy fighters hesitated to come in closer than 200 yards. His formation was able to reach base with no more than slight damage sustained. In the low level attack on Herdla, Flying Officer Hammond used his guns most effectively on the German ground staff and gun emplacements causing considerable damage and loss of life to the enemy. He has since participated in numerous intruder attacks on enemy airfields. His coolness in all circumstances has been exceptional.

Photo PL-17375 has the following caption: "Three Canadian heroes are returned from the wars. Flying Officer T.H. Reeves, DFC, of New Westminster, British Columbia, Squadron Leader V.C. McAuley, DFC of Toronto, Ontario and Flying Officer L.S. Hammond, DFC of Toronto all boast excellent operational records. F/O Reeves' decoration dates back to the night his bomber was attacked returning from Hamburg by two Ju.88 night fighters. His marksmanship accounted for the check of the attackers and his own machine limped home on one engine. S/L McAuley's story is one of escape from an Italian hospital in Rome and veteran of 53 operational flights, McAuley has taken part in getting all his crew out of many a tight corner. Hammond, wireless air gunner, received his decoration for capability and courage shown on many operational sorties. Hammond is the son of Mr. and Mrs. S.G. Hammond, 639 Lansdowne Avenue, Toronto."

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HAMMOND, F/L Maitland Henderson (C13301) - **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 20 April 1913. Home in Kirkton, Ontario; enlisted in London, Ontario, 4 November 1941 as Radio Mechanic. To No.1 Manning Depot, 28 March 1942. To No.31 Radio School, 15 April 1942; commissioned 24 July 1942. To No.31 Personnel Depot, Moncton, 28 August 1942; to RAF overseas, 24 September 1942. Repatriated 23 October 1945; retired 6 December 1945. In the RCAF again, 18 August 1954 to 31 March 1960 (224446) as Telecommunications Technician at Clinton.

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HAMMOND, P/O Warren Kenneth (J88664) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in St.Thomas, Ontario, 17 May 1924; home in Windsor (toolmaker). Enlisted in Windsor, 9 June 1942. To No.1 Manning Depot, 2 September 1942. To No.4 Manning Depot, 29 October 1942. Promoted LAC, 5 March 1943 and posted next day to No.7 EFTS; to No.16 SFTS, 1 May 1943. Ceased training 24 June 1943 when posted to No.1 Manning Depot; to "K", 5 July 1943; to No.1 Air Gunner Ground Training School, 9 July 1943; to No.9

BGS, 21 August 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1942. Commissioned 22 July 1944. Repatriated 21 December 1944. To No.4 BGS, 31 January 1945. To Mountain View, 7 March 1945. To Release Centre, 2 April 1945. Retired 9 April 1945. DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 19 September 1944 when he had flown 35 sorties (161 hours ten minutes), 20 April to 17 September 1944.

This air gunner has completed many sorties against heavily defended targets. On several occasions when his aircraft has been attacked by enemy night fighters, Pilot Officer Hammond directed the necessary evading tactics with great skill. Pilot Officer Hammond has shown courage and coolness in action and has shot down a Messerschmitt 210.

The original recommendation is much more detailed (see file noted above)

This gunner has completed thirty-five heavy operational bombing sorties against the enemy of which several have been on major targets.

On the night of 1st May, aircraft was detailed to attack St.Ghislain and on the return the bomber was attacked several times by a Ju.88. This gunner gave skilful evasive action and the pilot was able to evade the enemy fighter with slight damage to the bomber.

On the night of 8th June his aircraft was detailed to attack Mayennes and on the return to base was attacked by an enemy Me.210. Pilot Officer Hammond directed the evasive action and was successful in shooting down the enemy fighter which has been confirmed.

On the night of 12th June his aircraft was detailed to attack Arras and over the target the bomber was attacked by enemy fighter which rendered the rear turret unserviceable. On the return the bomber was attacked three times by enemy fighters and Pilot Officer Hammond was successful in directing evasive action and beating off the fighter from the mid-upper turret.

Pilot Officer Hammond in the face of heavy odds has shown courage and coolness of a very high order, making him an outstanding member of a gallant crew.

The sortie list accompanying the recommendation was as follows:

20 April 1944 - Lens (5.15)
22 April 1944 - Dusseldorf (5.10)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Villeneuve St. George (5.10)

27 April 1944 - Aulnoye (4.40)
30 April 1944 - Somain (4.50)
1 May 1944 - St. Ghislain (4.35)
7 May 1944 - St. Valery en Caux (3.40)
10 May 1944 - Ghent (4.30)
11 May 1944 - Boulogne (4.25)
31 May 1944 - Au Fevre (4.50)
4 June 1944 - Calais (3.25)
5 June 1944 - Merville-Franceville (5.50)
6 June 1944 - Conde sur Noireau 5.00)
8 June 1944 - Mayennes (5.05)
12 June 1944 - Arras (3.20)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sautrecourt (3.25)
17 June 1944 - Oisemont Neuville en Bois (3.55)
21 June 1944 - Oisemont Neuville en Bois (4.00)
24 June 1944 - Bonnetat (4.00)
25 June 1944 - Gorenflos 4.40)
28 June 1944 - Metz (1.10, duty not carried out)
12 July 1944 - Acquet (4.05)
14 July 1944 - Alderbelck (3.25)
18 July 1944 - Wesseling (5.35)
20 July 1944 - Ferme de Grand Bois (3.55)
28 July 1944 - Hamburg (5.15)
31 July 1944 - Cocquereau (4.10)
3 August 1944 - Foret de Nieppe (5.00)
5 August 1944 - St. Leu d'Esserent (4.40)
7 August 1944 - L'Hogue (4.10)
25 August 1944 - St. Mathieu (5.00)
27 August 1944 - Mimoyeques (3.20)
12 September 1944 - Gardening (6.50)
17 September 1944 - Boulogne (4.05)

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HAMMOND. Sergeant William Andrew (R250069) - **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 16 May 1920. Home in Calgary; enlisted there 23 August 1941 as Radio Mechanic (LAC on engagement) and posted to No.5 Manning Depot. To No.1 Manning Depot, 18 December 1941..To No.31 Radio School, 28 January 1942. To No.31 Personnel Depot, Moncton, 15 March 1942. To RAF overseas, 8 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 29 September 1945. Retired 8 November 1945.

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HAMMOND, W/C William Charles Henry Weston (C1942) - **Member, Order of the British Empire** - Western Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Amersham, Buckinghamshire, 11 February 1885. Served in Royal Fusiliers (1904-1908), Queen's Own Rifles of Toronto (1909-1912, rifleman), 36th Peel County Regiment (1911-1914, Sergeant), Royal Canadian Horse Artillery, Kingston and Valcartier (1914-1915, bombardier, "B" Battery), Bedfordshire Regiment (1915-1918, Lieutenant, Adjutant, involved in training and discipline). Member of the RCMP, 6 January 1921 to 17 October 1939 (Corporal and Constable, retired to pension). He described this as follows - "During this service I filled many positions in various organization and administrative capacities, and also saw service as an instructor in Mounted Drill, Dismounted Drill, Physical Training and etc." Enlisted in Ottawa, 23 April 1940 and commissioned that date. To No.1 Manning Depot, Toronto, 12 May 1940. To Trenton, 21 May 1940. Promoted Flight Lieutenant, 1 December 1940. . To Eastern Air Command, 25 May 1941. Promoted Squadron Leader, 1 July 1941 when appointed Assistant Provost Marshal. To No.4 Training Command, 23 January 1943. To Western Air Command, 26 October 1944. Promoted Wing Commander, 1 December 1944. Retired 22 November 1945. Died 7 May 1949 in New Westminster, British Columbia. He survived the sinking of the SS **Caribou** (14 October 1942) while en route from Halifax to Newfoundland and "was compelled to hurriedly abandon the ship by jumping into the sea."

Wing Commander Hammond has served most faithfully and efficiently as an Assistant Provost Marshal from coast to coast. His tact and diplomacy have often earned for the Royal Canadian Air Force the ever ready and willing co-operation of the local, provincial and dominion police forces. He has given unstintingly of his time and has served so readily and often beyond the call of normal duty. His provost organizations have always been exemplary.

The recommendation was raised on 1 August 1945 by G/C W.H. Schroeder (Western Air Command Headquarters) as follows:

Wing Commander Hammond has served most faithfully and efficiently as an Assistant Provost Marshal from coast to coast. His tact and diplomacy have earned for the Royal Canadian Air Force the ever ready and willing co-operation of the local, provincial and dominion police forces so often to the favour of the RCAF. He has given unstintingly of his time and has served so readily and often beyond the call of normal duty. His provost organizations moulded on his personal character have always been of the best.

Selected Assessments: "Very conscientious officer possessed of wide knowledge of police work. His work as Assistant Provost Marshal has been most constructive." (S/L W.G. Webber, Trenton, 3 June 1941, on posting to Eastern Air Command).

"Sets an excellent example in deportment and conduct. Cooperated well with civil police

authorities.” (Air Vice-Marshal A.A. Morfee, Eastern Air Command, 20 January 1943).

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HAMPE, F/O Martin Albert (J25249) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born at Eagle River, Ontario, 12 August 1919; home there. National Resources Mobilization Act service with Canadian Infantry, 4 February to 3 March 1942. Enlisted in Winnipeg, 24 March 1942. To No.3 Manning Depot, 18 June 1942. To No.10 SFTS (guard), 1 August 1942. To No.2 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.5 AOS; graduated and commissioned 2 April 1943. To “Y” Depot, 16 April 1943. To RAF overseas, 26 May 1943, embarking from Canada 27 May 1943. Disembarked in Britain, 4 June 1943. Attached to army units (Clowborough) until 31 August 1943 when posted too No.1 (Observer) AFU. Promoted Flying Officer, 2 October 1943. To No.20 OTU, 12 October 1943. To No.41 Base, 1 February 1944. Attached to No.4 Group Battle School, 1 February to 10 March 1944. Attached to No.1663 Conversion Unit, 10 March to 9 April 1944. To No.512 Squadron, 9 April 1944. To No.35 Squadron, 31 August 1944. Attached to Pathfinder Night Training Unit, 31 August to 13 September 1944. Repatriated 28 February 1945. To No.1 Air Command, 13 March 1945. Promoted Flight Lieutenant, 2 April 1945. To No.16 SFTS, 15 April 1945. To Release Centre, 7 September 1945. Retired 28 September 1945. Died 7 October 1990 in Dryden, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of February 1991. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 23 August 1944 when he had flown 36 sorties (145 hours nine minutes).

20 April 1944 - Ottignies (3.50)
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 Fleury (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 Grand 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)
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 MB orders
2 August 1944 - Le Nieppe (2.58) MUG killed by flak
3 August 1944 - Nieppe (2.57)
5 August 1944 - Nieppe (3.14)
6 August 1944 - Hazebrouck (2.52)
7 August 1944 - TOTALIZE (3.43) DNCO on MB orders
9 August 1944 - Mormal (3.51)
11 August 1944 - Somain (3.52)

Flying Officer Hampe has successfully completed 36 operational sorties with this squadron, and has helped to attack some of the most heavily defended targets in Germany, such as Stuttgart, Dusseldorf, Karlsruhe and Essen.

His crew which has just completed an outstanding tour of operations owes much to the exceptional skill displayed by this navigator, who's work even under adverse conditions has been of a very high standard. His cheerfulness and determination under fire has won the admiration of all, and his navigation has been of such a standard as to have caused the Navigation Leader, on more than one occasion, to bring his logs up for commendation.

His work in the section has been most whole-hearted and loyal, and I consider him to be a most valuable asset to the squadron. He is strongly recommended for the award of the Distinguished Flying Cross.

HAMPE, F/O Martin Albert, DFC (J25249) - **Bar to Distinguished Flying Cross** - No.35 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945.

Since the award of the Distinguished Flying Cross, Flying Officer Hampe has completed numerous successful operational missions as a navigator. He has displayed exceptional ability and much of the credit for the outstanding success attained by his crew has been due to his efforts. He has operated against many important and highly fortified targets with commendable courage and devotion to duty.

Notes: Application for Operational Wing dated 22 January 1945 stated he had flown 62 sorties (327 hours), the last on 22 January 1945.

On Repatriation Form dated 13 February 1945 he stated he had flown 63 sorties (343 hours 40 minutes), the last on 22 January 1945. He had also flown 174 hours 15 minutes non-operational. Types flown overseas were Anson (44.10), Wellington (109.00), Halifax (215.25) and Lancaster (149.20).

The RCAF asked a Credit Bureau to investigate him soon after enlistment. It concluded that he was Canadian-born and has worked on his father's farm. The father was German-born but had been naturalized many years ago and were "good loyal subjects." He did have distant relatives in Germany. "He is loyal to Canada and his associates are loyal citizens."

Training: Course at No.2 ITS was 28 September to 5 December 1942. Courses in Mathematics (102/150), Law, Order and Discipline (67/100), Navigation (126/150), General Studies (82/100), Anti-Gas (43/50), Armament (83/100), Aircraft Recognition (83/100), Drill (91/100), Signals (129/150) and Meteorology (37/50). Placed 50th in a class of 146. "This airman lacks aggressiveness. He is intelligent and energetic in his studies. He is also cooperative and reliable."

Course at No.5 AOS was 7 December 1942 to 2 April 1943. Anson aircraft (37.45 as first navigator by day, 33.45 as second navigator by day, 23.00 as first navigator by night, 7.25 as second navigator by night, 2.30 on photography). Marked in Navigation, air work (506/700), Photography, air work (84/100), Elements of Navigation (355/500), Magnetism and Compasses (74/100), Instruments (43/50), Signals, practical (90/100), Signals, written (39/50), Maps and Charts (44/50), Meteorology (71/100), Photography (46/50), Reconnaissance (43/50), Aircraft Recognition (66/100), and Armament (42/50). "A good average navigator. Makes a neat, careful job of his air work and has a good background of theory." General remarks - "Is an industrious worker and tries very hard to do well. Has a pleasing personality and is quite energetic. Takes a great interest in Station sports."

Course at No.20 OTU was 28 October 1943 to 1 February 1944. Flew 44.30 by day and 61.04 by night. "Pilot Officer Hampe is a good average navigator who has improved greatly in the course of his training here. His work is sound and reliable. He has used GEE Mark I in the air with satisfactory results. Crew cooperation has been very good at the end of the course. Has attended Oxygen Chamber on this Unit."

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HANBIDGE, S/L John Murton Vance (J4739) - **Commended for Valuable Services** - No.15 EFTS - Award effective 14 November 1944 as per **Canada Gazette** dated 18 November 1944 and AFRO 2684/44 dated 15 December 1944. Born in Kerrobert, Saskatchewan, 26 April 1916. Attended Royal Military College, 1935-1936 (injured while training). Then attended Saskatoon

Business College. Home in Humbolt, Saskatchewan (caterpillar tractor operator, stenographer); enlisted in Saskatoon, 28 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.7 EFTS; graduated 29 November 1940 and posted next day to No.31 SFTS; graduated and commissioned 24 March 1941. To Trenton, 25 March 1941. To No.5 EFTS, 18 December 1941. Promoted Flying Officer, 18 February 1942. Promoted Flight Lieutenant, 1 October 1942. To No.4 Training Command, 9 December 1942. To No.15 EFTS, 3 August 1943. Promoted Squadron Leader, 1 January 1944. To "Y" Depot, 23 August 1944. Embarked from Halifax, 29 August 1944; disembarked in Britain 5 September 1944. To No.3 (Pilots) AFU, 12 September 1944. Attached to No.1545 Beam Approach Training Flight, 24 October 1944. Hospitalized December 1944 (severe arthritis). Repatriated 15 April 1945. To No.6 Release Centre, 22 May 1945; retired 23 May 1945. Died in Prince Albert, Saskatchewan, 24 June 1990 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1990/January 1991. The notice gives the service number as J4739 (as above) but spells his name as "Hanbridge".

This officer, as commanding officer of Air Force personnel at this unit, has executed his duties with outstanding efficiency and keenness. Besides being a natural leader he is a skilful and proficient flying instructor whose devotion to duty and constant application of energy in the interests of the service have been an inspiration to his pupils.

First recommended for AFC, 3 January 1944 by G.C. Rooke, Manager, No.15 EFTS; his position was Chief Flying Instructor and Commanding Officer, RCAF Personnel.

Although continuously on duty with units of the BCATP in Canada since his enlistment in June 1940, Flight Lieutenant Hanbridge has accepted the situation cheerfully and without abatement of enthusiasm in spite of his keen desire to see service overseas.

His natural desire to co-operate with everyone he has to work with and his keen appreciation of the need of discipline administered always with a sense of fairness has demonstrated that he is a natural leader whom other men will follow enthusiastically and obey without question.

His total flying time at the close of 1943 was approximately 1,500 hours.

While engaged as Chief Flying Instructor and Commanding Officer, RCAF Personnel, No.15 EFTS, his devotion to duty and constant application of energy in the interests of the service goes beyond what could normally be expected of him.

This appears not to have gone beyond No.4 Training Command Headquarters.

Recommendation again raised July 1944 when he had flown 1,587 hours (118 in previous six

months) of which 1,439 had been instructing (38 in previous six months).

Although continuously on duty with units of the BCATP in Canada since his enlistment in June 1940, Squadron Leader Hanbidge has accepted the situation cheerfully and without abatement of enthusiasm in spite of his keen desire to see service overseas. His natural desire to co-operate with everyone he has to work with and his keen appreciation of the need for discipline administered always with a sense of fairness has demonstrated that he is a natural leader whom other men will follow enthusiastically and obey without question. While engaged as Chief Flying Instructor and \Commanding Officer, RCAF Personnel, No.15 EFTS, his devotion to duty and constant application of energy in the interests of the service goes beyond what could normally be expected of him.

Submission approved 1 August 1944 by A/V/M G.R. Howsam, No.4 Training Command who appears to have converted it from an AFC to a Commendation.

Notes: Accident at No.15 SFTS, 6 August 1941, Anson 6587; he was pilot, pupil was LAC J. Muir. No injuries. Ran into hail storm, damaging leading edge of main plane and fuselage fabric.

Selected Assessments: "An excellent officer. Industrious and keen, possesses fine qualities of leadership. Knowledge of drill and ceremonial above average." (F/L A.M. Smith, Chief Supervisory Officer, No.5 EFTS , 3 February 1942 - Had flown 662 hours 25 minutes; duty of Testing Officer)

"An outstanding officer, excels in drill and PT, above average pilot and instructor. This officer definitely has the interest of the service at heart and is an asset to any unit to which he is attached." (S/L A.M. Smith, Chief Flying Instructor, No.5 EFTS , 12 December 1942)

"A good flying instructor - suitable for Flight Commander's duties at EFTS or SFTS. F/L Hanbidge has a good practical knowledge of elementary flying training instruction. He has, however, had very little experience of administrative or staff duties." (G/C C.H. Flinn, No.4 Training Command Headquarters, 7 June 1943),

"A very capable flying instructor. He is showing great interest in his duties as Chief Flying Instructor at an EFTS and is producing good results." (G/C C.H. Flinn, SASO, No.4 Training Command, 30 November 1943).

Training: Interviewed 10 April 1940 in Saskatoon by H.W. F/O Aslin - "Very highly recommended for pilot training. Should make a first rate officer. Excellent appearance, bearing, physique, intelligence and personality."

Course at No.1 ITS was 22 July to 14 September 1940. Mathematics (59/100), Law and Discipline (94/100), Armament, practical and oral (78/100), Drill (95/100). Placed 118th in class

of 193. Will make good pilot. Recommended for commission. Very good type. Above average.”

Course at No.7 EFTS was 14 October to 29 November 1940. Fleet Finch aircraft (27.35 dual, 28.45 solo). Also five hours in Link. “Learns quickly. General flying fair. Aerobatics very good. Sideslipping poor.” Ground school marks were in Airmanship (152/200), Airframes (170/200), Aero Engines (160/200), Signals, practical (50/50), Theory of Flight (72/100), Air Navigation (144/200), Armament, oral (172/200), Qualities as Officer (190/200). Placed fourth in a class of 28. “Conduct and ability exceptional. Acted as Squad Commander. Conscientious and reliable.”

Course at No.31 SFTS was 2 December 1940 to 24 March 1941. At Intermediate Level he flew Battle aircraft (16 hours day dual, 17.20 day solo, 3.05 night dual, 1,00 night solo) and 50 minutes in Harvard. Also logged 9.30 in Link. “A reliable, confident pupil who has the makings of a good service pilot with more experience. Average all round.” Ground courses in Airmanship (160/200), Armament, written (72/100), Armament, practical (78/100), Navigation (153/150), , Signal (131/150). Advanced portion of course was 27 January to 24 March 1941 including air firing and dive bombing. Placed tenth in a class of 33.

Course at Central Flying School was 5 May to 19 June 1941. Flew 23.20 solo and 22.20 dual. “Good average pilot. Should be capable instructor.” (P/O J.D.B. Hall). Ground courses in Airframes (95/100), Engines (82/100), Airmanship (66/100) and Air Navigation (76/100). Tested on Harvard. Assessed under following headings - Sequence (Good), Voice (Good), Manner (Fair), Ability to Impart Knowledge (Average) and Ability as Pilot (Average). “Should become an excellent instructor with experience.” (F/L J.C. Wickett). Granted Category “C”.

Reassessed 4 March 1942 at No,5 EFTS. He had flown 179.00 single engine solo, 93.25 single engine dual, 489.10 twin engine solo, 7.55 twin engine dual. Tested on Tiger Moth. Assessed under following headings - Sequence (Good), Voice (Clear), Manner (Pleasant), Ability to Impart Knowledge (Excellent) and Ability as Pilot (High average). Overall, “A capable pilot with good knowledge of sequence.” (F/L J.M. Stroud, CFS Visiting Flight). Category raised to “B”.

Reassessed 28 August 1942 at No,5 EFTS. He had flown 434.40 single engine solo, 102.30 single engine dual, 489.10 twin engine solo, 7.55 twin engine dual. Tested on Tiger Moth. Assessed under following headings - Sequence (Above Average), Voice (Excellent), Manner (Interesting), Ability to Impart Knowledge (Average) and Ability as Pilot (Above average - Instruments and aerobatics good average). Overall, “An above average instructor. Should watch instruments and acrobatics.” (S/L A.A.J. Shelfoon, CFS Visiting Flight). Category raised to “A2).

Reassessed 3 March 1943 with No.4 Training Command. He had flown 523.40 single engine solo, 109.15 single engine dual, 503.10 twin engine solo, 9.10 twin engine dual. Tested on Harvard. Assessed under following headings - Sequence (Fair), Voice (Clear), Manner

(Pleasing), Ability to Impart Knowledge (Good) and Ability as Pilot (Above Average). Overall, "Demonstrations are not convincing, possible owing to never having instructed on this type. Clear hood and instrument flying accurate." (W/C F.C. Carling-Kelly, No.1 Central Flying School). Category "A2" unchanged.

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HANCHET-TAYLOR, G/C Albert Jesse (C1775) - **Officer, Order of the British Empire** - RCAF Station Goose Bay (now Station Sydney) - Awarded 14 November 1944 as per **Canada Gazette** dated 14 November 1944 AFRO 2684/44 dated 15 December 1944. Home in Southport, Connecticut; enlisted in Montreal, 21 March 1940 in Administrative Branch. Promoted Wing Commander, 22 September 1941. Appointed Acting Group Captain, 4 September 1942; confirmed in that rank, 4 September 1943. Posted that date to Goose Bay. To Sidney, 7 October 1944. To Eastern Air Command Headquarters, 1 April 1945. To No.1 Release Centre, 22 April 1946; retired 23 April 1946 to Toronto. See also FS C.H. Brooks and Sgt H.G.J. Saye (BEM).

On the 6th of July, 1944, in Labrador, a Ventura aircraft, carrying eleven passengers and crew, crashed on take-off and immediately burst into flames. This officer was one of the first to arrive at the scene of the accident. The fire had already reached intense proportions and ammunition and pyrotechnics were exploding. On seeing a man moving in the wreckage, without a moment's hesitation, Group Captain Hanchet-Taylor rushed into the aircraft to find the man and with considerable difficulty removed him from the flaming aircraft. The airman later died from injuries and burns but this officer's gallant act might have saved his life. His example was an inspiration to other personnel to endeavour to rescue the other victims of the accident. This officer displayed exceptional coolness, courage and devotion to duty in the face of grave danger.

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HANCOCK, Sergeant Ronald Eli (R65019) - **Mention in Despatches** - No.437 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Christian names also given as "Ronald Eld". Born 29 September 1916. Home in Wolfville, Nova Scotia; enlisted in Halifax, 8 May 1940 as Aero Engine Mechanic. To technical Training School, St. Thomas, 7 June 1940. Promoted AC1, 8 August 1940. To No.2 BGS, 12 October 1940. Promoted LAC, 1 October 1941. To No.115 (Fighter) Squadron, 11 October 1941. Served in Alaska. Promoted Corporal, 1 May 1943. To Sea Island, 8 July 1943. To No.8 (BR) Squadron, 15 October 1943. To "Y" Depot, 24 September 1944. Taken on strength of No.3 PRC, Bournemouth, 4 October 1944. Repatriated 5 September 1945. To Release Centre, 13 September 1945. Discharged 29 October 1945. Died 13 October 2004 in Windsor, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 16 June 1945. Fitter IIE; corporal at time; document also

gives Christian names as Ronald Eld.

This Corporal is employed as an Aero Engine Mechanic in the squadron and he has worked untiringly to ensure maximum serviceability. His skill, keenness and determination are worthy of the highest commendation.

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HANCOX, F/O Edgar Ronald (J38752) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born in London, Ontario, 19 October 1923; home there (former seaman). Enlisted in London, Ontario, 9 October 1942. To No.1 Manning Depot, 15 October 1942. To No.5 ITS, 6 March 1943; graduated and promoted LAC, 12 June 1943; to No.5 AOS, 10 July 1943; graduated and commissioned 26 November 1943. To "Y" Depot, 10 December 1943; to No.2 AGTS, 16 January 1944; to "Y" Depot, Lachine, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Repatriated mid-1945; to No.1 Composite Training School, 21 September 1945; to No.4 Release Centre, 13 October 1945; released 22 October 1945.

This officer was the navigator in an aircraft detailed to attack Troisdorf one night in December 1944. After leaving the target the aircraft was hit by anti-aircraft fire and sustained serious damage. Flying Officer Hancox was badly wounded in the leg. A tourniquet had to be applied to one of his wounds and before this was done Flying Officer Hancox had lost much blood. In spite of this and although in extreme pain he navigated the very badly damaged aircraft to an airfield in this country. Flying Officer Hancox displayed the highest standard of courage and fortitude. Though sorely distressed his skilful navigation contributed in good measure to the safe return of the aircraft.

Dhist file 181.009 (D.1510), National Archives of Canada RG.24 Box 20600, has recommendation for a DSO raised by W/C J.K. Macdonald on 15 January 1945 when he had flown 14 sorties (79 hours five minutes)

On the night of the 29th December 1944, this officer was Navigator of an aircraft detailed to attack Trois Dorf. En route home from the target his aircraft was hit by flak and badly damaged. Flying Officer Hancox was severely wounded in both legs, his right ankle suffering a compound fracture and serious cuts. He lost a considerable amount of blood before his crew mates succeeded in applying a tourniquet to stop the flow. The captain of the aircraft, now flying on two remaining serviceable engines, was unable to contact any aerodrome on the continent by either R/T or W/T nor could his Wireless Operator get any homings for any base in England. Flying Officer Hancox, considerably weakened through loss of blood and suffering from the excruciating pain of his injuries, navigated his aircraft with indomitable courage to an emergency base in England. Upon arrival the base was found unserviceable, necessitating continuance of the flight to

another emergency base. By this time Flying Officer Hancox was in a semi-conscious state but by an unbeatable display of doggedness and determination to carry out his job of work, he homed his pilot to another base where a safe landing was executed.

For his strong sense of devotion to duty, courage in the face of overwhelming odds and his splendid example, he is strongly recommended for the award of the DSO (Immediate).

On 17 January 1945, G/C R.A. McLernon (Station East Moor), wrote:
Flying Officer Hancox, on the above mentioned occasion, displayed outstanding courage. He remained at his post and skilfully navigated his crippled aircraft back to base in this country while suffering from wounds and loss of blood. He was undoubtedly very largely responsible for the safe return to this country of his aircraft and crew.

In my opinion such gallantry is worthy of high commendation and I thoroughly agree with his Squadron Commander's recommendation that he be awarded the DSO (Immediate).

On 19 January 1945, A/C J.L. Hurley wrote:

Though this officer displayed outstanding courage under trying conditions, it is considered that the Immediate award of the DFC would suitably recognize his gallantry.

The sortie list with the above was as follows:

28 September 1944 - Cap Gris Nez (4.55, day)
30 September 1944 - Sterkrade (4.40, day)
14 October 1944 - Duisburg (5.15, day)
14 October 1944 - Duisburg (5.55)
23 October 1944 - Essen (5.05, day)
28 October 1944 - Cologne (5.45, day)
18 November 1944 - Munster (5.25, day)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Essen (7.10)
4 December 1944 - Karlsruhe (6.30, day)
18 December 1944 - Duisburg (5.05)
24 December 1944 - Dusseldorf (4.45, day)
28 December 1944 - Opladen (6.05)
29 December 1944 - Troisdorf (6.05, day)

Note: Crash of Halifax NP721 at East Moor airfield. On 5 December 1944 this aircraft was in

the process of taking off for operations to Soest when the port outer engine cut out, a swing developed and the undercarriage collapsed at 1806 hours. Upon coming to a halt near the northern intersection of the runways the damaged aircraft then caught fire. With the full bomb load being in the aircraft the crew ran clear, the Station tannoy instructed everyone on the airfield to clear the area and soon afterwards a massive explosion occurred, scattering bits of the aircraft over a very wide area. The probable crew were : Pilot - P/O Frank Dennis Baxter RCAF (J27670), of Winnipeg, Manitoba; Flight Engineer - Sgt Archibald Cecil Hogg RAFVR (1799650); Navigator - F/O Edgar Ronald Hancox RCAF (J38752), of London, Ontario; Bomb Aimer - WO George Howell Barnett RCAF (R119875), of Mont Tremblant, Quebec; Wireless Operator - Sgt G E Armstrong RCAF (R197436); Air Gunner - P/O Alvin John Hunter RCAF (J94317), of Winnipeg, Manitoba; Air Gunner - Sgt H W MacDonald RCAF (R78494).

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HANDKAMER, F/O Paul Joseph (J36228) - **Mention in Despatches** - No.432 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 6 July 1923. Home in Winnipeg; enlisted there 1 June 1942 and granted Leave Without Pay until 13 September 1942 when posted to No.2 Manning Depot, Brandon. To No.2 ITS, Regina, 5 December 1942. Graduated and promoted LAC, 20 February 1943 when posted to No.19 EFTS. Ceased training on 20 April 1943 and posted to No.2 Manning Depot. To No.7 BGS, 28 May 1943. Graduated 20 August 1943 and posted next day to No.5 AOS; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Repatriated 7 February 1945. Retired 10 April 1945. Died in Winnipeg, 21 July 2004. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation by W/C J.K. MacDonald dated 16 November 1944 when he had flown 25 sorties (118 hours 25 minutes). Recommended with WO A.E. Lawson.

On the 4th of November, 1944, this officer and airman were members of the crew of an aircraft detailed to attack Essen. While over the target the Flight Engineer received severe injuries from "flak". Flying Officer Hamdkamer and Warrant Officer Lawson immediately went to the Engineer's aid. Although their efforts to save his life were in vain, due mainly to the fact that he had lost so much blood, they fought unceasingly with all means at their disposal to save his life.

This officer and airman set the highest example of brotherhood and crew loyalty which I recommend be recognized by the award of Mention in Despatches (Immediate).

Other incidents: On 18th August 1944 this crew were in the process of taking off from East Moor in Halifax NP690, the aircraft crashed on the runway and caught fire. The crew scrambled clear and the bomb load later blew up destroying the aircraft and creating a large hole in the runway intersections. Pilot - P/O Joseph Arthur Gault RCAF (J29071), of Moose Jaw, Saskatchewan; Flight Engineer - Sgt William Border RAF (635121), of Coalsnaughton, Clackmannanshire, Scotland; Navigator - F/O R Howard RCAF; Bomb Aimer - F/O Paul Joseph

Handkamer RCAF (J36228); Wireless Operator /Air Gunner - Sgt Arthur Edward Lawson RCAF (R164656); Air Gunner - Sgt W Carmen RCAF; Rear Gunner - Sgt R G Walters RCAF?

Halifax NP722 damaged by flak, returned to East Moor. On the evening of 12th September 1944 this crew was tasked with operations to Wanna Eickel. The aircraft was hit by flak over the target. The pilot was able to keep control of the aircraft and return home to East Moor airfield, where it was found to have sustained damage to the port wing tip. The landing time for this aircraft is not known and it may have been in the early hours of 13th September 1944.

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HANLEY, F/O Lawrence Gerald (J35085) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 30 December 1921 in Montreal; educated there (Ste. Anne's School and La Salle College); home there (time clerk with Northern Electric, 1938 to enlistment); enlisted there 22 July 1942. Granted Leave Without Pay until posted to No.5 Manning Depot, 3 November 1942. To No.31 SFTS (guard duty), 21 January 1943. To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943; to No.1 BGS, 1 May 1943; graduated 24 July 1943 when posted to No.4 AOS; graduated and commissioned 3 September 1943. To No.1 BGS, 18 September 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943 although he did not actually embark from Halifax until 1 November 1943. Disembarked in Britain, 9 November 1943. To No.2 (Observer) AFU, 25 January 1944. Promoted Flying Officer, 3 March 1944. To No.82 OTU, 28 March 1944. To No.61 Base, 1 June 1944 and attached that date to No.1664 Conversion Unit. To No.428 Squadron, 6 July 1944. To No.1659 Conversion Unit, 6 February 1945 as Bombing Instructor. Repatriated 2 August 1945. To Mountain View, 13 September 1945. Retired 16 October 1945. Served again as Intelligence Officer with RCAF Auxiliary, 30 April to 2 December 1957 (163315) in Montreal. Died in Lachine, Quebec, 25 May 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 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". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 18 January 1945 when he had flown 30 sorties (175 hours 15 minutes), 1 August 1944 to 15 January 1945.

As an Air Bomber, Flying Officer Hanley has established a fine record of achievement. He has participated in thirty sorties, the majority of which were on heavily defended targets, and on each has successfully bombed the objective and has secured many excellent photographs.

His outstanding ability and strong sense of duty coupled with exceptional tenacity of purpose have contributed to a major degree to the operational efficiency of the unit and have been an inspiration to all.

On the ground, Flying Officer Hanley has displayed great co-operation, administrative ability and fine leadership. For his all round ability and devotion to duty I recommend the non-immediate award to the Distinguished Flying Cross.

The sortie list was as follows:

1 August 1944 - Acquet (4.35)
3 August 1944 - Bois de Casson (5.15)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - Mer de Magna (4.45)
8 August 1944 - Foret de Chantilly (5.40)
9 August 1944 - Coulenvillens (4.30)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Brunswick (6.15)
14 August 1944 - Falaise (4.50)
18 August 1944 - Bremen (6.30)
25 August 1944 - Russelheim (8.55)
27 August 1944 - Mimeyecques (3.40)
29 August 1944 - Stettin (9.05)
10 September 1944 - Le Havre (4.45)
12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (4.10)
20 September 1944 - Calais (4.45)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.10)
25 October 1944 - Essen (6.40)
25 October 1944 - Essen (5.50)
15 December 1944 - Ludwigshaven (6.10)
21 December 1944 - Cologne (6.15)
2 January 1945 - Nuremburg (9.35)
6 January 1945 - Hanua (7.25)
15 January 1945 - Merseburg (9.20)

Notes: He was a borderline recruit when interviewed 22 July 1942. The Medical Officer assessed him as "Questionable material for aircrew." The interviewing officer noted he had never driven a car though he was athletic (baseball and boxing). Would prefer to be a fighter pilot. Very limited civil experience."

Before taking up duties as a Bombing Instructor he attended No.96 Bombing Leaders Course. The assessment from there read: "Lecturing was fair but some uncertainty always appeared to be

present. His technical knowledge is sound. Worked very hard throughout and showed great enthusiasm. A slow but very deliberate worker with a pleasant personality. Needs to develop more drive and initiative.”

On repatriation form (undated) he stated he had flown 178 hours 30 minutes on operations (30 sorties) and 200 non-operational hours. Types experienced were Wellington (78 hours), Lancaster (200 hours) and Halifax III (100 hours 30 minutes).

Application for Operational Badge dated 16 January 1945 noted he had flown 30 sorties (175 hours 15 minutes), 7 July 1944 to 14 January 1945,

Training: Course at No.5 ITS was 8 February to 17 April 1943. Courses in Mathematics (67/100), Armament (83/100), Signals (150/150), Navigation (76/150), Airmanship, Theory of Flight, Engines (72/100), Drill (78/100), Law and Discipline (67/100), Meteorology (50/50), Aircraft Recognition (95/100), Anti-Gas (34/50). Placed 57th in a class of 108. “Father died when Hanley was only one year old and lack of male supervision appears to have affected this airman’s makeup. Show-off and inclined towards laziness. Methodical. He is sincere but requires some direction. Has sufficient intelligence and only needs to apply himself. To attain success.”

At No.1 BGS, 3 May to 23 July 1943. Anson and Bolingbroke aircraft. On bombing he flew 22.55 by day and 3.25 by night. On gunnery he flew 11.40 by day. Dropped 79 bombs by day and 20 by night. - “Good average bomb aimer. Placed 5th in a class of 44. Should do well at this type of work.” (W/C W.J. Peace, 12 October 1943). “Good student, particularly in air work. Gives his best at all times.” (G/C A.D. Bell-Irving).

Course at No.4 AOS was 26 July to 3 September 1943. Flew in Anson aircraft on navigation training (21 hours by day, 19 hours five minutes by night, other unspecified flying was four hours 15 minutes by day). Air Work marked as follows: Air Navigation by Day (132/200), Air Navigation by Night (140/200), Bombing (235/300), Photography (214/300). Ground Work assessed as follows: Air Navigation Elements (178/200), Aircraft Recognition (180/250), Signals, Practical (240/250), Reconnaissance (126/150), Photography (117/150). “An above average student.”

Course at No.2 (Observer) AFU was 14 February to 20 March 1944. Anson aircraft (5.50 day bombing and 14.25 day combined exercises; 12.00 night combined exercises). Dropped 18 bombs by day. “Practical work very good. Theory average. Careless attitude to job.”

Course at No.82 OTU was 29 March to 29 May 1944. Wellington aircraft (times not given on form). By day he carried out three medium level bombing exercises (below 10,000 feet) and dropped 24 bombs. Also seven sticks by day (14 bombs). By night he carried out three medium level bombing exercises (24 bombs), six sticks (12 bombs) and two infra-red simulations (no successes). In Gunnery Exercises he fired 600 rounds air-to-air by day and 600 rounds air-to-sea by day; by night he fired 600 rounds air-to-sea. No air marks recorded; Ground Work assessed as

follows: Mark XIV Sight (134/150), Drill, Panel Manipulation (80/100), Map Reading (80/100), Bombs (70.100), Pyrotechnics (97/100), Practical Gunnery (105/150), Aircraft Recognition (152/200) and Navigation (97/100). "An above average Air Bomber who has obtained very good results. Very good crew spirit and crew co-operation." (W/C W.D. Ferris, 30 May 1944).

* * * * *

HANN, F/O Charles Wesley (J36204) - **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 Guelph, Ontario, 25 August 1924; home in Toronto (sheet metal worker). Formerly in Royal Canadian Artillery. Enlisted in Toronto, 25 August 1942 and posted to No.1 Manning Depot. To No.1 SFTS, 9 October 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.12 EFTS; graduated 11 June 1943 and posted next day to No.14 SFTS; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 31 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Halifax, 9 September 1945. Retired 14 September 1945. Died in Lindsay, Ontario, 30 March 2003. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9137 has recommendation dated 9 May 1945 when he had flown 32 sorties (193 hours 30 minutes), 23 October 1944 to 1 May 1945.

23 October 1944 - Essen
27 October 1944 - Cologne
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschenburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
21 December 1944 - Bonn
28 December 1944 - Bonn
31 December 1944 - Osterfeld
6 January 1945 - Neuss
7 January 1945 - Munich
16 January 1945 - Zeitz
3 February 1945 - Bottrop
21 February 1945 - Duisburg
23 February 1945 - Pforzeheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
11 March 1945 - Essen

12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misberg
13 April 1945 - Kiel Bay
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden
28 April 1945 - EXODUS (Brussels)
30 April 1945 - MANNA (The Hague)
1 May 1945 - MANNA (The Hague)

Flying Officer Hann, a Canadian, has completed his first tour of operations against the enemy as captain of a Lancaster aircraft. He has attacked many of the most difficult targets in Germany including Karlsruhe, Merseburg, Munich, Zeitz, Mannheim, Kiel, and targets in the Ruhr. He has operated throughout with a fearless enthusiasm which has never waned in spite of enemy opposition. He has proved himself to be a courageous and determined captain who has instilled the utmost confidence in his crew.

* * * * *

HANNA, Sergeant Herman Melvin (R66267) - **Air Force Medal** - No.3 Air Navigation School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 May 1917 at Bethune, Saskatchewan; home in Regina; enlisted there 24 April 1940 as Wireless Electrical Mechanic. To No.1 WS, 24 May 1940. Graded as Wireless Operator Ground, 1 June 1940. Promoted AC1, 6 January 1941. To No.11 (BR) Squadron, 3 February 1941. Promoted LAC, 8 July 1941. To "K", 24 February 1942. To Newfoundland, 15 May 1942. Promoted Corporal, 9 June 1942. To No.3 Repair Depot, 25 June 1943. To No.2 AOS, 13 January 1944. Promoted Sergeant, 1 March 1944. To No.7 AOS, 15 July 1944. To No.3 ANS, 23 March 1945. Retired 19 September 1945. As of recommendation had flown 1,007 hours, 240 hours in previous six months.

Although this non-commissioned officer's trade is Wireless Operator (Ground), he has a very creditable flying record. His devotion to duty, skill and loyalty have been outstanding, while the leadership he has shown has been an inspiration to all who have worked with him. He has executed many difficult flying assignments in a most capable manner.

* * * * *

HANNA, F/O Kenneth Charles (J86018) - **Distinguished Flying Cross** - No.181 Squadron - Award effective 2 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 28 April 1922 in Prescott, Ontario; home in Brockville where he was an active member of the Brockville Rowing Club and played softball, baseball and hockey. Former

newspaper delivery boy. Apprentice tool maker with Canada Foundries and Forging before enlisting, 1941. Enlisted in Ottawa, 24 November 1941 and posted to No.1 Manning Depot. To No.1 ITS, 17 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.1 EFTS until 6 June 1942; to No.10 EFTS, 24 June 1942; may have graduated 14 August 1942 but not posted to No.14 SFTS until 29 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 25 January 1943. Damaged a Do.217, 2 December 1943. Commissioned 8 April 1944. Repatriated 2 August 1945. Retired 17 September 1945. Employed by Metropolitan Life Insurance. Died in Ottawa, 5 October 2016,

This officer has completed a large number of varied sorties, including many armed reconnaissances over the battle area in the West. He has displayed a high standard of leadership, skill and courage, and has contributed materially to the success of the squadron. In December, 1944, he flew one of a formation of aircraft detailed to attack enemy vehicles in the St.Vith area. In a most spirited engagement two tanks and twelve mechanical vehicles were destroyed. Throughout, Flying Officer Hanna set a fine example by his skill and resolution.

NOTE: Public Record Office Air 2/9044 has recommendation drafted about 12 January when he had flown 127 sorties (127 hours 50 minutes):

On 31st December 1944, the squadron, with Flying Officer Hanna leading the second section, was detailed to attack MET [Mechanical Enemy Transport] in the St.Vith area. Shortly after going in to the attack, the leader of the squadron was shot down. Flying Officer Hanna took over, and in the face of intense flak and very bad weather conditions, led the squadron in to further attacks which resulted in the destruction of two tanks and twelve MET. This officer's personal courage and leadership have been an inspiration to his fellow pilots, and have contributed in no small measure to the success of his squadron.

STATISTICAL SUMMARY

Types of operational aircraft flown	- Hurricane, Typhoon
Total operational hours	- 127.50
Total number of sorties	- 127

TYPES OF SORTIES

Close Support	- 71
Armed Reconnaissance	- 28
Targets (bombing and R/P)	- 10
Fighter Escort	- 6
Anti-Flak	- 5
Scrambles	- 3
Air Sea Rescue	- 1

Fighter Sweep
Rhubarbs

- 1

- 2

NATURE OF TARGETS

Armed recce: Arnhem, Nijmegen, Rouen, Le Havre, Flushing,
Venlo, Reichwald Forest, etc.

R/P attacks on enemy tanks, troop concentrations, MET, strong points, etc in
close support of the Army.

Shipping strikes in Channel.

This submission was approved by Air Marshal Coningham on 18 January 1945.

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

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HANNA, F/L Richmond Francis Lionel (C13666) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 26 February 1913, County Monaghan, Ireland; emigrated to Canada in 1930 to live with his brother, W.H. Hanna, a member of the RCMP. Attended Normal School, Calgary, 1932. Taught school from 1932 onwards at Sunnybrook and then Hanna, Alberta; Also obtained BA, University of Alberta, by night courses. Enlisted in Calgary, 19 August 1940 as Armament Instructor. To No.1 Manning Depot, 24 November 1940. To Trenton, 30 November 1940. Promoted AC1, 24 February 1941. To No.3 SFTS, 25 February 1941. To Trenton, 16 April 1941. To Air Armament School, 23 April 1941. Promoted LAC and Corporal, 28 June 1941. Promoted Sergeant, 30 June 1941. Commissioned 4 September 1942. To Western Air Command, 2 October 1942; to Prince Rupert, 14 October 1942; attended Anti-Gas and Chemical Warfare Instructor's Course, 6 November to 27 November 1942. To Coal Harbour, 22 January 1943. Promoted Flying Officer, 15 February 1943. To "Y" Depot, 23 January 1944. Taken on strength of No.3 PRC, Bournemouth, 6 February 1944, the date he embarked from Halifax. Arrived in Britain 20 February 1944. To Headquarters, No.6 Group, 28 February 1944. To No.62 Base, 10 March 1944. Promoted Flight Lieutenant, 15 May 1944; to No.63 Base, 1 April 1945 as Armament Officer; repatriated 27 September 1945. Retired 9 November 1945. Postwar he was a federal civil servant (Veterans Land Act administration), Edmonton city alderman, Member of Parliament for four years, manager for Crown Life, Commissioner for Canadian Pension Commission. Retired to Victoria, 1979, where he died 17 January 1986 as reported in **Legion Magazine**, July/August 1986. No citation. See Press Release with entry for F/L A.F. Brooks for details of work after VE Day.

HANNA, F/L Richmond Francis Lionel (C13666) - **Member, Order of the British Empire** - Station Tholthorpe (AFRO gives only "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in AFRO or biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.10607) has recommendation dated 23 May 1945 when he was Station Armament Officer:

This officer held the position of Armament Officer at RCAF Station Tholthorpe over a period when the two squadrons were operating against the enemy at a very high temp, on occasion carrying out two operations within a day. Never once was he faced with a major failure with reference to aircraft in the air or bombing up on the ground despite the size or frequency of operations. This speaks highly of his organization and particularly his leadership whereby his men have always responded cheerfully with all-out effort because he possesses the characteristics of being keenly interested in all aspects of their welfare to a degree not found in the average officer. The efficiency of his section was only attained through his keen sense of duty and responsibility towards his men. This officer is outstanding in all respects to a degree far above expectation. The records established on this station with reference to his sphere of operations merits recognition of a high order. In addition, because of the example he has set in character and leadership, coupled with his untiring efforts to give the utmost in efficiency, with no regard for himself, through long hours of hard work, continuous labour night and day without rest, he is highly recommended for the award of the Member of the British Empire.

Notes and Assessments: Trained as Armourer, Air Armament School, Trenton, 3 December 1940 to 24 February 1941. "He has completed No.25 Armourer's Course, finishing third out of 48. He has worked hard throughout the course and proved to be one of the Course's outstanding personalities. He is keen, defendable and well balanced in his work. He is a university graduate and had little difficulty in achieving a high position in the course."

Course at Mountain View, 21 April to 28 June 1941 as Armament Instructor. This involved 22 hours as a passenger in Fairey Battle, courses in General Armament (143/200), Lectures, Tests and Plans (180/200), and Mathematics (88/100). "He has successfully completed No.16 S.A.I. course, finishing fourth in a class of 16. He worked very hard and maintained a high average throughout the course. His method of lecturing in excellent and his long experience as a teacher should enable him to become a most satisfactory S.A.I."

Described 31 December 1941 as follows - "A very capable and energetic instructor. Smart in appearance and reliable. Conscientious. Keen and loyal." (S/L C.R. Lloyd, Air Armament School).

Assessed 2 March 1942 - "A very efficient NCO. Conscientious, loyal and hard working, satisfactorily employed as G.I.S. (Armament) as an instructor." (F/L G.R. Gwynne-Timothy, Station Mountain View.)

Assessed 25 January 1943 - "Recently commissioned, interested in his work and with more experience as an officer will make a first class Armament Officer." (F/L D.H. Hodgins, Prince Rupert).

Assessed 25 December 1943 - "This officer has made a particularly good job of his section and is well regarded. Considered to be well worthy of promotion to the rank of Acting Flight Lieutenant." (W/C J.E. Jellison, Coal Harbour).

Assessed 13 January 1945 while Station Armament Officer, Tholthorpe. "Excellent manner towards all his subordinates and superiors. Takes a very keen interest in the welfare of his men. Satisfactorily filling position of Station Armament Officer." (S/L J.B. Campbell).

He personally wrote (14 November 1945), regarding his service at No.63 Base, "The position of Base Armament Officer carried with it much work and very considerable responsibilities, especially since the squadrons in No.63 Base were engaged on both bombing and sea-mining operations. Nor did the Base Armament Officer's duties end with V-E Day since there were thousands of tons of explosives and much valuable equipment to be disposed of after that date."

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HANNA, G/C William Fielding (C409) - **Commander, Order of the British Empire** - AFHQ, Director of Plans - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born at Musquedobolt, Nova Scotia, 12 November 1892. Educated at Dalhousie University, 1910-1914. Enlisted in 1914 in Canadian Cyclist Corps but switched to Cameron Highlanders. Joined RFC in the field, 25 December 1917. To No.1 School of Military Aeronautics, 1 January 1918. To No.3 School of Aerial Gunnery, 21 January 1918. Finally seconded to RFC/RAF in France, 12 March 1918 for service with No.48 Squadron (observer), engaging in many combats and destroying at least one enemy aircraft. Hospitalized 14 May 1918. Rejoined No.48 Squadron, 12 June 1918. To Home Establishment, 11 August 1918. Disembarked in Canada, 10 October 1918. To No.4 School of Aeronautics, 11 November 1918. To RAF Headquarters, Canada, 16 December 1918. To United Kingdom, 27 January 1919. To No.3 Group, 11 March 1919. To Repatriation Camp, 11 June 1919. Repatriated 1 August 1919. Educated at University of Alberta, 1919-1923 (Bachelor of Science, Master of Science) and University of Manitoba, 1923-1924 (Ph.D). Civil experience in research at University of Minnesota, 1924, University of London, 1925, and University of Minnesota again, 1927-1928. In 1928 he joined staff of Dominion Rust Research Laboratory, becoming senior plant pathologist. Appointed Flying Officer, 1 June 1934 with No.12 (Army Cooperation) Squadron. Qualified for Observer badge, 1 June 1934; qualified as a pilot 27 April 1936 and appointed Squadron Photographic Officer. Promoted Flight Lieutenant, 1 October 1937. Mobilized, 4 September 1939 and posted to Trenton. To No.112 (Army Cooperation) Squadron, 30 October 1939. As of 27 December 1939, the Department of Agriculture was wanting him back as he was needed for "smut diseases of cereals." The RCAF was willing but he was not. Promoted Squadron Leader, 1 March 1940; appointed Commanding Officer, April 1940, and

took the squadron overseas. Relinquished command, 7 January 1941, to S/L McGregor and posted to RCAF Overseas Headquarters. Returned to Ottawa, 15 February 1941 and assigned to AFHQ, 1 March 1941. Promoted Wing Commander, 1 June 1941. To No.1 BGS, Jarvis, 13 April 1942 to command; to AFHQ again, 2 August 1942, AMAS Division; promoted Acting Group Captain, 1 November 1942; confirmed in that rank, 1 June 1944. Retired 16 October 1945. Wartime work included being officer in charge of accident investigations. For many years after the war he was an official with the Department of Agriculture (Winnipeg and Ottawa). Awarded Officer, Order of Canada, 20 December 1968; invested 8 April 1969, "For his contributions as a plant pathologist and search biologist." Died 26 September 1972. RCAF photo PL-392 dated 28 May 1940 taken in Ottawa is captioned as follows: "Wing Commander T.A. Lawrence, Director of Plans and Operations, inspects No.112 (City of Winnipeg) Army Cooperation Squadron at the RCAF Station, Ottawa, prior to departure of the advance party for active service overseas. He is accompanied by Squadron Leader W.F. Hanna, officer commanding the squadron, and Group Captain E.L. MacLeod, officer commanding the station where the squadron completed its training prior to leaving for England." RCAF photo PL-400 dated 28 May 1940 shows W/C T.A. Lawrence (Director of Plans and Operations) discussing kit for No.112 Squadron personnel; on his left is S/L W.F. Hanna (squadron commander); G/C E.L. McLeod (Commanding Officer, Station Ottawa) in centre.

This officer, as Director of Plans, has handled with extraordinary ability the many complex responsibilities of his work, which have involved projects, agreements, legislation, proposals and conferences of vital importance concerning British Commonwealth and international air problems. The diplomatic manner in which he has dealt with other members of the United Nations has produced excellent results. His untiring efforts and devotion to duty along with his efficiency have combined to make him a most valuable officer.

NOTE: First recommended for the CBE by A/V/M N.R. Anderson, 21 August 1943. The recommendation on that occasion gave more details as to the nature of his work:

As Director Plans (Joint) in AMAS Division, Group Captain Hanna has made an exceptional contribution to the war effort. He has dealt with all problems of International and Inter-Empire planning for Air Operations, Defences and facilities in Canada and Newfoundland. In addition, he is a member of the Inter-Departmental Committee on Civil Aviation and on Peace Planning. He attends meetings of the Permanent Joint Board on Defence during the absence of AMAS. This officer has worked extremely hard to keep abreast of a vast quantity of diplomatic correspondence and has shown exceptional ability in dealing therewith and drafting suitable replies.

Recommended again by Anderson, 20 November 1943 as follows:

For outstanding work as Director of Plans dealing with projects, agreements, legislation, proposals, submissions and conferences of International and Inter-

Empire interest (Air Force and Civil).

This was minuted on 2 March 1944 by A/V/M W.A. Curtis:

His diplomatic way of handling correspondence with U.S. authorities is productive of excellent results. I heartily concur in the above recommendation.

HANNA, G/C William Fielding, CBE (409) - AFHQ - **Legion of Merit (Degree of Officer)** - with effect from 15 July 1946 as per **Canada Gazette** dated 10 August 1946 and AFRO 819/46 dated 23 August 1946. Colonel R.E.S. Williamson, Military Attache, writing to AFHQ, 27 May 1946, provides citation.

Group Captain William F. Hanna, Royal Canadian Air Force, distinguished himself as a member of the Permanent Joint Board on Defence, Canada-United States, from December 1942 to June 1945. He ably assisted in expediting the solution of problems pertaining to the placing of American troops and installations within the Dominion of Canada. His characteristic cooperation and devotion to duty materially furthered the collaboration of the two countries in ensuring the security of the North American continent during World War II.

Notes: A letter dated 29 April 1944 (A/V/M W.A. Curtis to Air Member for Personnel) described his duties more fully:

The above named officer has been holding the position of Director of Plans - Joint Planning - in this Division [AMAS] which calls for the rank of Group Captain. He has been holding the Acting Rank since 1-11-42, during which time he has dealt with matters of high inter-governmental policy affecting the Northwest Staging Route in an extremely satisfactory manner.

This officer is a valuable member of the following Committees:

Inter-Departmental Committee on Air Transport Policy.
Post Hostilities Committee
Operational Awards Committee
Inter-Departmental Panel on Joint Defence Projects
Advisory Committee, Canadian Civil Administrative Staff
Inter-Departmental Committee on Air Surveys and Base Maps

Not only has he a wealth of knowledge of these subjects, but due to his training and general ability, he has few equals in drafting international agreements and policy letters.

His promotion to the temporary rank of Group Captain with effect from 1st November 1942 is strongly recommended.

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HANNAH, F/O Harold Allan (J28186) - **Croix de Guerre (France)** - No.405 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 14 April 1921 at Rouleau, Saskatchewan. Home in Moose Lake, Saskatchewan; labourer; enlisted in Regina, 11 November 1940. To No.1A Manning Depot, 9 December 1940. To No.119 (BR) Squadron for non-flying duty, 31 December 1940. To No.3 ITS, 24 April 1941; graduated and promoted LAC, 7 June 1941; to No.17 EFTS that date; to No.8 SFTS, 26 July 1941; graduated and promoted Sergeant, 10 October 1941. To Central Flying School, Trenton, 10 October 1941. To No.13 EFTS, St. Eugene, Squadron, 1 December 1941 and promoted WO2 that date. Promoted WO1, 10 April 1943. To No.2 SFTS, Uplands, 13 June 1943. Commissioned 7 July 1943. To "Y" Depot, 8 July 1943. Embarked from Canada, 3 August 1943. Disembarked in Britain, 11 August 1943. To No.3 (Pilots) AFU, 26 August 1943. Attached to No.1531 Beam Approach Training Flight, 21-28 September 1943. To No.24 OTU, 14 December 1943. To No.61 Base, 19 March 1944. Attached to Dalton Battle School, 19-28 March 1944. To No.424 Squadron, 7 May 1944. To No.405 Squadron, 16 July 1944. Attached to Night Training Unit, 18 July to 4 August 1944 when returned to No.405 Squadron. Severely wounded in chest by flak, 2000 hours, 2 November 1944 over Dusseldorf (No.405 Squadron, Lancaster PB413). One other crewman slightly injured, three uninjured and Flight Sergeant E.E. Perini baled out over target. One document says he landed at an American field. Another states he crash-landed one-half mile southeast of Debden. Transferred by ambulance to No.121 U.S. Field Hospital; To No.23 Canadian General Hospital, 19 November 1944. To King Edward VII Emergency Hospital, Midhurst, 3 December 1944. Died 27 January 1945. Estate Document filed 20 February 1945 stated he had one brother in the RCAF (Cecil Norman Hannah) and a sister overseas with CWAC (Gladys Isabel Hannah) plus brother Angus Lowell Hannah (age 20, Comox) and sisters in Canada - Leone Agnes (age 8), Clara Edna (14), Dorothy May (18) and Mrs. W.G. Tuplin (28). Sister Gladys Isabel was with him when he died. She attended the funeral, as did Cecil Norman Hannah. Also present were members of his crew and "some of his relatives in this country". Although he would normally have been buried at Brookwood, his sister requested Harrowgate, Yorkshire, which was finally chosen. See note below about another brother. Public Records Office Air 2/9645 has citation.

Flying Officer Hannah is a pilot and captain of aircraft who has participated in many successful air attacks during the Battle of France. Throughout this time, Flying Officer Hannah displayed great heroism and devotion to duty. By his courage and skill, displayed in pressing home all his attacks, he exhibited his maximum effort to ensure that the Allied landing forces received the air support so necessary to the success of their landings. This officer has shown a fine fighting spirit and his patriotic considerations are in keeping with the highest traditions of the service.

Public Record Office Air 50/248 has a Combat Report for 15 September 1944 bearing on his career. Target was Kiel, Lancaster II, V/405, AD855, time 0103 hours, 18,500 feet, bearing 178

True, position 54.35N 10.05E. Weather was 4/10 cloud below, visibility good. Pilot was F/O H.A. Hannah, Rear Gunner was Flight Sergeant H.E. Perins (trained at No.24 OTU and No.1659 CU), Mid-Upper Gunner was Flight Sergeant A.L. Ririe. Enemy sighted at 300 yards, position port quarter against light sky; spotted by Rear Gunner. Identified as Me.109. Approached from port quarter above; direction of breakaway not known. Bomber made corkscrew to port. Rear Gunner fired 160 rounds at 300 yards. Narrative as follows:

The fighter first sighted by the rear gunner and later by the mid-upper gunner who identified it as an Me.109.

The rear gunner instructed the pilot to corkscrew port immediately and opened fire at the same time with one burst of 160 rounds from four guns, after which the fighter disappeared from his sight and was not seen again.

Breakaway was not seen and no visible damage was sustained by the enemy who did not open fire.

Training Notes:

Course at No.3 ITS was 22 April to 28 May 1941. Coursed in Mathematics (68/100), Armament, practical and oral (72/100), Signals (100/100), Hygiene and Sanitation (34/40), Drill (79/100), Law and Discipline (43/600. Placed 56th in a class of 64. "Gives intelligent answers. Plugging hard at Maths. Relaxes and becomes very communicative as you know him." (W/C John Burden, 28 May 1941).

Course at No.17 EFTS was 9 June to 27 July 1941. Flew Fleet Finch II (23.45 dual, 27.15 solo of which 5.10 was on instruments. Also eight hours in Link. "Very good student, appearance, discipline good. Commission material." (E.C. Dauphinee, Chief Flying Instructor, 27 July 1941). Ground courses in Airmanship (156/200), Airframes (80/100), Aero Engines (86/100), Signals, practical (94/100), Theory of Flight (76/100), Air Navigation (146/200), Armament, oral (110/200). Graded as 140/200 as NCO material. Placed 25th in a class of 34. "Very steady worker, reserved, dependable, conscientious, should make good. Appearance and discipline good." (B.M. Smith, Chief Ground Instructor, 27 July 1941).

Course at No.8 SFTS was 27 July to 10 October 1941; Anson aircraft (39.55 day dual, 41.55 day solo, 2.55 night dual, 7.00 night solo). Of this time, 21.10 on instruments. Also logged 20 hours in Link and 19.50 as passenger. "Above average pilot. Very steady instrument pilot. No outstanding faults." (S/L K.L.B. Hodson, 10 October 1941. Placed 25th in a class of 39. In ground school courses were Airmanship and Maintenance (132/200), Armament, written (50/100), Armament, practical (65/100), Navigation and Meteorology (145/200), Signals, written (96/100), Signals, practical (33.5/50). "Slow to learn but obtained average results." (F/L J.B. Williamson, Chief Ground Instructor, 4 October 1941).

Course at Central Flying School was 27 October to 22 November 1941 during which time he flew single-engine elementary trainer (11.55 day solo, 22.15 day dual), single engine advanced

trainer (9.40 day solo, 1.00 night solo, 8.15 day dual, 2.00 night dual) and twin-engine advanced trainer (6.20 day solo, 1.00 night solo, 10.35 day dual, 1.00 night dual). "Average pupil, industrious but lacks drive. Flying average, aerobatics weak, but improving with practice. Instrument flying average." (F/L C. Moran). Ground courses in Airframes (65/100), Engines (59/100), Airmanship (74/100) and Air Navigation (61/100). Tested 22 November 1941 by F/L G.P. Silke in Fleet aircraft. Assessed under following headings: Sequence ("fairly good"), Voice ("good"), Manner ("pleasant"), Ability to impart knowledge ("average"), and Remarks ("Instructional ability should improve with further flying experience. To be checked by next visiting flight, Aerobatics good."). Awarded "C" Category as instructor and signed off by F/L J.W. Reid.

Retested as instructor, 28 April 1942 in Finch II by F/L W.J. Harper, No.2 Visiting Flight. By then he had flown 246 hours at No.13 EFTS. Assessed under following headings: Sequence ("flow average"), Voice ("hurried"), Manner ("nervous"), Ability to impart knowledge ("average"), Ability as pilot ("average in all phases") and Remarks ("This instructor was tested on a Fleet. There are some inaccuracies in his flying. Should also improve his sequence knowledge."). Awarded "B" Category as Instructor.

Course at No.3 (Pilots) AFU was 2 September to 14 December 1943. Oxford aircraft (3.55 day dual to first day solo, 20.20 total day dual, 34.30 day solo, 2.00 night dual to first night solo, 8.40 total night dual, 9.40 night solo). Of these times, 3.40 in formation and 7.20 on instruments; also 3.50 as passenger and 7.30 in Link. Flying Tests in General Flying (290/400), Applied Flying (150/200), Instrument Flying (175/250), Night Flying (75/100) and Link (30/50). "An above average pilot by night and by day. Is keen and intelligent and should do well." (S/L W.H. McGiffin, 13 December 1943.

Course at No.1531 Beam Approach Training Flight was 22-28 September 1943 on Oxford aircraft (10.15 day, 40 minutes night, all dual on instrument and beam flying - also logged five hours in Link. "A good average pupil. Instrument flying and beam work sound."

Course at No.24 OTU was 15 December 1942 to 29 February 1944. Flew Whitley V aircraft (2.15 day dual to first day solo, total 9.25 day dual, 5.30 day solo and 23.55 as passenger by day; 2.45 night dual to first night solo, total 5.30 night dual, 3.50 night solo, 27.50 as passenger by night; logged 16.55 in Link. "An ex-AFU pilot with above average ability who should with further experience make an exceptional captain. He experienced no difficulty in converting to the heavy aircraft and during the course has completed four cross countries by day and four by night in addition to a Bullseye exercise at heights up to 15,000 feet. He has also carried out three fighter affiliation exercises by day and one by night." Ground courses in Airmanship (201/300) and Signals (65/100). Flying tests in General Flying (360/400), Applied Flying (175/200), Instrument Flying (200/250), Night Flying (90/100) and Link (39/50). "Recommended for four-engine aircraft. An above average pilot and a sound captain." (W/C T.J. Gunn, Chief Instructor). Noted that "He volunteered and is recommended for employment on Pathfinders." (this may be either Gunn or G.C A.C.P. Carver who adds the remarks.)

Assessments: "Has been a very good instructor" (signature looks like P/O S.H. Phoenix, No.13 EFTS, 24 February 1942)

"A very dependable, conscientious NCO. Has always worked hard." (F/L R.E. Church, No.13 EFTS, St. Eugene, 2 May 1943). However, it was also noted that on 17 December 1942 he had made a forced landing after allowing engine to cool during prolonged glide - assessed as "Carelessness."

"A quiet type, intensely loyal, well liked and respected by his fellow NCOs." (signature looks like F/L F. Jones, No.13 EFTS, 27 June 1943)

"During the time WO2 Hannah was at this unit he proved himself to be very reliable, cooperative and hard working. He is, in my opinion, definitely well suited for commissioned rank." (F/L R.E. Naylor, No.2 SFTS, 7 July 1943).

Note: The letter which G/C W.F.M. Newson sent to the family on 9 February 1945 was especially well written and moving, including the following paragraph towards the end:

I am very sorry, indeed, to have to convey this information to you, as you have already suffered the grievous loss of two fine sons in this terrible war. Perhaps you will derive some consolation from the thought that their sacrifices have not been in vain, and they have contributed to a finer world, in which, if the men in the Services have any voice, all free people may live in peace with their neighbours.

The other son was J87007 Flying Officer Lloyd Albert Hannah, older brother (born Rouleau, Saskatchewan, 18 June 1918), a pilot, killed with No.625 Squadron, 14 October 1944 (Lancaster LL956). He had enlisted in Regina, 6 September 1940 as an Aero Engine Mechanic, but remustered to aircrew in August 1942, trained at No.4 ITS (Edmonton), No.5 EFTS (High River) and No.7 SFTS (Macleod), graduating as a pilot 6 August 1943. Proceeded overseas, September 1943, was commissioned 2 June 1944, and was posted to No.625 Squadron, 13 August 1944. On 14 October 1944 taking off for raid on Duisburg, starboard inner caught fire. Hannah ordered crew to bale out and six survived, but FS L.D. Bennett (air bomber) was killed with Hannah. For more details see DFC entry for F/O D.R. Paige.

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HANNAY, FS Cecil (R128974) - **Mention in Despatches** - RCAF Station Patricia Bay - Awarded 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ladysmith, British Columbia, 24 February 1906. Mechanic (six years) and boat operator (twelve years). Enlisted in RCAF, 16 September 1941 at Vancouver (home in James Island, B.C.) for General Duties. To No.2 Manning Depot that date. Classified in Marine Branch, 26 September 1941. To Station Vancouver, 27 November 1941. To Boundary Bay, 23 December 1941. Promoted AC1, 16 February 1942. Promoted LAC, 21 May 1942. Promoted

Corporal, 1 July 1942. Promoted Sergeant, 18 December 1942. To Western Air Command, 6 January 1943. To Boundary Bay, 2 February 1943. To Western Air Command Marine Squadron, 15 October 1943. Promoted Flight Sergeant, 1 September 1944. To Release Centre, 16 May 1946. Released 21 May 1946. Died in Vancouver, 19 December 1970 as per British Columbia Vital Statistics.

While employed on Marine Operations, Flight Sergeant Hannay has performed consistently good work over a long period of time. On a recent occasion the prompt, cool and effective action undertaken by this non-commissioned officer was undoubtedly the means of saving the lives of five of seven members of the crew of an aircraft which crashed in the water during night flying operations. His conduct and devotion to duty are worthy of the highest praise.

This was based on a recommendation by G/C B.D. Hobbs, 20 December 1944:

While employed on Marine Operations, Flight Sergeant Hannay has performed consistently good work over a long period of time. On a recent occasion the prompt, cool and effective action undertaken by this non-commissioned officer was undoubtedly the means of saving the lives of five of seven members of the crew of an aircraft which crashed in the water during night flying operations.

Note: Described 17 August 1942 as follows: "This airman is a diligent and conscientious workman, well qualified for the rank of Corporal. Has an excellent knowledge of marine engines." (S/L D. E. Galloway).

Appears to have spent 40 days outside territorial waters on **Skeena Maid** (supply and salvage, 30 May to 23 June 1943) and **Deer Lee** (supply and salvage, 11-25 September 1943).

Described 5 November 1945 as being Deputy Assistant Air-Sea Rescue Officer in charge of land search parties.

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HANSEN, P/O Lloyd Leonard Hans (J18692) - **Mention in Despatches** - No.408 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 19 February 1920 in Lethbridge, Alberta.. Home there (dry cleaner for two years). Served as a Signaller, 20th Battery, Royal Canadian Artillery for three years in Lethbridge; enlisted in RCAF, Calgary, 23 July 1941. To No.2 Manning Depot, 19 September 1941. To No.12 SFTS, 4 January 1942. To No.2 ITS, 15 February 1942; graduated and promoted LAC, 11 April 1942); posted that date to No.6 EFTS, Prince Alberta; to No.3 SFTS, Calgary, 21 June 1942; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 29 October 1942. To RAF overseas, 21 November 1942. Disembarked in Britain, 30 November 1942. To No.15 (Pilots) Advanced Flying Unit, 9 February 1943. To No.16 OTU, 20 April 1943. To No.1659 Conversion Unit, 22 June 1943. To No.408 Squadron, 15 July 1943. Commissioned 18

September 1943. Missing, presumed dead, 14 January 1944 (No. 408 Squadron, Lancaster DS767). No citation in AFRO which gives unit only as "Overseas". DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 25 October 1943 (when he was an NCO) which identifies unit and says:

Flight Sergeant Hansen has completed nine sorties to some of the most heavily defended targets in Germany, and has shown himself to be a very commendable captain of aircraft. On the night of 18th October 1943, Flight Sergeant Hansen's aircraft was found to be short of petrol just after leaving the target. For his journey home, he took precautionary measures immediately and carried out economical endurance flying, attempting to make a landing in England. Correct wireless emergency procedures were carried out and Air Sea rescue had the aircraft plotted all the way from the enemy coast. On arriving at the English coast two engines on one side cut due to lack of petrol, so Flight Sergeant Hansen turned back to sea and ditched his aircraft. All members of the crew were saved owing to the use of correct dinghy drill.

The website "Lost Bombers" has information on the following sorties:

18/19 October 1943: Halifax DS717 of No.426 Squadron, target Hannover, was airborne at 1741 hours, 18 October 1943 from Linton-on-Ouse, flown by a crew on detachment from No.408 Squadron. Ditched at 2154 hours out of fuel, 3 miles E of Aldeburgh, Suffolk. All were able to safely into the dinghy, which drifted ashore less than two hours later. Crew were Flight Sergeant L.H.Hansen, Sergeant B.G.Kapel, Flight Sergeant C.C.Spencer, Sergeant S.Dawson, Flight Sergeant J.A.Earl, WO1 J.B.Cameron, RCAF and Flight Sergeant H.Maclennan.

14/15 January 1944: Lancaster DS767 (EQ-Q), target Brunswick. This aircraft was delivered to No.408 Squadron in August 1943. It took part in the following major operations: 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; Brunswick 14/15 January 1944 when lost, one of two No.408 Squadron Lancasters lost on this operation (the other was LL699). Airborne at 1654 hours, 14 January 1944 from Linton-on-Ouse. All crew were killed and buried in Hannover War Cemetery: WO2 H. MacLennan came from Fanwood in New Jersey; others were P/O L.L.H.Hansen, RCAF (killed in action), Sergeant B.G.Capel (flight engineer, killed in action), P/O C.C.V.D.Spencer, RCAF, (navigator, killed in action), P/O J.A.Earle, RCAF (bomb aimer, killed in action), P/O S.Dawson (WOP, killed in action, described as Canadian in the RAF), WO2 J.R.Cameron, RCAF, (air gunner, killed in action); Warrant Officer H. MacLennan (air gunner, American in the RCAF) and Sergeant B.C. Capel (flight engineer, killed).

Training: Interviewed on 23 July 1941 in Calgary by F/O G.W.C. Kinney. He listed Hansen's sports (hockey, bowling, swimming, golf, baseball) and hobby (wood work). Various headings described him: Approach ("Confident", "Easy"), Carriage ("Medium"), Dress ("Clean, Neat, Conservative"), Physique ("Medium" - he was five feet seven inches tall and weighed 138

pounds), Speech ("Clear"), Response ("Quick:", "Deliberate"), and Manner ("Alert", "Confident", "Sincere", "Reserved"). He was described as "Well Spoken. Keen to get in; very willing. Pleasant. Should be good material for any air crew." Kinney indicated that he was best fitted to be a pilot but not yet suitable for commissioned rank.

At No.2 ITS (12 February to 11 April 1942) the courses were Mathematics (95 percent), Law and Discipline (74 percent), Navigation (117/150), Anti-Gas (41/50), Armament, written (40/50), Aircraft Recognition (100 percent), Drill (72/100) and Signals, written (128/150). He was 77th in a class of 132.

At No.6 EFTS, 13 April to 19 June 1942. Flew in Tiger Moths (30.10 day dual, 49.50 day solo, four hours night dual). Of these totals, ten hours were on instruments. He also logged 11 hours 45 minutes in Link. Required eight hours ten minutes of dual to first solo. Attained 726 marks out of a potential 1,000 in Navigation, Airmanship, Airframes, Engines, Theory of Flight, Armament (practical), Aircraft Recognition and Signals (written). Placed 27th in a class of 35.

At No.3 SFTS, 22 June to 9 October 1942 flying Cessna Cranes (60.45 day dual, 56.25 day solo, 9.05 night dual, 8.20 night solo). Of these totals, 31.05 were on instruments. He also logged 20 hours in Link. Navigational exercises took up 11.30 (dual) and 16.00 (solo). He had required seven hours 35 minutes dual before going solo. Obtained 580 marks out of a potential 750 with courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Placed 34th in a class of 54.

Course at No.15 (P) AFU was 9 February to 20 April 1943 (with a detached course at No.1512 BAT Flight). Flew Oxford aircraft (three hours dual to first day solo, 19.05 day dual, 31.40 day solo, three hours ten minutes night dual to first night solo, 12.40 night dual, 10.30 night solo). Of these time, 30 minutes was formation, 5.15 on instruments. Also logged nine hours five minutes in Link. Tested in General Flying (210/400), Applied Flying (120/200), Instrument Flying (160/250), Night Flying (48/100) and Link (30/50). "An average pilot. Slow to learn." (S/L S.G. Bullman, 18 April 1943).

Attended No.1512 Beam Approach Training Flight, 14-21 March 1943 (Oxford aircraft, 12 hours ten minutes plus ten hours as passenger and five hours 30 minutes in Link). Attained 550 out of a potential 1,000 marks. "This pilot made excellent progress in procedure and instrument flying although only fair at beginning. Improved greatly at end of the course." (S/L C.L. Roy, 21 March 1943).

Course at No.22 OTU was 20 April to 22 June 1943. Flew in Wellington III aircraft - 5.40 day dual to first day solo, 11.40 total day dual, 36.40 day solo, five hours night dual to first night solo, total 10.50 night dual plus 30.55 night solo. Included in these were 11.50 on instruments; also logged 15.00 in Link. No ground courses; tested in General Flying (310/400), Applied Flying (160/200), Instrument Flying (190/250), Night Flying (75/100), and Link (40/50). "Sergeant Hansen is a very competent pilot and captain. He has put up a consistently good show while at OTU and is recommended for four engined aircraft. The weak link of the crew is the

navigator who will probably improve with more experience. Not recommended for a commission." (G/C R.B. Irban - initials clear, name is not - 15 June 1943).

The search for remains: Initial Luftwaffe investigation of the crash site found no remains. In 1949 the Missing Research Enquiries Service reopened the case. Precisely what led to this action is not clear, but an MRES officer (F/L B. Reider) went to the Hornburg area. Investigation was complicated by the fact that the crash site was now under cultivation, but some excavations determined that P/O Spencer's remains were present, and digging went on for seven days. The findings were literally decomposed and scattered; individual identification was impossible. Portions of uniforms were found, two lower jaw bones, but not hands, fingers, or identity discs.

The process had begun with an interview of a policeman (one Heinecke) who had guarded the site until the Luftwaffe had cleared away the wreckage and looked for bodies. F/L Reider also interviewed two witnesses. One of these (a man named Otto Lehr, who had been born on 18 October 1905), reported that on the night of 14 January 1944 he had been standing on his farm, near a pump house, when he saw a burning airplane approaching from the direction of Boerssun and towards the farm known as Tempelhof. "The aircraft was quickly losing height and hit a tree with one wing. The wing broke off whilst the aircraft continued flying and eventually crashed in a field approximately 300 metres away from Tempelhof in the direction of the road leading to Achim. Immediately after the impact there was a heavy explosion to be heard." He visited the site briefly the following day, where troops were removing wreckage, and several days later was ordered to fill in the crater (which he estimated at three metres deep and five metres wide, the bottom filled with water). At that time he saw metal parts and fragments but no body parts, although other people said they had seen part of a skull and an Italian labourer reported finding "a glove with a human hand." These items seem to have disappeared between 1944 and 1949. A second witness to the crash, Franz Tomczak (born 4 December 1877) confirmed the circumstances of the crash (he had been standing in a court yard, watching the air raid). He was later in the part that was filling in the crater. It was Tomczak who saw the skull fragment, which he described as being "approximately the size of an egg and was covered with light blond hair. I threw this piece into the crater and covered it with earth."

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HANSON, F/L Albert Ludvig (J7982) - **Mention in Despatches** - No.8 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in China, 28 January 1921. Home in Vancouver; enlisted there 12 February 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard duty), 9 March 1941. To No.2 ITS, 4 May 1941; graduated and promoted LAC, 7 June 1941 and posted that day to No.16 EFTS; to No.15 SFTS, 26 July 1941; graduated and commissioned, 7 October 1941. To "Y" Depot, 24 October 1941. To RAF overseas, 3 November 1941. Repatriated 23 November 1944. To Western Air Command, 11 January 1945. To No.6 OTU, 18 January 1945. To No.3 OTU, 6 March 1945. To Patricia Bay, 1 August 1945. To No.6 OTU, 24 September 1945. To Release Centre, 23 November 1945. Released 3 December 1945. Re-engaged as a Chipmunk Instructor

with Supplementary Reserve, 1 December 1950, Vancouver, until 1 June 1957. Awarded Queen's Coronation Medal, 1952.

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HANSON, F/O Alfred Wallace (J27485) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Winnipeg, 1 November 1923; home in Ottawa; enlisted Ottawa 7 July 1942 and posted to No.5 Manning Depot. To Rockcliffe, 24 August 1942. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.1 AOS, 8 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 18 June 1945. To Debert, 19 June 1945. To Halifax, 10 September 1945. Released 16 September 1945. Living in Ottawa as of 1950. Died in Halifax, 11 January 2014. Photo PL-36292 is a portrait. 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 19 December 1944 when he had flown 27 sorties (151 hours), 24 July to 5 December 1944.

This officer, a navigator who has many heavily protected German targets to his credit, has also taken part in a considerable number of precision mining targets. On many occasions, Flying Officer Hanson has been forced to cope with adverse weather and most difficult conditions, sometimes without the aid of his instruments. He has at all times by his display of quiet confidence maintained the crew morale at the highest possible pitch.

By his unflinching courage and devotion to duty, Flying Officer Hanson has been an inspiration to all members of aircrew...

The sortie list was as follows:

24 July 1944 - L'Hey (3.25)
30 July 1944 - Villers Bocage (4.42)
1 August 1944 - L'Hey (4.03)
14 August 1944 - Falaise (4.52)
15 August 1944 - Tassily (4.07)
16 August 1944 - Kiel (5.11)
18 August 1944 - Connaitre (5.05)
25 August 1944 - Point Robert (4.27)
27 August 1944 - Mimoyecques (3.59)
28 August 1944 - St. Remis (3.41)
12 September 1944 - Dortmund (6.00)
13 September 1944 - Kiel Bay (6.23)
4 October 1944 - Bergen (6.50)
6 October 1944 - Dortmund (6.58)

14 October 1944 - Duisburg (5.35)
15 October 1944 - Kattogat (6.45)
23 October 1944 - Essen (6.04)
1 November 1944 - Oberhausen (6.40)
2 November 1944 - Dusseldorf (6.04)
4 November 1944 - Bochum (5.37)
6 November 1944 - Gelsenkirchen (6.35)
16 November 1944 - Julich (5.11)
25 November 1944 - Kattogat (6.30)
27 November 1944 - Fredrichstadt (8.00)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (7.14)
5 December 1944 - Soest (4.21)

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HANSON, F/O Carl Eric (J22850) - **Distinguished Flying Cross** - No.460 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 26 January 1923 at Hay Lakes, Alberta; home there; newspaper correspondent for Tofield **Mercury**. Enlisted in Edmonton 4 February 1942. To No.15 SFTS, 27 March 1942. To No.2 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942; to No.19 EFTS, 1 August 1942; ceased training 26 September 1942 and posted to Trenton; to No.7 BGS, 9 October 1942; graduated 4 December 1942 and posted next day to No.7 AOS; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 4 March 1943. Disembarked in Britain, 17 March 1943. Attached to Army at Crowborough. To No.18 OTU, 31 May 1943. Promoted Flying Officer, 22 July 1943. To No.1667 HCU, 10 August 1943. To No.460 Squadron, 26 October 1943. To No.22 OTU, 14 July 1944 as instructor. Promoted Flight Lieutenant, 22 January 1945. Attached to Empire Air Armament School, 17 March to 21 April 1945. To No.62 Base, 24 July 1945. Repatriated, 4 September 1945. Released 11 October 1945. Re-engaged with RCAF Auxiliary, Fighter Control Branch, 23 September 1952 to 29 January 1958 (58667). Served with No.2442 Aircraft Control and Warning Squadron controller and security officer. Died in Richmond, British Columbia, 20 June 1984, age 61 (British Columbia Vital Statistics). 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 12 May 1944 when he had flown 18 1/3 sorties (130 hours 20 minutes), 3 November 1943 to 12 May 1944.

* denotes 1/3 sortie

3 November 1943 - Dusseldorf
10 November 1943 - Modene
26 November 1943 - Berlin
2 December 1943 - Berlin

3 December 1943 - Leipzig
16 December 1943 - Berlin; crashed on return
27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
19 February 1944 - Leipzig
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
18 March 1944 - Frankfurt
22 Mar 44 - Frankfurt
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon*
1 May 1944 - Lyons
12 May 1944 - GARDENING

Flying Officer Hanson is a Canadian Bomb Aimer now carrying out his first tour of operations. He has completed 18 1/3 sorties against some of the most heavily defended enemy targets. These include six against Berlin and also attacks on Leipzig, Augsburg, Frankfurt and Essen.

Throughout this officer's tour he has performed his duties with complete coolness and utter disregard of enemy opposition. His cheerful confidence and ability have been a source of comfort to his captain and an inspiration to the other members of his crew.

In these days of concentrated attacks he has always maintained an untiring watch for other aircraft and on numerous occasions has managed to advise his pilot and so avoid a collision. His ability as a Bomb Aimer has been proved by his photographic results which have been of the highest order. Flying Officer Hanson's skill has been further demonstrated by his judgement in instructing his captain to avoid dense searchlight concentrations in heavily defended areas.

I recommend that Flying Officer Hanson receives the Distinguished Flying Cross in due reward for his strength of operational purpose and sense of duty.

Notes: Assessed 16 July 1944, having flown 175 hours in previous six months and on the point of leaving No.460 Squadron: "An officer who has carried out his operational duties efficiently, and who has worked well on the ground. He possessed a good manner and pleasant personality." (W/C J.K. Douglas). "An officer who has carried out his tour of operations with quiet efficiency. Possesses a pleasant personality and is at all times respectful." (G/C H.I. Edwards)

Assessed 7 July 1945 at No.22 OTU, having flown 411 hours (44 in previous six months); "A keen and conscientious officer, technically sound and suitable for a responsible position." (W/C

T.M. Cooke).

Application for Operational Wing dated 5 July 1944 stated he had flown 24 sorties (157 hours ten minutes), 3 November 1943 to 21 June 1944.

Upon repatriation signed a form dated 22 August 1945 stating he had flown 150.45 operational, 198.45 non-operational, 24 sorties (and last on 7 June 1944); had spent 134.10 on Wellingtons and 215.20 on Lancasters.

Training: At No.2 ITS he placed 29th in a class of 100. However, at No.19 EFTS, Virden, he washed out after nine hours five minutes on Tiger Moths - "Cannot assimilate or retain flying instruction. Lacks coordination and cannot relax. Intelligent student but has no natural ability to fly. Would make a low average pilot at best. Interim tests in Ground School indicate average ability. Is very keen to be an Air Navigator but marks point to his being an Air Bomber."

Course at No.7 BGS was 12 October to 4 December 1942. Flew bombing training in Anson (31.45 day, 6.45 night) while gunnery training (all by day) was 2.10 in Battles and 8.50 in Bolingbros. Placed 16th in a class of 30. In bombing described as "Good theoretical knowledge of bombing but only fair in the practical." In gunnery described as "Excellent practical air work. Good all round gunner." He had spent six hours in turret manipulation and three hours on practical turret work (harmonization, aiming).

Course at No.7 AOS was 7 December 1942 to 22 January 1943. Flew in Ansons (23.20 day, 9.55 night). Placed 11th in a class of 27. Graded in Navigation, air work (73/100), Bombing, air work (93/100), Photography, air work (71/100), Elements of Navigation (37/50), Signals, practical (45/75), Photography general (39/50), Reconnaissance (37/50) and Aircraft Recognition (50/75). In Navigation described as follows: "Air - Displayed excellent ability and steady improvement throughout the course. Navigation accurate and logs neat. Ground - A careful worker who applies himself diligently to overcome his difficulty with new work." Under Armament described as "Above average bomb aimer." Generally described as "A likeable, quiet personality, Capable of assuming responsibility."

Course at No.18 OTU was 31 May 1943 to unspecified date; had flown 66.05 (day) and 16.40 (night) prior to course; flew 41.30 (day) and 37.55 (night) on course. Dropped 46 bombs by day and 24 by night. "Although this Bomb Aimer's results are not outstanding, he is above the average for the course. He has worked well with his pilot, and is a keen, conscientious man."

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HANSON, F/L James Robert (J15599) - **Distinguished Flying Cross** - No.408 Squadron (deceased) - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born in Fairfield, England, 4 April 1918; educated in Montreal. Employed as clerk at Seignury Club, 1939. Enlisted in Montreal, 15 April 1940. To No.1 Manning Depot, Toronto, 16 April 1940. To No. 1 ITS, 29 April 1940. To Montreal Flying Club, 23 May 1940. Promoted LAC, 24 May 1940. To No.1 WS, 24 June 1940. To No.4 BGS, Fingal, 23 November 1940. Promoted Sergeant, 23 December 1940. To Station Rockcliffe, 24

December 1940. To Eastern Air Command, 5 February 1941. To RAF overseas, 2 March 1941. To No.13 OTU, 15 March 1941. To No.1 Signals School, 3 April 1941 To No.11 OTU, 10 May 1942. To No.149 Squadron, 6 August 1941. To No.149 Conversion Flight, 7 May 1942 and then returned to strength of No.149 Squadron. Commissioned 25 May 1942. To Station Stadishall, 3 October 1942. Promoted Flying Officer, 25 November 1942. To No.1659 Conversion Unit, 30 December 1942. Briefly attached to No.16 OTU, February 1943. To No.408 Squadron, 1 April 1943. Promoted Flight Lieutenant, 3 April 1943. Attached to No.1679 Conversion Unit, 28 July to 9 August 1943 before return to No.408 Squadron. Married 11 November 1942. No citation other than "...completed...may successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Killed in action 22/23 May 1944 (Lancaster LL723), apparently having completed 14 sorties (92 hours 52 minutes) on his second tour; name on Runnymede Memorial. Public Records Office Air 2/9149 has recommendation dated 14 February 1944 when he had completed 35 sorties (189 hours seven minutes) in two tours (27 July 1941 to 16 September 1942 and 20 April 1943 to 15 February 1944) as follows:

First Tour (* denotes daylight mission)

27 July 1941 - Nickling (6.30)
*20 August 1941 - Sea Search (3.00)
26 August 1941 - Cologne (3.00)
28 August 1941 - Duisburg (5.00)
31 August 1941 - Cologne (5.30)
3 September 1941 - Brest (4.10)
7 September 1941 - Berlin (9.00)
13 September 1941 - Brest (5.20)
16 September 1941 - Karlsruhe (3.55)
19 September 1941 - Stettin (9.30)
26 November 1941 - Ostend (2.45)
30 November 1941 - Emden (5.30)
17 January 1942 - Brest (3.30)
25 January 1942 - Hamburg (5.50)
31 January 1942 - Brest (5.25)
6 February 1942 - Brest (5.00)
*12 February 1942 - Sea Search (3.15)
21 February 1942 - Liste a/f, Norway (5.45)
3 Mar 42 - Paris (5.15)
9 Mar 42 - Essen (4.05)
19 Mar 42 - Essen (3.40)
6 April 1942 - Essen (4.10)
23 April 1942 - Rostock (7.00)
26 April 1942 - Rostock (7.15)
1 June 1942 - Essen (4.00)
7 May 1942 - Kiel (6.10)
30 May 1942 - Cologne (4.05)
16 September 1942 - Essen (5.00)

Second tour

20 April 1943 - Stettin (8.20)
4 May 1943 - Dortmund (5.25)
20 December 1943 - Frankfurt (5.52)
24 July 1943 - Hamburg (6.25)
28 June 1943 - Cologne (5.40)
27 January 1944 - Berlin (7.42)
15 February 1944 - Berlin (7.08)

Flight Lieutenant Hanson is now engaged on his second tour of operations. His operational experience includes a large number of sorties against heavily defended targets.

In his capacity as Squadron Gunnery Leader, Flight Lieutenant Hanson has set an example of devotion to duty which has been a source of inspiration to all. His cheerful attitude towards his duties and his unrelenting efforts to raise the standard of gunnery have contributed in no small manner towards the success achieved by the squadron.

The website "Lost Bombers" has the following on his 1st sortie. Lancaster LL723 of No.408 Squadron (EQ-H), target Dortmund, 22/23 May 1944. LL723 was delivered to No.426 Squadron on 10 January 1944, transferred to No.432 Squadron on 20 January 1944 and to No.408 Squadron on 10 February 1944. It flew no raids with No.426 Squadron. With No.432 as QO-H it twice raided Berlin (27/28 January 1944 and 30/31 January 1944). With No.408 Squadron as EQ-H it raided Berlin (15/16 February 1944); Leipzig (19/20 February 1944); Schweinfurt (24/25 February 1944); Stuttgart (15/16 March 1944 when flown by W/C C.D.S.Jacobs); Berlin again (24/25 March 1944) and Dortmund (22/23 May 1944 when lost). No record of total hours. LL723 was one of two 408 Squadron Lancasters lost on this operation (the other was DS759). Airborne at 2251 hours, 22 May 1944 from Linton-on-Ouse. shot down by a night-fighter and crashed at Westrup, a village on the north side of the Lippe and 4 km ESE from the centre of Haltern. Crew was W/C C.D.S. Jacobs (who had commanded the squadron since November 1943 and had logged seventeen sorties), F/L T.R. McDougall, DFC, RCAF (Navigation Leader), F/L J.R. Hanson, DFC, RCAF (Squadron Gunnery Leader), F/O W.G. Philpot (Deputy Gunnery Leader), F/O L.E.Morgan, RCAF (aged 37, above the average age for aircrew, and from Adelaide, South Australia), Flight Sergeant J.P.Young, RCAF, P/O M.Henderson, F/O J.B.Dallyn, RCAF, and F/O P.M.Hughes (all killed).

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HANTON, F/O Frank Edward William (J10116) - **Distinguished Flying Cross** - No.400 Squadron - Award effective 22 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Kenora, Ontario, 18 August 1920. Home in South Kenora where he played hockey for the Kenora Thistles. Enlisted in Winnipeg, 19 May 1941. Trained at No.4 ITS (graduated 29 August 1941), No.19 EFTS (graduated 24 October 1941) and No.13 SFTS (graduated 16 January 1942). Commissioned 1942. Forced to bale out in the

Bayeux area, 17 July 1944, suffering severe burns to face, legs and arms. Hospitalized, then posted to No.402 Squadron. Repatriated from overseas 18 April 1946; released 11 June 1946. Moved to Lac du Bonnet where he flew with Manitoba Government Air Services to 1978. Moved to Regina as assumed Directorship of Saskatchewan Government Executive and Air Ambulance Services, retiring 1984. Honorary Aide-de-Camp to the Lieutenant-Governor of Saskatchewan, 1984; Honorary Colonel, 18 May 1989 to 9 May 1998 with 2 Canadian Forces Flying Training School, Moose Jaw. Flew roughly 35,000 hours in his lifetime. Died in Winnipeg, 16 April 2002. Victories as follows: **7 November 1942**, one Bf.109 probably destroyed, three miles off Cabourg (Mustang AG660, SP-W); **8 July 1943**, one Fi.156 destroyed five miles east of Combourg (shared with another pilot); **15 August 1943**, one Junkers 88 damaged and one Bf.110 destroyed, Rennes airfield; **18 August 1943**, one Junkers 88 damaged, Beauvais airfield; **30 April 1945**, one FW.190 destroyed and one FW.190 damaged, five miles southeast of Schwerin (Spitfire NH905). Photo PL-40098 shows him. Photo PL-40096 (ex UK-16658) shows, left to right, P/O R.C. Hyde, DFM (Wawota, Saskatchewan), P/O W.K. McGrath, GM (Bartonville, Ontario), and F/L Frank Hanton, DFC (Kenora) following investiture. PL-40097 (ex UK-16659) is captioned as follows: "It is a handshake of mutual admiration between P/O W.K. McGrath, GM of Bartonville, Ontario, and F/L Frank Hanton, DFC, of Kenora, Ontario as P/O R.K. Hyde DFM of Wawota, Saskatchewan looks on."

This officer has always shown marked keenness to engage the enemy. A capable and courageous pilot, he has flown on a large number of operational sorties, during which he has destroyed at least two enemy aircraft and damaged thirty-five locomotives.

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HANWAY, S/L James Albert (J5986) - **Air Force Cross** - No.5 METS (AFRO gives unit as RCAF Repatriation Depot Overseas) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 19 October 1914 at Amherst, Nova Scotia. Home in Lunenburg, Nova Scotia. Law student, Dalhousie University. Enlisted at Moncton, 14 August 1940. To Manning Depot, 31 August 1940. To No.1 ITS, 9 December 1940; graduated and promoted to Leading Aircraftman, 15 January 1941; posted out 24 January 1941 to No.4 EFTS; graduated 5 March 1941 when posted to No.Manning Depot; to No.8 SFTS, 7 April 1941; graduated and commissioned 3 July 1941. To RAF overseas 11 November 1941. Attended No.5 (Coastal) OTU, 23 December 1941 to 18 March 1942; served with No.39 Squadron, North Africa, 27 June to 6 September 1942 (promoted to Flying Officer 4 July 1942); posted to No.47 Squadron on 6 September 1942. Served at No.5 METS, Shaffula, Egypt, 9 September 1942 to 28 October 1943 (promoted Flight Lieutenant on 25 November 1942 and to Squadron Leader 2 November 1943); returned to Britain, 25 November 1943. On leave to Canada, 13 January to 5 March 1944; back in Britain as of 14 March 1944. Posted to No.404 Squadron, 7 April 1944. Killed in action 26 August 1944 (Beaufighter NE198). No citation in Canadian sources. Public Records Office Air 2/8959 has recommendation which also identifies unit.

This officer has been an instructor on Beaufort aircraft and since his arrival at the school 120 Beaufort pilots have completed the course. Flight Lieutenant Hanway has carried out over 400 hours on Beaufort torpedo bomber instruction, most of the flying being performed at 60 feet above sea level. Since December 1942 he has taken over the instruction on Marauder aircraft and during a period of three months 32 Marauder pilots completed a course under his instruction. It has been entirely due to his skill and courage as an instructor that many torpedo pilots have gained confidence in their aircraft. Flight Lieutenant Hanway has displayed fine ability as a pilot.

NOTE: While with No.39 Squadron he claimed 60 operational hours (12 sorties). On a form dated 14 January 1944 he stated he had flown 500 hours on Beauforts, 70 on Beaufighters and 20 on Marauders, and that he had flown 400 hours at No.5 METS. He had been taken from No.47 Squadron before completion of his tour because his talents were needed at the new Torpedo Training School within No.5 METS. He had not been overly happy there; on 3 December 1943 he had requested posting to a PRU or to a Beaufighter operational unit.

While with No.39 Squadron he was described by W/C A.J. Mason as "An outstanding officer who is worthy of accelerated promotion. With experience he should make an excellent squadron commander." On 7 July 1943, at No.5 METS, G/C G.M. Knocker wrote of him, "This officer is Flight Commander of the Beaufort Flight in No.5 METS. He is a brilliant pilot, a good instructor - a leader and runs his flight well." On 5 November 1943, Lieutenant-Colonel E.G. Catton wrote, "This officer has carried out his duties very efficiently during a 13 month stay at No.5 METS and has recently acted as Chief Instructor. He has instructed pilots on Beaufort and Marauder and Beaufighter aircraft and has always given them the necessary confidence in torpedo attacks."

On 24 February 1943, flying from Shaffula to Port Said (Beaufort DD977) his starboard engine developed excessive vibrations and lost power. He intended to make a forced landing and lowered his wheels and flaps, but the engine failed completely at 200 feet as he was turning. There was also a small fire. He landed on the runway at El Firdam where the fire was extinguished.

On 2 October 1943, flying Beaufighter JM298, approaching Shandur airfield at 1,000 feet, his port engine cut without warning. Unable to feather the propeller, he glided to the airfield, wheels down, and was turning to port, downwind, intending to land beside the runway. At 100-200 feet a Baltimore that had landed correctly turned off the runway and onto the area where he had intended to alight. Applying his good engine, he cleared the Baltimore but lost speed and touched down tail first. The aircraft bounced and crossed the runway diagonally. The port tyre burst and the undercarriage collapsed. There was no fire. Investigators concluded, "Pilot made best possible landing considering all factors."

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HARDING, P/O Andrew Crawford (J16700) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. Born in Goshen, Ontario, 25 March 1918; home there. Educated at Braeside Public School and Fitzroy Harbour Public School, as well as Kinburn Consolidated School. From September 1937 onwards he was a member of maintenance staff and Operator in Training, hydro electric plant at Chats Falls. Service with Governor Generals Foot Guards at Brockville, 22 November to 21 December 1940. Enlisted in Ottawa, 20 May 1941. To No.1 Manning Depot, 5 June 1941. To Rockcliffe ("H"), 231 June 1941. To No.1 ITS, 27 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.1 Manning Depot, to No.20 EFTS, Oshawa, 13 September 1941; to No.16 SFTS, Hagersville, 8 November 1941 (Anson aircraft); graduated and promoted Sergeant, 27 February 1942. To "Y" Depot, 28 February 1942. To RAF overseas, 19 March 1942. Disembarked in Britain, 29 March 1942 and taken on strength of No.3 PRC. To No.6 (Pilots) AFU, 23 June 1942. To No.12 OTU, 14 July 1942. To No.1651 Conversion Unit, 14 October 1942. To No.214 Squadron, 19 November 1942. Commissioned 28 December 1942. To No.7 Squadron, 22 April 1943. Promoted Flying Officer, 28 June 1943. Promoted Flight Lieutenant, 5 September 1943. Missing, presumed dead, 18 November 1943 (No.7 Squadron, Lancaster JA970). Medal presented by Governor General, 12 December 1944 to next of kin; RCAF photo PL-34556 shows Mrs. J. Small, Mrs. G. Harding (mother, Calcutta, Ontario) and Miss J. Small.

This officer has captained bomber aircraft on sorties against many targets in Germany and Italy, obtaining some excellent photographs. He has consistently shown courage and determination in bringing his missions to a successful completion.

Canadian Flying Training: Course at No.20 EFTS was 13 September to 7 November 1941 on Tiger Moths (32.50 dual, 29.10 solo on which 10.10 were on instruments; also logged 10.30 in Link. "A keen and apt pupil who learns quickly. Deportment good. Enthusiastic about flying, a steady pilot. Instrument flying above average, aerobatics above average," (CFI seems to be one J. Weisbrod). Courses and marks as follows: Airmanship (150/200), Airframes (83/100), Aero Engines (87/100), Signals, practical (93/100), Theory of Flight (50/100), Air Navigation (171/200), Armament, oral (184/200) and as officer material marked 158/200. Placed 22nd in a class of 54. "High average pilot material, conduct and deportment good."

Course at No.16 SFTS was 10 November 1941 to 27 February 1942 on Ansons (50.15 day dual, 41.55 day solo, 6.00 night dual, 7.15 night solo. Of this, 22.45 was on instruments. Also logged 21.50 in Link. "Satisfactory on instruments. A steady, hard working pupil. Good average on general flying." (S/L S.Y. Broadbent, Chief Flying Instructor). Also marked "average" on Formation Flying, Navigation Ability, Night Flying, Determination and Initiative, Instrument Flying, and Ability to Maintain Speed, Course and Height." Ground courses were Airmanship and Maintenance (170/200), Armament, written (74/100), Armament, practical (72/100), Navigation and Meteorology (152/200), Signals, written (32/50), and Signals, practical (75/100). Placed 24th in a class of 51.

Advanced training: Course at No.6 (Pilots) AFU was 24 June to 14 July 1942. Course was on Oxford aircraft (10.20 day dual, 14.35 day solo, three hours in Link).

Course at No.12 OTU was 14 July to 22 September 1942. Flew 6.55 day dual, 4.15 at controls with a captain by day, 30.30 at controls as sole captain by day, eight hours night dual, 3.55 at controls with a captain by night, 32.30 at controls as sole captain by night. Of this total time he was on instruments for ten hours 30 minutes; also logged 12.30 in Link. Dropped 58 bombs by day and 39 bombs by night. Carried out two Infra-Red practices and two Night Photographic exercises. Graded "average" in all fields of Flying (Natural Aptitude, Skill in Landing, Airmanship, Cockpit Drill, Instrument Flying, Night Flying, Map Reading and Flying for Bombing), as well as in Distinctive Qualities (Persistence, Sense of Responsibility, Endurance, Leadership, Method, Deliberation, Initiative, Dash, Distribution of Attention, Self Control and General Assessment as a Pilot).

Course at No.1651 Conversion Unit was 14 October to 1 November 1942. He was first in a Conversion Flight (3.20 day dual, 5.25 day captain, 50 minutes as second pilot, 2.25 night dual, 4.55 night as captain) before going to the Operational Flight (6.30 as captain by day, 20 minutes as second pilot by day, two hours 45 minutes as captain by night).

Assessments: On 4 June 1943, he was assessed on service with No.214 Squadron, 19 November 1942 to 22 April 1943. He had flown 457 hours 20 minutes (167.15 in previous six months) and was simply described as "An average officer who carried out his duties quietly and reliably."

Circumstances of death: His aircraft was shot down by flak near Mannheim. Witnesses reported it first as being on fire, entering a dive and crashing. The website "Lost Bombers" has the following on his loss. Lancaster JA970, No.7 Squadron (MG-N), target Mannheim, 18/19 November 1943. JA970 was originally delivered to No.97 Squadron in June 1943, transferring to No.7 Squadron in August 1943. It took part in an operation with No 7 Squadron against Hannover, 18/19 October 1943 and had a total of 96 hrs when lost. Airborne at 1713 hours on 18 November 1943 from Oakington. Crew would likely have been screened from operations had they returned from this sortie; they were F/L A.C.Harding, DFC, RCAF (killed); P/O F.A.G. Parker (killed); F/L E.J.Clement, DFC (killed); F/L J.Hough, DFC (killed); P/O T.J.P. Walsh (killed); WO1 E.G.Millidge RCAF (killed); Flight Sergeant W.C.Connor (killed).

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HARDING, G/C David Allan, AFC (C53) - **Officer, Order of the British Empire** - No.16 Service Flying Training School (since moved to No.1 FES) - Awarded 1 January 1945 as per **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945 - Born in Petrolia, 16 Marh 1896 (RCAF Press Release 4907 reporting OBE). Educated at Petrolia High School and Queen's University. With the CEF; RFC between 1 May 1917 and 28 September 1919. With the RFC, in Middle East with Allenby With the RCAF from its inception, 1 April 1924. Appointed Flying Officer, Canadian Air Force, Camp Borden, 18 February 1920. To No.2 Squadron Canadian Air Force, 14 November 1921. To Air Headquarters, Ottawa, 10 September 1923. To

Camp Borden, 7 December 1923 for duty with Training and Service Flight. Appointed to permanent commission in RCAF, 1 April 1924. Promoted Flight Lieutenant, 1 April 1928. Attached to Directorate of Flight Safety, Wittering, 2 January 1929. To Air Headquarters, Ottawa, 6 May 1929. To camp Borden, 13 May 1929. To Station Vancouver, 21 January 1930. To Station Ottawa, 6 May 1930. Participated in Red Bay to Ottawa mail flights of 1932 associated with Imperial Conference of that year. To Lac du Bonnet Air Station, 15 February 1934. To Camp Borden, 3 June 1936. Promoted Squadron Leader, 1 April 1937 and given command of No.7 (General Purpose) Squadron. To Trenton, 1 December 1938. To Camp Borden, 1 May 1939 as Officer Commanding, Intermediate Training Squadron. Appointed to Aviation Medicine Committee, 14 August 1939. Wing Commander as of 1 March 1941. To No.5 ITS, 8 August 1941. To No.16 SFTS, 9 March 1942. To Edmonton, 25 August 1944. To No.2 Air Command, 10 June 1945. To No.2 Flying Training School, 18 October 1945. To Release Centre, 3 January 1946. Released 7 February 1946. Died in Sarnia, 13 January 1971, age 75.

This officer, throughout his lengthy career in the Royal Canadian Air Force, has exemplified in his personal life and in his direction and participation in station activities, the value of physical fitness. The splendid state of morale and efficiency of the station which he commands reflects the leadership and ability displayed by this officer. By his resourcefulness, exceptional initiative and ability, combined with outstanding devotion to duty, he has made a marked contribution to the British Commonwealth Air Training Plan.

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HARDING, F/O Harold Harvie (J40921) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born in North Sydney, Nova Scotia, 20 October 1923; home there (bank clerk); educated there. Enlisted in Halifax, 23 January 1943. To No.5 Manning Depot, 8 February 1943. To No.4 BGS, 8 April 1943. To No.9 Pre-Aircrew Education Detachment, 18 April 1943. To No.1 Manning Depot, 31 May 1943. To No.1 ITS, 12 June 1943. Promoted LAC, 20 August 1943. To No.4 AOS, 4 September 1943). Graduated and promoted Sergeant, 28 January 1944. To No.2 Aircrew Graduate Training School, 11 February 1944. Subsequently commissioned with effect from 28 January 1944. To "Y" Depot, 12 March 1944. Taken on strength of No.3 PRC, Bournemouth, 23 April 1944, disembarking in Britain on 7 May 1944. To No.8 (Observer) AFU, 20 June 1944. To No.18 OTU, 18 July 1944. To No.625 Squadron, 1 January 1945. Missing, 10/11 April 1945; reported safe, 17 April 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945 for "Tiger Force" training. To Greenwood, 31 July 1945. To Halifax, 19 September 1945. Released 23 September 1945. Died 21 July 1970 as per **Legion Magazine** of October 1970. Cited with F/O Joseph F. Mooney (RCAF pilot, awarded DSO).

Flying Officers Mooney and Harding were pilot and navigator respectively in an aircraft detailed to attack Plauen one night in April 1945. Early on the outward flight the front windscreen became badly smeared with oil owing to an external leak. Although this obscured his vision, Flying Officer Mooney flew on. A little

later the starboard inner engine became defective. The propeller had to be feathered. Shortly afterwards the port outer engine had to be put out of action. Despite this, Flying Officer Mooney was determined, if possible, to reach his objective. Coming down to a much lower level and increasing his speed, he flew on. Although deprived of the full use of the navigational aids, Flying Officer Harding navigated the aircraft to the target with great skill. Whilst over the area much anti-aircraft fire was directed at the bomber. Several hits were sustained. Nevertheless, Flying Officer Mooney pressed home a most determined attack. The aircraft was losing height as he turned for home. When nearing Liege, the starboard outer engine caught fire and had to be put out of action. Height could no longer be maintained. Flying Officer Mooney gave the order to abandon aircraft and ensured that all members of his crew had got clear before he himself jumped at 500 feet. After reaching the ground, Flying Officer Mooney collected his comrades together and, within a very short time they returned safely to their unit. On this notable sortie, this officer displayed the highest standard of skill and courage, coupled with superb captancy. Flying Officer Harding also proved himself to be a most valuable crew member showing skill, coolness and devotion to duty in the face of great difficulties.

NOTE: Public Record Office Air 2/9086 has recommendation drafted 20 April 1945.

Flying Officer Harding is the Canadian navigator of a Lancaster aircraft and has completed 21 sorties and 136 operational hours.

On the night of 10/11 April he was the navigator of a crew detailed to attack Plauen. Trouble started soon after leaving base but the captain decided to carry on. Soon after crossing the Rhine one engine failed but again the captain decided to press on. 45 miles before reaching the target the port outer engine failed thus rendering part of his navigational aids unserviceable, but the captain still decided to press home his attack, and by superb navigational skill, Flying Officer Harding assisted the captain to reach the target although only at a height of 10,000 feet and enabled them to bomb with the Main Force on the Master Bomber's instructions.

During the bombing run, as was inevitable at this height, the aircraft came under intense light flak fire, sustaining numerous hits. With two engines unserviceable the captain and navigator were faced with the problem of bringing the aircraft back to base. They decided that the only possible course was to take a short route home and Flying Officer Harding succeeded in navigating this bomber between the various gun defended zones until 40 miles south of Liege when the starboard outer motor failed and with the aircraft losing height rapidly the captain decided to abandon the aircraft.

By navigating his badly damaged bomber to the target and back to friendly

territory, Flying Officer Harding showed great courage and magnificent skill. The position in which he found himself may well have deterred more experienced navigators but he did not let the thought of his own personal safety, in the predicament in which he found himself, upset his judgement.

Flying Officer Harding by his quiet confidence at this time was largely responsible for the crew being able to return safely to friendly territory. I most strongly recommend him for an immediate award of the Distinguished Flying Cross.

Notes: The mission described above was on Lancaster PD204 with one 4,000-pound bomb, ten 500-pound General Purpose bombs and a Fishpond Specialist. Crew was J41167 F/O J.F. Mooney (pilot), 154862 F/O D. Rutherford, 575545 (second pilot), Sergeant R.K. Coleman (flight engineer), 1522904 Sergeant N. Fairhurst (air bomber), J40921 F/O H.H. Harding (navigator), 1090512 Sergeant G. Swainston (WOP), 1866055 Sergeant R.A. Trundle (mid-upper gunner) and 1890687 Sergeant E. Morris (rear gunner) - all safe.

Assessed on 11 June 1945 by W/C E.H. Thompson, No.625 Squadron, noting he had flown about 450 hours (150 in previous six months). "A very quiet officer who has worked hard enough at the job in hand, without showing any desire to do more than is asked of him."

Training: Course at No.1 ITS was 14 June to 20 August 1943. Courses and marks as follows: Aircraft Recognition (77/100), Armament (85/100), Principles of Flight (121/150), Engines (90/100), Law, Discipline and Administration (55/100), Mathematics (67/100), Meteorology (90/100), Navigation (114/150) and Signals (100/100). "A quiet, rather reserved airman, not too self-confident but cool and exacting in manner. Could have worked harder at first but improved steadily near the end of the course."

Course at No.4 AOS was 5 September 1943 to 28 January 1944. All flying in Ansons (30.30 as first navigator by day, 31.25 as second navigator by day, 17.40 as first navigator by night, 19.15 as second navigator by night). Air Work marks as follows: Air Navigation, Day (278/400), Air Navigation, Night (125/200), Log Keeping (142/200), Reconnaissance (72/100), Photography (32/50), Meteorological Observations (48/50). Ground courses as follows: Air Navigation, Elements (139/200), Air Navigation, Theory (154/200), Air Navigation, Exercises (126/200), Meteorology (52/100), Signals, Practical (50/100), Aircraft Recognition (45/50), Reconnaissance (41/50), Photography (47/50), Armament (43/50). "Immature, ambitious and thorough." (S/L E.R. Pounder)

Course at No.8 (O) AFU had been 20 June to 17 July 1944. All flying on Anson aircraft (12.50 as first navigator by day, 11.10 as first navigator by night, 3.25 as second navigator by night). Air Work assessed under Air Navigation, Day (228/350), Air Navigation, Night (253/350), Air Navigation, Map Reading (139/200). Ground Work assessed as follows: Air Navigation Exercises (227/350), Air Navigation Test (207/300), Armament (154/200), Signals (84/150). "A very satisfactory pupil in all respects, although not particularly outstanding. Ability on ground and in air a little higher than the general average."

Course at No.18 OTU was 1 August to 6 October 1944, after which he was passed to No.11 Base. Flew 21.20 as first navigator (day), 5.30 as second navigator (day), 27.20 as first navigator (night), 11.35 as second navigator (night). Conducted 217 Gee Fixes, 14 Gee Homings, seven Loop Position Line exercises and four Loop Fix exercises. Bombing error was 295 yards average, Rated "Fair" or "Fairly Good" in the following - Chart Work, Log Keeping, Track Keeping, Timing, Gee and Use of Instruments. "This navigator just managed to reach the standard required to pass out. Is of a quiet and reserved disposition and needs to exert himself more; this has shown gradual improvement. Discipline good; has no qualities of authority or leadership".

Flew 50 hours 50 minutes at Heavy Conversion Unit with much emphasis on H2S instruction (five lectures, five bench set manipulations and eleven synthetic training sessions, plus two exercises with instructor and four on his own. Took part in two daylight cross-country exercises and two night cross-country exercises. Assessed 5.5 out of 10 as a navigator.

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HARDING, F/O John Robert (J17377) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in London, Ontario, 31 August 1919; home in Windsor, Ontario. Enlisted in Windsor, 16 May 1941 and posted to No.1 Manning Depot. To "K", 25 May 1941. To No.3 ITS, 14 July 1941; graduated and promoted LAC, 20 August 1941; to No.11 EFTS, 20 August 1941. Ceased training on 8 September 1941 and posted to Trenton. To No.4 AOS, 26 October 1941; to No.4 BGS, 31 January 1942. Graduated and promoted Sergeant, 14 March 1942. To No.2 ANS that date. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Commissioned 25 March 1943. Repatriated 31 July 1945. To Greenwood, 3 September 1945. Subsequently to No.168 (Heavy Transport) Squadron and was navigator on their last mail flight overseas. To No.7 (Photographic) Wing, 13 March 1946. To No.14 (Photo) Squadron, 1 April 1946. To Release Centre, 6 November 1946. Released 12 November 1946. Died 16 May 2001, age 81, Guelph, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 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 2/8780 has recommendation dated 17 March 1944 when he had flown 39 sorties (276 operational hours) consisting of 28 sorties (184 hours) on first tour and eleven sorties (92 hours) on second tour.

First Tour

23 January 1943 - Dusseldorf
27 January 1943 - Dusseldorf
30 January 1943 - Hamburg
4 February 1943 - Turin
11 February 1943 - Wilhelmshaven
13 February 1943 - Lorient

14 February 1943 - Milan
16 February 1943 - Lorient
18 February 1943 - Wilhelmshaven
28 February 1943 - St.Nazaire (inverted over Lorient)
1 March 1943 - Berlin
2 March 1943 - Hamburg
5 March 1943 - Essen
8 March 1943 - Nuremburg
9 March 1943 - Munich
11 March 1943 - Stuttgart
12 March 1943 - Essen
22 March 1943 - St.Nazaire
26 March 1943 - Duisburg
27 March 1943 - Berlin
29 March 1943 - Berlin
10 April 1943 - Frankfurt
13 April 1943 - Spezia
16 April 1943 - Pilsen; shot up coastal batteries on return.
20 April 1943 - Stettin; low level attack, 200 ft; shot up flak position
26 April 1943 - Duisburg
28 April 1943 - GARDENING, Danzig
30 April 1943 - Essen; part of tail assembly cut by a Halifax leaving target.

Second Tour

16 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
14 January 1944 - Braunschweig; coned over Osnabruck; returned on 3 engines.
20 January 1944 - Berlin; shot up over Munster on return
27 January 1944 - Berlin
28 January 1944 - Berlin
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart

This Canadian officer has now completed as a navigator, 39 sorties and 276 flying hours against the enemy, which have required navigational ability of the highest order. He has always carried out his duties in a highly efficient and determined

manner, often in the face of heavy opposition and under difficult weather conditions. His keenness and devotion to duty and his accurate work has largely contributed to the success of the operational missions in which he has taken part. I consider that he well merits the award of the Distinguished Flying Cross.

RCAF Press Release dealing with No.168 Squadron's final mail delivery overseas reads, in part:

Harding did two tours of operations with RAF Lancaster squadrons and has crossed the Atlantic 38 times. Flak put 50 holes in his aircraft at Osnabruck but his worst experience came over Berlin. With a completely unexpected wind of 120 m.p.h. on their tail coming into the target, they overshot Berlin long before the time set for attack. They orbited and found themselves making a net speed of only 40 m.p.h. in the teeth of the tremendous gale. They were sitting ducks for German ground batteries and Nazi gunners had a field day, Harding recalled.

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HARDING, P/O Milton Augustus (J18021) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Norris Point, Newfoundland, 19 August 1918; home there. Enlisted in Halifax, 10 February 1941 and posted to No.1 Manning Depot. To Trenton, 31 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941; posted that date to No.17 EFTS. Ceased training, 20 July 1941 (13.20 dual in Finch, failed progress test; "Cannot land, no judgement of height. Overshot continually.") Posted to Trenton. To No.2 WS, 17 August 1941; posted back to Trenton, 20 March 1942. To No.4 BGS, 28 April 1942; graduated and promoted Sergeant, 25 May 1942. To "Y" Depot, 26 May 1942. To RAF overseas, 4 July 1942. Disembarked in United Kingdom, 18 July 1943. Posted from No.3 PRC to No.7 Air Gunner School, 18 August 1942. To No.24 OTU, 8 September 1942. To No.1658 Conversion Unit, 23 November 1942. Promote Flight Sergeant, 25 November 1942. To No.158 Squadron, 2 January 1943. Promoted WO2, 25 May 1943. Commissioned 22 June 1943. To No.91 Group, 31 July 1943. To No.22 OTU, 19 August 1943. Detached to Yatesbury, 8 September to 10 October 1943. Attached to ACRS (whatever that is), 22 November to 14 December 1943. To No.29 Group, 20 December 1943. Promoted Flying Officer, 30 December 1943. Leave in Canada, 26 April to 24 June 1944. To No.61 Base, 14 July 1944. Attached to Dalton Battle School, 14-16 July 1944. Attached to No.1659 Conversion Unit, 16-29 July 1944. To No.424 Squadron, 29 July 1944. Missing (POW), 9 October 1944. Safe in UK, 27 May 1945. Repatriated to Canada via Dartmouth, 7 July 1945. Released 29 September 1945. Died 21 July 1992 in Parksville, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1992.

Pilot Officer Harding has now completed his first tour of operational duties. Among the missions completed by him as rear gunner have been raids on Berlin, Kiel, Essen and Dusseldorf. On many occasions his crew have encountered heavy opposition and frequently the safety of his aircraft has been largely due to the prompt and accurate manner in which Pilot Officer Harding has reported the position of enemy fighters. His skill and devotion to duty have been outstanding.

Note: The website "Lost Bombers" has details of his being made a POW. He was in the crew of Halifax MZ802 (QB-G), No.424 Squadron, 9/10 October 1944, target Bochum. This machine, named "Gallop in Gerty", had nose-art that depicted a spectacular galloping elephant motif. There is a photograph of this art also depicting 31 mission markers and claiming three enemy aircraft shot down. This art-work was transferred after the loss of MZ802, to Halifax NR206 of No.415 Sqdn (6U-F) and re-named "Fi-Fi". This time the elephant survived the war to be scrapped in 1945. MZ802 was airborne at 1655 hours, 9 October 1944 from Skipton-on-Swale. Cause of loss and crash-site not stated on website. Crew consisted of P/O R.O. Hunter, RCAF (killed, buried in the Rheinberg War Cemetery), W/C G.A. W/C Roy, DFC, RCAF (POW; he had commanded No.424 Squadron since 15 August 1944), P/O R.O.Hunter, RCAF (killed), F/L G.A.Bumstead, RCAF (POW), F/L W.McIlhagga, RCAF (POW), F/O H.Grulkey, RCAF (POW), P/O A.J.Harvey, RCAF (POW), F/O M.A.B.Harding, DFC, RCAF (POW). Harding (POW number 8231) was held in Camp3; W/C Roy was confined to hospital due to injuries.

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 30 sorties as a rear gunner. Narrative as follows:

On October 9 we set course from 424 Squadron, Skipton-on-Swale at approximately 2000 hours. Weather about 8/10; when over Koln predicted flak; reported same to pilot; before we could weave another burst caught us in the port inner, wounding the pilot. WOP and Engineer tried to put the fire out. The pilot ordered us to leave the aircraft saying that he was wounded. I was caught by left leg and could not get it free so used chute to take me out of turret. Left leg was very sore and turned black, also rib broken. After two days wandering about, gave myself up to army at Koln, where I met four of my crew - Navigator, Wireless Operator, Mid-Upper and Bomb Aimer.

Notes: Out of port side of turret. Caught left foot. Left my left foot in turret (escape boot).

Training: Having failed at EFTS, he declared that he was uninterested in anything other than Air Gunner - he wanted to get overseas quickly - and was hostile to Wireless Training. This explains

why his course at No.2 WS was not completed (although he flew 50minutes in Flying Classroom as First Operator, 2.45 in Flying Classroom as Second Operator, and 7.25 in two seater aircraft as sole operator). He had further declared that if he could not go aircrew he would quite the airforce and try to enlist in the most dangerous job possible (he suggested submarine service).

Course at No.4 BGS was 27 April to 25 May 1942, and Gunnery only. Battle aircraft (8.40). Fired 600 rounds on ground, 200 rounds air-to-ground, 1,600 air-to-air. Scored 4.25 percent on Beam Test, one percent on Beam Relative Speed Test, 5.16 percent on Under Tail Test. Marked 66 percent on written exam, 63 percent in Practical and Oral examination and rated 178/250 in "Ability as Firer". Placed 13th in a class of 28.

Other Notes: On Repatriation Form dated 27 May 1945 he stated he had flown 180 operational and 400 non-operational hours. Had flown 30 sorties (the last on 9 October 1944); claimed on Ju.88 and one FW.190 destroyed.

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HARDINGHAM, F/O Raymond Joseph (J4691) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 29 July 1942 as per **London Gazette** dated 4 August 1942 and AFRO 1413/42 dated 4 September 1942. Born in London, England, 8 November 1912; home in Kingswood, Surrey. Enlisted in Halifax, 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 AOS; graduated 8 December 1940 when posted to No.1 BGS; graduated and promoted Sergeant on 18 January 1941 when posted to No.1 ANS; graduated and commissioned 26 February 1941. To Embarkation Depot, 12 March 1941; proceeded overseas, 8 April 1941; promoted to Flying Officer, 25 February 1942; to Flight Lieutenant, 20 August 1942; to Squadron Leader, 14 May 1943; to Wing Commander, 15 April 1944. After service in Britain he went to the Far East. Repatriated to Canada, 10 January 1946; released 29 January 1946. He appears to have died in England in June 1989. RCAF photo PL-27417 (ex UK-10455 dated 11 March 1944) is captioned as follows: "Aircrew and groundcrew serving with the RCAF combined in a ceremony shown here which marked the launching of Canada's Sixth Victory Loan campaign in the Far East. From the extreme left S/L R.J. Hardingham, DFC, J4691 of 7 Heathdale Road, Toronto, bombing leader of Air Command, Southeast Asia, is shown signing a cheque for \$ 1,000 as first subscriber. Next is S/L E.J. Piper, C4666, Galt, Ontario, Officer Commanding RCAF District Headquarters, New Delhi, drive director, giving a sales talk to three westerners. The drive objective has been sett at \$ 100,000 for RCAF personnel in India and Ceylon, more than ten times the amount subscribed in the area during the last campaign, Absorbing the sales talk from left to right are Corporal George Bland, R100308 (Winnipeg, radio mechanic), and Sergeant Ed. Kirkley, R80330 (Norwood, radio mechanic) both standing, and F/O Harold Benson, J20350 (Moose Jaw), Hurricane fighter pilot."

Flying Officer Hardingham has participated in numerous sorties, many of them penetrating into enemy territory and ten in bad weather. In an attack on the **Scharnhorst** at sea, Flying Officer Hardingham dived down to 500 feet before releasing his bombs. His aircraft was damaged by the defender's fire but his subsequent navigation contributed to the safe return of his aircraft. This officer has proved a source of encouragement to inexperienced navigators.

NOTE: Public Record Office Air 2/9591 has recommendation drafted 27 May 1942 when he had flown 30 sorties (24 successful) and 140 hours 15 minutes. Sortie list and submission as follows:

22 August 1941 - Mannheim - successful, bombs estimated on tow.
28 August 1941 - Duisburg - successful, bombed town
17 September 1941 - Marquise - unsuccessful, target not identified.
21 September 1941 - Lille - successful
10 October 1941 Essen - successful, bombed estimated position of target
12 October 1941 - Huls - unsuccessful, 9/10 cloud. Bombed Essen.
16 October 1941 - Duisburg - successful, bombed estimated position of town.
20 October 1941 - Bremen - unsuccessful, bombed Wilhelmshaven.
22 October 1941 - Mannheim - successful, bombed town.
29 October 1941 - Schipol - unsuccessful, engine failure.
31 October 1941 - Hamburg - successful, bombed town.
4 November 1941 - GARDENING, Forget-Me-Not - unsuccessful, weather
6 November 1941 - Sneaker - successful, bombed Hamburg
8 November 1941 - Essen - successful
23 November 1941 - Lorient - unsuccessful - returned on account of pilot's illness.
12 February 1942 - battlecruisers at sea - successful
10 March 1942 - Cologne - successful
24 March 1942 - GARDENING, Artichokes - successful
24 April 1942 - Rostock - successful
2 May 1942 - GARDENING, Artichokes - successful
4 May 1942 - GARDENING, Rosemary - successful
6 May 1942 - Nantes - successful
8 May 1942 - Warnemunde - successful

Flying Officer Hardingham has taken part in 30 sorties, many of them penetrating deep into enemy territory and carried out successfully in difficult weather conditions. These sorties include repeated attacks on targets at Kiel, Essen, Hamburg, Cologne and Mannheim.

He was navigator/bomb aimer on a Hampden which attacked the **Scharnhorst**

from 500 feet during the battleship's flight from Brest. In spite of intense opposition he persisted and pressed home the attack. The Hampden was so severely damaged that it could not climb, and could only maintain course with great difficulty. Although his cockpit had been wrecked and his maps and instruments mutilated by the **Scharnhorst's** anti-aircraft defences, Flying Officer Hardingham's subsequent navigation was largely responsible for the aircraft's return to its base in the adverse weather conditions then prevailing. He also participated in a number of the squadron's daylight attacks on heavily defended targets in occupied France.

As Squadron Navigation Officer he was a source of encouragement and inspiration to "freshman navigators". They never looked in vain to him for assistance and advice, and much of the squadron's fine navigation record is due to his determination and enthusiasm.

HARDINGHAM, W/C Raymond Joseph, DFC (J4691) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

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HARDWELL, Sergeant Tom Lees (R87233) - **Commemorative Medal (Norway)** - Overseas - Award effective 3 July 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born in Saskatoon, 15 March 1914. Educated in that province including three-year Commercial course. Employed as clerk in lumber and farm machinery firms. Enlisted in Saskatoon, 31 January 1941 as Clerk/Stenographer and posted to No.1 Manning Depot. Promoted AC1, 30 April 1941. Promoted LAC, 30 July 1941. To AFHQ, 19 August 1941. Attached to RCAF Liaison Office, Royal Norwegian Air Force, 20 August 1941. Promoted Corporal on 2 February 1942. Promoted Sergeant, 15 July 1943; promoted Flight Sergeant on 26 April 1944. To No.1 Air Command, 8 March 1945 on cessation of Liaison Office duty. To No.1 Composite Training School, 13 March 1945. Discharged 7 January 1946. Died 9 November 1971 in Scarborough, Ontario. Minutes of the Tenth Meeting, Awards Coordination Committee, held in Ottawa on 23 July 1943 indicate the award of this medal was approved at that time to F/L S.G.K. MacDonald, Canadian Liaison Officer to Norwegian Air Force Training Centre, Toronto, and to his assistant, Corporal T.L. Hardwell (DND; Naval Services file 1078-15-5, National Archives of Canada RG.24, Volume 4059.

The following assessments may give some idea of his work. On 9 January 1942, when Hardwell was still an LAC, F/L S.G.K. MacDonald, RCAF Liaison Officer to Royal Norwegian Air Force, wrote, in part:

The establishment set up in the Special Duties List of Air Force Headquarters for service staff in the detachment of the RCAF Liaison Officer with the RCAF provides for an aircraftman only. Necessary duties of a highly confidential nature and contacts to be maintained necessitate that such service staff carry NCO rank of at least Sergeant. The above named airman, especially selected for this work is therefore handicapped, which in turn affects the efficiency of this unit. Consequently, it is requested that such action as is necessary be taken as to provide for the requisite establishment change.

Conscientious man with proper attention to detail. Carried out satisfactorily most of orderly room duties required in this detachment. Shows steady improvement in Stenography and typewriting. Part of work of highly confidential nature carried out well. Strongly recommended for accelerated promotion. (F/L S.G.K. MacDonald, Canadian Liaison Officer with Royal Norwegian Air Force, 1 February 1942)

Owing to establishment this airman as long as he serves in this unit may not be promoted to Sergeant rank paid. He is a conscientious man with good attention to detail, intensely loyal, hard working and interested in all his duties which include being in charge of the orderly room and stenography, all of which duties he performs well and with intelligence and despatch. Were promotion to paid rank possible accelerated promotion would be recommended. (F/L S.G.K. MacDonald, RCAF Liaison Officer with RCAF, 12 July 1943).

Very good man in present duties which include being in charge of small orderly room as well as some intelligence duties. (F/L, illegible, RCAF Liaison Officer with RCAF, 30 August 1943).

This NCO is doing an exceptionally good job and has proved himself capable of handling all phases of work at this unit. ((F/L A.L. Wainwright, RCAF Liaison Detachment, 22 November 1943).

This NCO performs his duties most efficiently and is enthusiastic about his work. (F/L A.L. Wainwright, RCAF Liaison Officer with RCAF, Toronto, 5 September 1944).

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HARDY, FS (now P/O) Archie Vernon (R121529) - **Distinguished Flying Medal** - No.35 Squadron -

Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Viking, Alberta, 6 December 1917; home in Edmonton, Alberta (clerk). Ex-militia. Enlisted in Edmonton, Alberta, 29 July 1941. To No.3 Manning Depot, 31 August 1941. To No.8 BGS (guard), 10 October 1941. To No.4 ITS, 2 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.16 EFTS; graduated 13 March 1942 when posted to No.3 SFTS; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 31 July 1942; to RAF overseas, 6 August 1942. Further trained at No.1663 Heavy Conversion Unit, Rufforth. Promoted Flight Sergeant, 17 January 1943. Posted to No.158 Squadron, 19 May 1943 and flew nine sorties. Posted to No. 35 (Pathfinder) Squadron at Graveley, 30 June 1943 where he flew a further 37 missions. Promoted WO2, 17 July 1943. Commissioned 8 November 1943 (J19301). On 29 April 1944, during a training mission, he was pilot of Lancaster III ND697 when he inadvertently raised the undercarriage instead of the flaps damaging the aircraft beyond economical repair. No one was injured. Promoted to Flying Officer, 8 May 1944; repatriated to Canada, 28 February 1945; to Northwest Air Command, 13 March 1945; to No.5 OTU, 17 April 1945; to No.9 Release Centre, 7 September 1945; released 11 September 1945. Died in Viking, Alberta, 1997. No citation other than "...completed ...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office document Air 2/8782 has recommendation dated 7 December 1943 when he had flown 27 sorties (153 hours) as follows:

25 May 1943 - Dusseldorf
27 May 1943 - Essen
29 May 1943 - Wuppertal
11 June 1943 - Dusseldorf
12 June 1943 - Bochum
19 June 1943 - Le Creusot
21 June 1943 - Krefeld
22 June 1943 - Mulheim
24 June 1943 - Wuppertal
27 July 1943 - Hamburg
29 July 1943 - Hamburg
2 Aug 1943 - Hamburg
17 Aug 1943 - Penenemunde
27 Aug 1943 - Nuremburg
30 Aug 1943 - Munchen Gladbach
31 Aug 1943 - Berlin
5 Sept 1943 - Mannheim
8 Sept 1943 - Special Target
22 Oct 1943 - Kassel
3 Nov 1943 - Dusseldorf

11 Nov 1943 - Cannes
22 Nov 1943 - Berlin
23 Nov 1943 - Berlin
25 Nov 1943 - Frankfurt
2 December 1943 - Berlin
3 December 1943 - Leipzig

This NCO has proved himself to be a very reliable captain showing great keenness and determination to press home his attacks whilst engaged on an important role. His missions have always been completed with great success in spite of heavy opposition encountered from some of the enemy's most important targets. In recognition of his devotion to duty this NCO is recommended for the award of the non-immediate Distinguished Flying Medal.

HARDY, P/O Archie Vernon, DFM (J19301) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944.

This officer has completed numerous successful night operations. His attacks have always been pressed home with the utmost tenacity despite heavy opposition. Pilot Officer Hardy has done much to secure the success of numerous attacks.

NOTE: Public Record Office Air 2/9632 has recommendation dated 17 May 1944 when he had flown 47 sorties (261 operational hours) including 20 sorties (108 operational hours) since his previous award. The sortie sheet adds one sortie to the previous list (26 April 1943, Duisberg) and the following trips subsequent to the above list:

20 December 1943 - Frankfurt
21 January 1944 - Magdeburg
22 March 1944 - Frankfurt
27 January 1944 - Heligoland
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart

30 March 1944 - Nuremburg
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Laon
24 April 1944 - Karlsruhe
30 April 1944 - Acheres
10 May 1944 - Lens
11 May 1944 - Hasselt

This officer has completed numerous successful night operations whilst engaged in a most important role. His attacks have always been pressed home in spite of heavy opposition; at all times he has shown great tenacity and determination to achieve his objective.

Pilot Officer Hardy has set a fine example to his crew by his skill, courage and coolness in action. His cheerfulness and enthusiasm to proceed on operations on every possible occasion is a great encouragement to all his fellow aircrew in the squadron. In recognition of this officer's devotion to duty at all times, he is recommended for the non-immediate award of the Distinguished Flying Cross.

This recommendation was favourably endorsed by the Officer Commanding, RAF Station Graveley, on 21 May 1944, and by the Air Officer Commanding, No.8 Group, on 30 May 1944.

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HARDY, F/O George Ernest Arthur (C25250) - **Distinguished Flying Cross** - No.198 Squadron (with No.609 Squadron as of award) - Award effective 8 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 19 June 1919 in Calgary; home there. Accountant prior to enlistment. Enlisted in Calgary, 5 September 1940. To No.2 ITS, 14 October 1940. Promoted LAC, 2 November 1940; to No.6 EFTS, 3 November 1940; to No.4 SFTS, 22 December 1940. To No.1 Manning Depot, 22 March 1941, but graded as pilot and promoted Sergeant, 20 April 1941. To No.1 ANS, 22 May 1941. To No.8 BGS, apparently as staff pilot, date unclear. Promoted Flight Sergeant, date unclear. Promoted WO2, 20 April 1942. Commissioned 3 December 1942. To No.1 OTU, 9 December 1942. To "Y" Depot, 17 February 1943; to RAF overseas, 3 May 1943. Repatriated July 1945. Released 14 September 1945. Rejoined RCAF, 24 September 1948 (120735). Still in force as of 1952.

Flying Officer Hardy has taken part in a large number of sorties, many of them in close support of the ground forces. During these operations much loss has been inflicted on the enemy. By his well executed and determined attacks, Flying

Officer Hardy has played a worthy part in the success achieved.

RCAF Press Release No. 7929 dated 20 December 1944 from "Field", RAF, read:

WITH CANADIANS IN THE RAF IN HOLLAND: -- A 25-year-old Canadian Flight Lieutenant George E.A. Hardy of Calgary, (2450-20th Avenue) who was a bank cashier in Calgary, has been awarded the D.F.C., for his "well executed and determined attacks" with a Holland based rocket-firing Typhoon wing of RAF 2nd. TAF.

He was recently made a Flight Commander in a famous West Riding squadron, and has flown in many sorties in close support of our troops on the ground.

"During these operations," says the official citation. "Much has been inflicted on the enemy, by his well-executed and determined attacks. Flight Lieutenant Hardy has played a worthy part in the success achieved."

Flight Lieutenant Hardy was educated at King Edward Public School, and Central Collegiate in Calgary. A keen sportsman, he played rugby and won prizes for swimming. He joined the RCAF in September 1940 and trained as a pilot in Vancouver and Saskatoon, and served as a staff pilot in Rivers, Manitoba.

He came to Britain in the spring of 1943 and flew with two Typhoon squadrons before joining the West Riding on September 16th of this year.

Hardy has shot up tanks, gun positions, and enemy strong points, and is proud of the one Me,110 he has to his credit. He was mentioned in despatches in Rivers when he saved himself and his Anson aircraft by making a crash landing at night.

Popular with his wing, from the C.O. to the riggers and armourers, he is "Judge" Hardy to everyone. "Nothing to do with Andy's father of film fame," says Hardy, "My elder brother, now a petty officer with the Canadian Navy, nicknamed me "Judge" when I was kid – short for George, I guess."

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HARDY, F/L Harry James Henry (J20841) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1147/45 dated 13 July 1945. Born 30 May 1922 in Virden, Manitoba; home in Vancouver. Enlisted in North Bay, 19 November 1941 and posted to No.1 Manning Depot; to Technical Training School, 1

December 1941; to No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942; to No.9 EFTS; 23 May 1942; graduated 19 July 1942 and posted to No.11 SFTS; graduated and commissioned 6 November 1942. To No.123 Squadron, 20 November 1942; promoted Flying Officer, 6 May 1943; to "Y" Depot, 13 January 1944; taken on strength of No.3 PRC, 31 January 1944. Promoted Flight Lieutenant, 6 November 1944. Repatriated 5 September 1945. Released 25 October 1945. Served in RCAF Auxiliary, No.443 Squadron, 1 February 1954 to 21 September 1962 as pilot (59025).

This officer has completed a large number of operational sorties. He has attacked many heavily defended targets including bridges, railway sidings, enemy strong points, barges, locomotives, canal locks and V-1 objectives. On two occasions Flight Lieutenant Hardy has been forced to leave his aircraft by parachute but each time he has returned to operations within a few hours. During the fighting in the Ardennes area he showed outstanding ability and resolution, and despite intense anti-aircraft fire he destroyed a large number of enemy transports. An excellent flight commander both in the air and on the ground, this officer has set an outstanding example of courage, skill and devotion to duty.

NOTE: Artist Robert Bailey did a painting, **Typhoon Fury**, depicting Hardy attacking German armour in Belgium (September 1944) whilst flying Typhoon "Pulverizer 2". The work is available as limited edition prints. The artist's notes are as follows:

F/L Harry James Hardy, DFC, CD, joined the RCAF in 1941 and flew Tiger Moths, Cessna Cranes, Bolingbroke, Lysanders, Hurricanes, Kittyhawks and Harvards. After D Day he was flying Typhoons with 440 Squadron from 89 Cruelly, France. F/L Hardy lost "Pulverizer 1" when the whole squadron became lost while flying from Amiens to Brussels, and all nine aircraft force-landed. "Pulverizer 2" crash landed during the Battle of the Bulge when hit by flak from a tank, but Hardy baled out again. "Pulverizer 3" was taken off the line, presumably due to flak damage. He flew "Pulverizer 4" to the end of his tour. He completed 96 sorties with three force-landings and two bale outs.

Public Record Office Air 2/9088 has recommendation drafted by S/L H.O. Gooding, Commander Officer, No.440 Squadron, when he had flown 92 sorties (108 hours).

This officer has now completed 92 dive-bombing and strafing sorties against many heavily defended targets which included bridges, marshalling yards, enemy strong points, barges, locomotives, railway trucks, canal locks and V-1 sites.

Since becoming a flight commander he has led the squadron many times against all types of targets and has always obtained excellent results. On two occasions he has had to abandon his aircraft by parachute and each time returned to operations within a few hours.

During the Ardennes offensive, in spite of intense light flak, he destroyed a large number of enemy transport and showed outstanding ability for seeking out and destroying the enemy.

By his outstanding dive-bombing ability and good leadership he has contributed much to the rail interdiction program. He has personally destroyed and damaged a large number of locomotives, railway trucks and tankers.

Flight Lieutenant Hardy is an ideal leader of men who, by his courage, skill and determination, both in the air and on the ground, has been an inspiration and example to all members of his squadron. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

This was endorsed by W.C.F.G. Grant (10 March 1945), G/C A.D. Nesbitt (11 March 1945) and the Air Officer Commanding, No.83 Group (20 March 1945). Air Marshal A. Coningham approved the award on 13 April 1945.

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HARE, F/O Christopher Edwin Lawrence (J15232) - **Mention in Despatches** - No.458 Squadron (RAAF) attached to No.37 Squadron. Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. Born in Montreal, 10 April 1922; home in Toronto (educated there). Office clerk prior to enlistment. Enlisted in Toronto, 22 April 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 when posted to temporary holding status; to Hamilton Flying Club, 14 September 1940; to No.10 EFTS, 13 October 1940; graduated 11 November 1940 when posted to No.5 SFTS; graduated and promoted Sergeant, 28 January 1941. To Embarkation Depot, 22 February 1941. To RAF overseas, 6 March 1941. Promoted Flight Sergeant, July 1941; promoted WO2, January 1942. Commissioned 25 February 1942. Promoted Flying Officer, August 1942; Flight Lieutenant, February 1944; Squadron Leader, January 1944; reverted to Flight Lieutenant, July 1946. Trained at No.12 OTU, Benson; to No.103 Squadron (Bomber Command), May 1941; to No.458 Squadron (RAAF, Bomber Command), September 1941. With that unit to Malta and Middle East, March 1942; to No.37 Squadron, July 1942. Shot down over Africa 30 July 1942, evaded nearly three weeks but captured and made POW. Mentioned in Despatches, 2 June 1943. Escaped in September 1943 and reached Allied lines in October 1943. Left Algiers, 29 October

1943 and arrived at Whitchurch, 30 October 1943. Repatriated to Canada, 25 November 1943. To "Y" Depot, 8 January 1944. To RCAF Overseas Headquarters, 21 January 1944. Assigned to RAF Central Gunnery School, February 1944; to No.150 Squadron (Bomber Command, Flight Commander), October 1944. With BAFO HQ, Germany and No.120 (T) Wing, March 1946. To No.435 (T) Squadron, Edmonton, October 1946. To 901 ATHU, Edmonton, October 1947. Exchange officer in UK, January 1949 to June 1951. Awarded AFC, 30 June 1951. Working as staff officer at Lachine until 6 April 1953 when posted to No.426 Squadron. To Station Bagotville, 17 May 1954; to Staff College, September 1957; to No.2 FTS, Moose Jaw, August 1958; to No.2 AFS, Portage la Prairie, August 1958; to No.1 AFS, Saskatoon, December 1958; to Station Cold Lake, January 1959; to No.414 Squadron, North Bay, May 1959. Killed in a CF-100 crash when CO with No.414 Squadron in North Bay and 5000 hours flying.

Public Record Office WO 208/3316 has MI.9 report drafted from interviews of 30 October 1943. This covers capture, captivity and escape of J4693 F/L Clifford Daniel Robert Chappell (No.457 Squadron, attached to No.37 Squadron, Middle East), J6407 F/L Eugene Rodney Derick (No.252 Squadron), J15232 F/O C.E.L. Hare (No.458 Squadron, attached to No.37 Squadron, Middle East) and R85790 Flight Sergeant Stanley Gilbert Brook (No.213 Squadron). All had left Algiers on 29 October 1943, arriving at Whitchurch, 30 October 1943. Although Derick and Brook are not in the awards data base, their full stories are transcribed for insights into RCAF personnel in North Africa.

F/L C.D.R. Chappell and F/O C.E.L. Hare

We took off in a Wellington Ic from Abassia at about 2200 hours on 29 July 1942 to bomb Tobruk. The crew were as follows:

F/O Hare, RCAF (pilot and captain)
F/L Chappell, RCAF (observer)
Sergeant Barras, RAAF (second pilot)
Sergeant Shirra, RAF (wireless operator)
Flight Sergeant Warwick, RAAF (rear gunner), and
Sergeant Jones, RAF (front gunner)

We arrived over Tobruk at 0100 hours when our starboard engine failed making it impossible to bomb the main target; we bombed Tobruk aerodrome instead. The remaining engine seized at 8,000 feet and we crash landed about 30 miles from Tobruk. We had no desert rations so we "pulled" the dinghy, taking the rations and the eight gallon water tank. The whole crew then walked for nine days, suffering from water shortage; all wells were found to be empty. We approached the north road near Buq Buq and spent the day in a shanty. Here

we split the rations and set off along the road to look for water. At one point we were challenged by Italians. We ran for it and were chased south, splitting into parties of two. (We had a letter from the rear gunner when we were in POW camp saying that the other four had got back safely).

On the eleventh day we found water and continued walking.

The next day we met an Arab who gave us food and water and directions. On the fourteenth day we obtained an Arab guide at Bir Abu and set off on a course to the Quattara Depression.

On the eighteenth day we were seen by an Italian patrol in the vicinity of Ras Quatarra and captured.

We were searched and stripped of all belongings. We spent the night at the outpost.

On 18 August we were taken by the Germans to El Daba for interrogation. We refused to fill in the "Red Cross" form and, as a punishment, were returned to the Italians at Mersa Matruh. We spent five days in a POW camp there and were then taken to Tobruk, where we stayed one night. Next day we moved to Derna where we stayed five weeks. Whilst with the Italians in North Africa our food consisted of one tin of Italian meat and biscuits or bread per day - with some macaroni at Derna.

On 24 September we were flown to Lecce and were taken by train next day to Bari. From here our story is the same as F/L Derick and FS Brook.

F/L E.R. Derick

I took off from Berka at 0600 hours on 14 December [1942] as Beaufort escort on a shipping strike. My navigator was Sergeant Cameron. We were meant to contact our sea forces about 100 miles west of Malta in order to attack an enemy convoy. No contact was made with either so we set course for base. Unfortunately, through a navigational error, we made landfall 80-100 miles on the wrong side of the Agheila line. On discovering the error and because petrol was now very low, we decided to make inland and get as near to our lines as possible. When 15 miles from our lines and petrol guages at zero, we were attacked by two ME.109s. I saw my number two hit and blow up in mid-air. It was obvious that both members of the crew were killed. Having no petrol left to take evasive action, I dived to within ten feet of the ground, being hit several

times and one engine shot out of the machine. I lost control at once and the aircraft hit the ground. Cameron and I got out of the machine uninjured and after destroying the IFF both started to run south towards sand hills. After only 50 yards we were fired on by Germans and had to surrender. We were taken to a Panzer Unit Headquarters where we were relieved of various articles of dress. We managed to keep our boots and watches. After being kept two hours without interrogation we were handed over to an Italian unit on Marble Arch aerodrome.

That night the unit moved back about 100 miles towards Tripoli where we were kept for three days. Then, in company with three guards we hitch-hiked to Misurata and were put in the civil jail for two nights. Here we were asked to fill in the "Red Cross" form but only gave our name, rank and number. We then hitch-hiked to Tripoli with three new guards and were put in the Fort called Trigg (nine kilometres from Tripoli) for six days over Christmas. During this time we were given cabbage water twice a day, a small loaf and nothing else.

We were taken to Taranto by submarine where we were put in the Naval Barracks for one night. The journey took three days and night during which we crash dived at least eight times. Next day we were removed to the transit camp at Bari. At this point the narrative joins up with the other three in this report.

Flight Sergeant Brook

I was flying as No.2 in a Hurricane IIB when my squadron took off from No.72 Landing Ground near El Alamein to intercept a formation of twenty CR.42 biplane. During the mix-up which followed my guns jammed so I broke off the attack and headed for base, going out to sea to avoid flak. Two ME.109s attacked me near El Daba during which I was blinded by oil from a shot away system and lost control. When I regained control I was still being attacked and eventually had to bale out over the sea but managed to get into my dinghy. I was then strafed by Italian soldiers from the shore and had to swim in and surrender. I was kept in the front line for that night and next morning was taken to a German headquarters near El Daba for interrogation. Next day I was taken to Mersa Matruh. On the way I tripped up my guard and tried to take his revolver. However, he yelled so much that other Italians came to the rescue. The Commandant at Mersa Matruh threatened to shoot me for the attack and for wearing an Italian uniform given me after being pulled out of the sea. Nothing came of this and I was then taken to Derna from where I was flown to Lecce. On 2 December I was taken to Bari Transit Camp from which point my

story links up with the others in this report. (Informant was unable to supply dates).

Transit Camp at Bari

All four of us met in this camp and at no time were we given a thorough interrogation. Conditions were bad, there being no Red Cross parcels or fires during the winter months we were there.

We were moved to P.G. 77 Sulmona on 5 March 1943 where conditions were a great improvement on Bari.

On 8 September we heard, through the guards, that Italy has capitulated. This news took us completely by surprise.

The next morning the S.B.O. was informed of the capitulation by a Italian major (second in command of the Camp), the colonel in charge having gone elsewhere for orders. He returned the same day and on 10 September handed the command of the camp to Major F.G.H. Cochrane, South African Artillery, who gave orders that wire and walls were to be broken down. In the event of the arrival of the Germans he informed us that the Italians would guard.

Preparations for Escape:

Out of the 40 officers in the camp, so many were assigned to lead each troop compound; areas in the surrounding mountains were allotted for dispersal. No one was allowed to leave the camp until orders were given.

At 1600 hours (on 12 September) two German motor cyclists arrived and told the Italian Colonel that he would be held responsible for the safe custody of all POWs. Almost at the same time Major Cochrane had the alarm sounded on a bugle and the camp evacuated according to plan to the mountains east of the camp.

Many parties had no food so, as there were no Germans about, they returned to the Camp to collect all they could. Between 400-500 slept in the camp that night.

On 14 September the Germans arrived and surrounded the camp, capturing all those who had returned to sleep there. They also sent parties into the foot hills

where we were hiding and started to spray the bushes, etc. with machine gun fire. Opposition was put up by some Free French who had managed to get hold of a Breda gun and a few rifles. Altogether about 800 POWs were recaptured that day. Between 300-400 had left in parties and crossed the mountains leaving about 250 still in hiding.

We received an order from Major Cochrane (on 15 September) that all remaining parties were to split up and that it was a case of "every man for himself."

At 1000 hours on the same day a party of twenty Germans with Tommy Guns surrounded our position and recaptured about 100 of our unit. Derick escaped by asking a German if he might collect his belongings from a nearby wood. He did not return. Hare lay up in a bush and was not detected. Chappell and Brook, who were collecting water at the time, escaped into the woods. All four made their way over the mountains to join up again in a shepherd's hut.

The next day [16 September] we were joined by F/L Middlemass, RCAF, F/O Patrick, RCAF (both safe) and Driver F. Oliver of the D.L.I. (whereabouts unknown). Our party descended into the Caramanico Valley, where we hid for six days, being fed by Italian wood cutters.

We then moved into the village of San Vittorino where we split up among the villagers [21 September].

Ten other escaped POWs were also sheltered in this village where we stayed for 18 days. We were all supplied with peasant's clothes, retaining our army boots, which stood up very well throughout the whole journey to the British lines. Our party then split into two pairs.

Chappell and Hare went through Civitello-Buonanotte-Giuliole-Castiglione and Trivento.

Derick and Brook travelled through Limiti-San Cirlaco-Castel Frajano-San Barbara to a position west of Botte.

Both parties joined the Allied lines on 19 October [1943].

We were taken to Foggia where we gave F/L Allan a brief outline of our journey. The next day we were taken to Main Army Headquarters and interrogated on operational matters.

On 21 October we were transferred to Bari by air and the following day we were sent to Algiers via Tunis. We left Algiers for the United Kingdom on 29 October.

HARE, S/L Christopher Edwin Lawrence (J15232) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 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 2/9081 has recommendation dated 13 March 1945 when he had flown 49 sorties (357 hours). First tour was 31 sorties, 3 May 1941 to 30 July 1942, flown with Nos.103 and 458 Squadrons against Ruhr, German ports and warships before joining No.37 Squadron in Middle East for raids on Tobruk and related targets. POW, liberated when Italy quit the war. Second tour described as 18 sorties, 27 November 1944 to 16 March 1945 as listed below.

* denotes daylight operation

27 November 1944 - Frieburg
29 November 1944 - Dortmund*
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
31 December 1944 - Osterfeld
7 January 1945 - Munich
14 January 1945 - Merseburg
22 January 1945 - Duisburg
8 February 1945 - Politz
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
23 February 1945 - Pforzheim
28 February 1945 - Neuss
1 March 1945 - Mannheim*
2 March 1945 - Cologne*
7 March 1945 - Dessau
16 March 1945 - Nuremberg

Acting Squadron Leader Hare, a Canadian Flight Commander, has completed eighteen operational missions comprising 128 hours on his second tour of operations. His first tour of operations was terminated by his capture in the Middle East after a forced landing on an operational flight. Since the commencement of his second tour he has led his flight with grim determination

and steadfast resolution against the enemy, setting a very fine example to the pilots in his flight. These sorties include attacks on the heavily defended targets of Dortmund (twice), Munich, Politz, Merseburg-Leuna, Mannheim and Dessau.

Squadron Leader Hare's leadership has contributed in a large measure to the success of this squadron and is worthy of the highest praise. His outstanding ability as a Flight Commander and his strong sense of duty are only excelled by his fine offensive spirit.

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HARE, Sergeant Gordon Allan (R170919) - **British Empire Medal** - No.1 GRS (now No.1 Y Depot) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Toronto, 2 March 1922. Bell Telephone office worker, December 1940 to June 1942. Militia service with Royal Canadian Engineers, May to September 1939 (Sapper, Toronto). Enlisted in Toronto, 17 June 1942 and posted to No.1 Manning Depot. To No.16 SFTS (guard duty), 13 August 1942. To No.4 WS, 23 October 1942; promoted LAC, 24 November 1942; to No.4 BGS, 14 May 1943; graduated and promoted Sergeant, 26 June 1943. To No.1 GRS, 10 July 1943; detached briefly to attend No.3 Aircrew Graduate Training School, Three Rivers. To "Y" Depot, 13 March 1944; taken on strength of No.3 PRC, 25 March 1944 (date of embarkation from Halifax). Arrived in Britain, 2 June 1944. To No.6 (Observer) AFU, 18 April 1944. To No.20 OTU, 23 May 1944. Commissioned 28 June 1944 (J46750). To No.41 Base, 18 August 1944. To No.78 Squadron, 19 October 1944. Promoted Flying Officer, 28 December 1944. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.16 SFTS, 27 June 1945. Released 4 September 1945. Rejoined RCAF 6 May 1948 to train as Radio Officer; to Centralia, 12 May 1948; resigned 8 December 1948. Died in Calgary, 23 February 1981 as per **Legion Magazine** of June 1981.

When the aircraft in which this NCO was Wireless Operator Air Gunner crashed at sea, after sending out all possible SOS messages and vainly helping to inflate the dinghy, he swam in full flying kit, through the icy waters of the Gulf of St. Lawrence, sixty yards each way, to bring back a dinghy that had been dropped by another aircraft. His courageous action enabled the remainder of the crew to be saved as the aircraft to which they were clinging sank immediately afterwards.

Recommended 8 December 1943 by G/C A. Lewis (No.1 GRS) for Canada Medal or BEM as follows:

For outstanding courage, when the aircraft in which he was Wireless Operator

Air Gunner crashed at sea; after sending out all possible SOS messages and vainly helping to inflate the dinghy, swam sixty yards each way, through the icy waters of the Gulf of St. Lawrence in full flying kit and brought back a dinghy dropped in the water for [sic, "by"] another aircraft, thus enabling the remainder of the crew to be saved a few moments before the aircraft to which they were clinging sank.

The lives of four men saved as other members of the crew could not swim well enough to have recovered the dinghy. Incident was at 0955 hours, 13 October 1943, Anson 6128, FS W, Sorg slightly injured; others were P/O T.G. Tustin (first navigator), P/O A.B. Paul (second navigator, both uninjured). A lengthy first-person account appeared in the Toronto **Star** of 13 December 1943. Report of Accident Investigation stated that the airplane was on a navigation exercise. Both engines failed at the same time, 50 minutes from base and at 4,500 feet; forced ditching 25 miles southwest of Magdalene Islands. Aircraft floated for an hour. Their dinghy was inoperable, "The threads of the valve for the bottle being stripped." Critical comments about slow response of HSL from Souris, which was only 25 miles out from its base some one hour 46 minutes after being ordered out.

On repatriation from overseas (8 May 1945) he stated he had flown a tour of 31 sorties (183 hours 45 minutes) with No.78 Squadron (last sortie on 15 April 1945). Also flew 224.40 non-operational hours. Types overseas were Anson (38.30), Wellington (75.30) and Halifax (294.25)

RCAF Press Release No.2555 dated 3 December 1943 by F/O Ted Mosher (transcribed by Huguette Oates) reads:

Sergeant Gordon A. Hare, of Millwood Road, Toronto, Ontario, would be the first one to admit that he's not the fastest and most stylish swimmer in the world, but his crew-mates of the Royal Canadian Air Force think he's one of the handiest.

Sergeant Hare, a wireless air-gunner dived into the ocean not long ago, swam about 100 yards to a rubber dinghy that had been dropped by another plane, and towed it back to where his own plane was settling swiftly in the Atlantic. The three fliers who had been clinging to the sinking Anson got into the dinghy and were picked up a little later by a Canso flying boat. Five minutes after they climbed into the little rubber boat, their Anson went to the bottom. Sergeant Hare's unscheduled swim was all the more noteworthy in that he did not take off his heavy flying suit. He didn't figure he had time.

It happened during a patrol from an East coast operational training station. The Anson was manned by Pilot Officer T.G. Tustin, of Niagara Falls, Ontario, first

navigator; P/O A.B. Paul, Vancouver, B.C., second navigator; F/S William Sorg, Westmount Avenue, Pittsburg, Pa., pilot, and Sergeant Hare.

Both engines failed in the vicinity of Magdalen Island, and F/S Sorg sent Hare back to flash the SOS while he got her down. Hare sent the signal three times, along with the position, and just as he finished, the Anson pancaked onto the water. The pilot was thrown against the instrument panel suffering slight head injuries, but the others were only shaken. The water rose fast in the cabin as they scrambled out of the escape hatches and sat on the wings hopefully waiting for help. They had "Mae West" life preservers on, but the water was icy cold and they knew they couldn't last long in it.

Flying Control staff at their base had received the SOS signals and a high-speed rescue launch was ordered out along with 24 aircraft plus Navy craft in the vicinity. A few minutes after the Anson had hit the water, big Canso flying boats were on their way to the scene. Land planes, which had already arrived, were circling over the wrecked aircraft. Forty minutes after the Anson had struck the water, one of the Cansos, piloted by F/O R.J.E. Barichello, signalled base: "Have found aircraft – dropped dinghy – everybody appears to be okay".

As the dinghy fell 100 yards away, P/O Tustin prepared to swim for it, but Sergeant Hare protested that he was a better swimmer, and struck out in the frigid water, encumbered by his flying suit. Three quarters of the way back with the dinghy, he grew tired and P/O Tustin swam out and helped him get it to the sinking aircraft. They inflated it and climbed in.

Another Canso flying boat arrived and, landing alongside the life raft, took the four aboard. Crew members of the rescuing Canso were F/L Philip Upton, captain, of Salem, Mass., U.S.A.; F/O Arthur Teulon, second pilot, of South Duxburg, Mass., U.S.A.; F/O Roy A. Johnson, navigator, of Hamilton, Ontario; F/O Ronald March, wireless air-gunner, of Manitou, Manitoba; F/O Donald Fraser, wireless air-gunner of New Glasgow, N.S.; Sergeant Ray E. Kerr, first engineer, of Montreal, P.Q.; and Sergeant Percy R. Gonin, second engineer, also of Montreal, P.Q.

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HARGREAVES, Sergeant Owen Sainsbury (R286846) - **Commended for Valuable Services** - No.6 Communications Flight - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 September 1907 in Auckland, New Zealand.

Attended Parnell School (New Zealand) and Auckland Grammar School. Member of Army Cadets in New Zealand, 1921-1924 and New Zealand Reserve Artillery, 1924-1927. Newspaper clerk, Brett Printing and Publishing Company, New Zealand, 1924-1929; self-employed in farming and trapping in Canada, 1929-1934; general duties at Dominion Motors, Edmonton, 1934-1937; Mill Hand with Eldorado Mines, Great Bear Lake, 1937-1939. Home in Edmonton, Alberta where he was civilian Inspector and Crew Chief at No.2 AOS. Taken into RCAF, 6 June 1944 as Aero Engine Mechanic and taken on strength of No.3 Manning Depot. Held rank of Sergeant immediately upon enlistment. His hobby was parachuting and he made about ten jumps. To North-West Air Command, 3 July 1944. To Station Edmonton, 18 July 1944. To North-West Air Command, 1 June 1945. Taken on strength of No.6 Communications Flight, 25 June 1945. Promoted Flight Sergeant, 1 September 1945. Released 28 October 1946. Died in Coquitlam, British Columbia, 9 July 1998. NOTE: the late date of enlistment is confirmed on two cards at DHist. He was one of four civilian Aero Engine Mechanics at No.2 AOS chosen by W.R. "Wop" to train in para-rescue and transferred to RCAF to continue in that work when No.2 AOS was closed.

This non-commissioned officer has shown extensive initiative in this new field of endeavour as a Jumpmaster of pararescue school. His sincere efforts and hard work have done much toward the development of Search and Rescue in the Royal Canadian Air Force.

Recommended by S/L D.C. Braun, No.6 Communication Flight, for an AFM, 30 August 1945 when he had flown 800 hours (300 in past six months); text as follows:

This non-commissioned officer has shown extensive initiative in a new field of endeavour. His sincere efforts and hard work have done much toward the development of a new branch of the RCAF, namely Search and Rescue.

HARGREAVES, FS Owen Sainsbury (R286846) - **British Empire Medal** - No.6 Communications Flight - 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.

Flight Sergeant Hargreaves has set an unparalleled example for co-operation and devotion to duty. His constant planning and attention to detail has made the Parachute Rescue squad a closely-knit, smoothly operating unit that has stood ready to render aid at a moment's notice. His experience and leadership has been responsible for the fine safety record of this unit, in which no member has been injured, even in training. At no time has he considered the great personal risk involved when he has been called upon to render assistance to others.

Recommendation raised 7 March 1946 by S/L J.R. Barclay. Wording as above.

Notes: Attended Parachute Course, School of Technical Training, St. Thomas, Ontario, 13 November to 2 December 1944. Packing, Maintenance, Repair of man-carrying and supply-dropping parachutes. Graded in Theory (88/100) and Practical (94/100). "This airman proved outstanding due to previous training and experience on all phases of the course. Has excellent organization abilities and is able to put his experience over in a clear and instructional manner to the benefit of the students. Experienced parachute jumper and supply dropper off specialist course Missoula, Montana, Air Engineer License, Search-Rescue three years." (R94085 Sergeant Coulton. Instructor, 4 December 1944).

Interviewed 26 October 1946 by F/L L.F. P. Williams for DVA assessment. "Age 39, one child, education Grade XII. Employment clerk, farmer, trapper, automobile mechanic, mill worker, aircraft inspector. Enlisted as aero engine mechanic, received highest group rank, Flight Sergeant' has great ability to learn, good mechanical knowledge, good service record. Has his own fabric repair shop and northern outfitters supply shop in Edmonton, no civil reestablishment problem."

Reported 16 May 1944 to have flown about 1,000 hours as a crewman and passenger

Assessments:

"This NCO has been employed in parachute and Search and Rescue work since being posted to this station. He is very competent in this type of work. Impossible to give this NCO a trade assessment as AEM as he has not been employed on this work on this station." (F/L L.P. Worthington, No.6 Communications Flight, 6 October 1944).

"This NCO is working very hard and doing an outstanding job as NCO in charge of Search and Rescue School. He is keen, conscientious and thoroughly reliable. He is deserving of immediate promotion to Acting Flight Sergeant." (S/L L.S. Holmes, Station Edmonton, 15 May 1945)/

Assessed 28 August 1945 - "This NCO is a hard worker and shows considerable initiative and originality." (F/L J.S. Coombes, No.6 Communication Flight).

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HARGROVE, F/L William Warren (J9132) - **Distinguished Flying Cross** - No.410 Squadron - Award effective 15 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Sombra, Ontario, 29 May 1912; home there though educated in Sarnia as well as Sombra. Grocery clerk. Served as Signaller, Lambton regiment (militia), 1926-1928.

Enlisted in London, Ontario, 7 February 1941 and taken on strength of No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.4 Manning Depot, 24 April 1941. To No.22 EFTS, 4 May 1941 (guard duty); to No.1 WS, 23 June 1941; promoted LAC, 27 July 1941; to No.4 BGS, 8 November 1941; graduated and promoted Sergeant, 8 December 1941. Subsequently commissioned with effect from that date. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942. Taken on strength of No.3 PRC, 24 January 1942. To No.13 Initial Training Wing, 14 March 1942. To No.1 EANS, 30 May 1942. To No.6 AOS, 5 September 1942. Promoted Flying Officer, 1 October 1942. To No.62 OTU, 24 November 1942. To No.410 Squadron, 18 May 1943. Promoted Flight Lieutenant, 8 December 1943. Repatriated 31 January 1945. Went overseas 18 March 1945, being taken on strength of No.3 PRC, 26 March 1945. To No 2 GSU, 10 April 1945. To No.410 Squadron, 5 May 1945; To NEAS, 17 June 1945 on disbandment of squadron. Repatriated 17 October 1945; released 26 November 1945. Cited with F/L Benjamin E. Plumer (RCAF pilot, awarded DFC). Died in Wallaceburg, Ontario, 12 May 1984 as per **Legion Magazine** of July 1984 and **Airforce Magazine** of April/May/June 1985. RCAF photo PL-28982 (ex UK-9282 dated 1 April 1944) shows him.

As observer and pilot respectively, Flight Lieutenants Hargrove and Plumer have participated in many sorties. They have displayed a high degree of skill and courage, qualities which were well illustrated one night in October 1944 when they engaged an enemy fighter near Venlo. In the fight, the starboard engine was hit and caught fire. Flight Lieutenant Hargrove quickly put out the fire by means of the extinguishers, as Flight Lieutenant Plumer continued to press home his attack. The engagement ended with the destruction of the enemy aircraft. Flight Lieutenant Plumer afterwards flew his damaged aircraft to an airfield and landed it safely.

Note: Applied for Operation Wing, 31 January 1945, giving sorties as 62 (135 hours 20 minutes on operations), 18 May 1943 to 18 November 1944.

Training: Interviewed on 1 August 1940 and described as follows: " Smart appearing, above average intelligence, military training, is capable and willing. Should absorb training readily and develop into good Air Crew material. Has possibilities for Commissioned rank."

Course at No.1 WS was 23 June to 8 November 1941. Spent one hour in Flying Classroom as First Operator, three hours on Listening Watch, and six hours as sole operator in a two-seat aircraft. Courses were Theory (41/50), Radio Equipment (165/250), Morse, buzzer and lamp (160/200), Procedure (196/200), Signals Organisation (149/150), Armament (88/100), and Drill and PT (27/50). Placed 13th in a class of 112.

Course at No.4 BGS was 10 November to 8 December 1941. Flew in Battle aircraft (12.45 plus

1.45 as passenger). Fired 400 rounds on ground, 100 air-to-ground and 1,798 air-to-air. Scored 6.4 percent on Beam Test, 2.71 percent on Beam Relative Speed Test and 7.2 percent on Under Tail Test. Placed 6th in a class of 34.

Training at No.13 Initial Training Wing seems to have repeated earlier courses in Canada - Mathematics (66 percent), Navigation (74 percent), Armament (95 percent), Anti-Gas (78 percent), Law and Administration (57 percent), Hygiene (62 percent). Also tested on Buzzer, Lamp and Signals, plus Aircraft Recognition.

Assessment: "This officer has always been most conscientious in the performance of his duties; an efficient Radio Observer, and has during his stay on this squadron held the esteem of all personnel." (F/L E.E. Edinger, 12 December 1944).

RCAF Press Release No. 8296 dated 17 January, 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: - This Canadian night-fighter crew chased a German fighter straight into the deck, destroying it and its crew without firing a shot.

With an RCAF. Night-fighter wing based on the Continent, F/L Warren Hargrove, DFC, of Sombra, Ontario, was on patrol in a Mosquito for the RCAF Cougar Squadron when this unusual achievement occurred. The radio navigator and his pilot spotted a Me.110 night-fighter and attacked from above and with great speed. The rear-gunner in German aircraft opened up at them and set one of the Mosquito's engines on fire and damaged other parts of the fuselage. "My pilot followed up with his attack despite the heavy damage to our aircraft," reported Hargrove, now at an RCAF Repatriation Depot in Britain. The twin-engined Mossie maintained height and manoeuvrability on one of its powerful engines and pursued the enemy fighter. "The German kite kept weaving and twisting, losing height all the time, as it tried to keep beyond range of our cannons and machine guns," said the young navigator. "Apparently, the pilot didn't realize how low he was in all the excitement and he suddenly crashed into the ground and exploded." The RCAF crew had not fired a shot in this encounter but claimed an unusual kill. The attack had begun at 7,000 feet but the Canadian crew were at 200 feet when they pulled out of the dive which had pushed the Germans into the ground. They struggled home in the crippled Mosquito.

Overseas three years, Hargrove hopes to return to his father's store in Sombra on discharge. He expects to succeed his father, W.E. Hargrove, when he retires from the business.

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HARKINS, F/O Gordon Finley (J14242) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Sarnia, Ontario, 10 April 1919; home there. Enlisted in Windsor, 10 June 1940 in Armourer Trade. Promoted AC1, 21 October 1940. To No.3 SFTS, 23 October 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 August 1941. Remustered to aircrew and posted to No.4 ITS, 14 March 1942 (reverting to AC2); promoted LAC again, 8 May 1942; to No.2 AOS, 23 June 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 22 October 1942. Promoted Flying Officer, 11 April 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated to Canada, 14 April 1945. To No.1 WS, 27 May 1945. Released 8 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.20632) has recommendation by W/C A.J. Lewington dated 23 July 1944 when he had flown 31 sorties (199 hours 50 minutes), 17 August 1943 to 6 July 1944.

This officer, the navigator of Squadron Leader McNeil's crew, has since August 1943 completed 31 sorties over enemy territory including such heavily defended German targets as Essen, Karlsruhe and Augsburg. He also completed fifteen sorties against Italian targets when operating in the Middle East.

His outstanding ability and strong sense of duty have been a constant source of encouragement and inspiration to his fellow navigators. He has frequently acted in the capacity of Deputy Navigation Leader and has contributed much to the success of that section by his initiative and leadership.

I consider that his splendid record plus the fearlessness and fine offensive spirit he has displayed at all times fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

17 August 1943 - Palmi, Italy (6.15)
21 August 1943 - Battipaglia (6.20)
24 August 1943 - Torri Annunziata (6.35)
27 August 1943 - Solerno (3.40, turned back)
29 August 1943 - Torri Annunziata (5.55)
1 September 1943 - Alesia (6.05)

3 September 1943 - Grezzanise (6.20)
12 September 1943 - Castelneuvo (7.10)
14 September 1943 - Battipaglia (7.05)
15 September 1943 - Torre Annunziata (6.25)
17 September 1943 - Cerietrai (6.45)
21 September 1943 - Bastia, Corsica (6.50)
22 September 1943 - Formia, Italy (6.10)
24 September 1943 - Leghorn (7.35)
1 October 1943 - Formia (6.55)
3 October 1943 - Civitavecchia, Italy (45 minutes, turned back)
25 February 1944 - Augsburg (7.00)
6 March 1944 - Trappes (2.20, turned back)
13 March 1944 - Le Mans (5.20)
11 April 1944 - Kattegat (6.20)
20 April 1944 - Lens (4.50)
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Essen (5.15)
10 May 1944 - Ghent (4.00)
21 May 1944 - Heligoland (4.21)
24 May 1944 - Aachen (4.55)
27 May 1944 - Le Clipon (3.00)
31 May 1944 - Au Fevre (5.00)
5 June 1944 - Houlgate (4.35)
10 June 1944 - St. Cyr (5.15)
15 June 1944 - Boulogne, daylight (3.40)
27 June 1944 - Wizernes (4.00)
4 July 1944 - Villeneuve St. Georges (6.08)
6 July 1944 - Siracourt (4.25)

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HARKNESS, Sergeant Douglas Gregor (R206488) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Toronto, 22 November 1922; home there (supervisor). Enlisted in Toronto, 24 November 1942. Granted Leave Without Pay until 16 March 1943 when posted to No.5 Manning Depot. To No.3 FIS, 23 May 1943. To No.4 Pre-Aircrew Education Detachment, 30 May 1943; to No.1 Air Gunner Ground Training School, 25 June 1943; to No.9 BGS, 7 August 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC overseas, 8 October 1943. Commissioned 26 June 1944. To No.426 Squadron March 1944; Rear Gunner to P/O L.A. Mann.

Repatriated February 1945. To No.16 SFTS, 22 April 1945. Released 14 May 1945. RCAF photo PL-32309 (ex UK-14572 dated 6 September 1944) shows P/O D.G. Harkness, DFM of Toronto (left) and P/O M.R. Burnett, DFM, of Chelsea, Quebec, involved in same incident.

This airman has participated in numerous sorties and has proved himself to be a resolute and devoted member of aircraft crew. On one occasion he was the mid-upper gunner of an aircraft detailed to attack a target in northern France. Whilst over the target area the aircraft sustained extensive damage and dived steeply out of control. Considerable height was lost. The captain ordered the crew to leave by parachute as he fought to regain control. Sergeant Harkness stayed with his captain, however, who succeeded in levelling out. He afterwards flew the crippled aircraft back to this country, being greatly aided by Sergeant Harkness whose navigational assistance was of immense value. This airman displayed praiseworthy courage, coolness and determination throughout.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C E.C. Hamber drafted 29 June 1944 when he had flown eight sorties (36 hours 35 minutes); no sortie list but text as follows:

Sergeant Harkness was the mid-upper gunner with a Halifax crew. His aircraft was in collision with another aircraft over the target and was very severely damaged. Sergeant Harkness stuck to his position and was an inspiration to his Captain who brought his badly damaged aircraft back to this country. On his next trip his aircraft was again struck and severely damaged by heavy flak rendering the inter-communication system unserviceable. Although four members of the crew had baled out without orders, Sergeant Harkness stuck with his captain and assisted him to navigate the aircraft back to this country. This NCO is therefore strongly recommended for the award of the DFM (non-immediate).

The Group Captain commanding Station Linton-on-Ouse added his comments the same day:

Although this NCO has made relatively few operational flights, his career is already marked with two splendid examples of devotion to duty as cited above, and he is held in the highest esteem by his Captain and his comrades. I support this recommendation for the DFM but consider it should be "Immediate".

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HARLAND, F/L Garnet Robert (J9316) - **Distinguished Flying Cross** - No.10 (BR) Squadron -

Award effective 5 May 1944 as per **London Gazette** dated 5 May 1944, **Canada Gazette** dated 5 May 1944 and AFRO 1133/44 dated 26 May 1944. Born in Treherne, Manitoba, 2 December 1914. Farmed for several years and then became a teacher (three years, Barclay, Darlingford and Durban, Manitoba). Enlisted in Winnipeg, 3 February 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard duty), 24 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 7 July 1941; to No.9 AOS that date; to No.6 BGS, 27 September 1941; graduated and promoted Sergeant on 7 November 1941. Posted that date to No.2 ANS. Graduated and commissioned 9 December 1941. To Eastern Air Command, 20 December 1941; to No.10 (BR) Squadron, 30 December 1941. Promoted Flying Officer, 1 October 1942. To Station Dartmouth, 24 January 1943. Returned to No.10 (BR) Squadron, 6 April 1943. Promoted Flight Lieutenant, 1 August 1943. To Station Dartmouth, 18 August 1944 as Station Navigation Officer. To AFHQ, Ottawa, 12 January 1945. Promoted Squadron Leader, 1 March 1945. To Release Centre, 13 November 1945; released 17 November 1945. Died in Clinton, Ontario, 7 February 1993 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1993. Governor General's Records (RG.7 Group 26, Volume 57, file 190-l) has citation; notes indicate that as of recommendation he had flown 1,175 hours, 752 of them operational (94 sorties).

This officer, as Navigation Leader of a VLR Liberator squadron, has been outstanding in the organization and administration of his section. His background and ability as a Navigator has been outstanding, under his understanding guidance and example, the Navigators of his squadron have reached a very high standard of efficiency and accuracy under difficult conditions, involving as it does navigation over the entire North Atlantic. To date none of the aircraft of this unit have been lost owing to navigational error.

RCAF Press Release 2912 issued 4 April 1944 tells of a crash on Saturday, 19 February 1944 (Liberator 586) and subsequent rescue. Pilot was S/L A.T. T. Imrie, DFC. Warrant Officer A.C. Johns was Mentioned in Despatches:

An RCAF Station in Newfoundland - Five survivors of an ice-burdened Liberator bomber which crashed in the Labrador wilds with three engines dead and a fourth in flames, came back to their home station here recently after a wee-long struggle with temperatures ranging as low as 55 degrees below zero.

The sixth man aboard, Flying Officer David Griffin, RCAF public relations officer, died in the crash and was buried in a flag-draped casket at Goose Bay cemetery. With his comrades trudging behind on snowshoes, his body was taken to Goose Bay by dog teams of the U.S. Army Air Force, flown in to aid in the rescue and driven by veterans of Admiral Byrd's expedition to the South Pole.

The survivors were:

Squadron Leader A.A.T. "Al" Inrie, DFC, veteran U-boat patrol pilot and former backfielder with Calgary Bronks, McMaster University, and Balmy Beach (2001 Bloor Street West, Toronto).

Flight Lieutenant G.R. "Gar" Harland (formerly of Trehearne, Manitoba and whose wife lives at 113 Villaire Avenue, Riverside, Ontario) - navigator.

Flying Officer J.D.L. "Doug" Campbell (Cobourg resident, whose wife lives at 55 Marmore Road, Trenton), co-pilot.

Pilot Officer M.J. "Gil" Gilmour (Gravenhurst, Ontario), wireless air gunner, and WO1 A.C. "Johnny" Johns (R.R.1, Harrow, Ontario), wireless air gunner.

Word they had been found reached Goose Bay four days after they failed to reach the Labrador airport after a flight from Iceland in the teeth of the most sudden and vicious storm to lash the Atlantic coast this winter. The report of their finding came from two sources almost simultaneously - one a Labrador trapper who had heard them chopping wood and trekked all day on snowshoes to deliver a letter from S/L Imrie; the second, a U.S. search aircraft which spotted their smoke signals and a huge "SOS" tramped out with home-made snowshoes on the surface of a nearby lake. Circling low, the pilot dropped them by parachute large supplies of "K-type" emergency rations, Arctic clothing, snowshoes, sleeping bags, and cigarettes. "Stuff showered down like manna from Heaven - and it was just as welcome", said Flying Officer Campbell.

The crew brought back a detailed record of their experiences in the treacherous icing conditions which had trapped them in its deadly grip over the Straits of Belle Isle and brought them down one hour and 40 minutes later in the trees near a lonely lake 13 miles from safety at Goose Bay, just six minutes flying time away. Even while the ice was choking off their carburettors and piling several inches deep on the underside of the wings and engine cowlings, the pilots kept exact tab on the aircraft's reaction which may cast considerable light on previous disappearance of other long-range aircraft. Imrie's logbook and the accurate navigation records of F/L Harland contain careful records of each development up to a minute of the crash. Other crews of missing Liberators may have noted similar happenings - but they didn't live to bring them back.

From their messmates of the famed "Dumbo" squadron of submarine hunters stationed here in Newfoundland, Imrie's crew received a warm welcome when they were flown back from Goose Bay. In the mess that night they were piled with questions.

They told how F/L Harland had charted a "spot on" course for Goose which found them, after the crash, within a quarter-mile of their estimated position at the time they were forced down.

They told how iced up aerals and snow static rendered their radio useless, how the pilots had wrestled to keep the plunging, wallowing Liberator on course when both starboard motors went dead; how they had peered anxiously through the blizzard's white pall for high hills ahead when visibility went down to half-a-mile.

S/L Imrie was faced with the choice of landing on a lake or in the trees. Realizing the treacherous weakness of the thin ice which tops the spring-fed waters of Labrador lakes, he decided to take his chances of setting down the 27 tons of flying metal in the trees.

F/O Campbell and S/L Imrie looked over two possible spots, warned all aboard to take up their crash positions, and S/L Imrie headed for the one with the sparsest growth of scrub spruce and balsam.

With a crash of splintering wood and rending metal, the giant aircraft struck. Because the two starboard motors were dead, the pilot came in with his right wing low. Striking a tree 18 inches in diameter, the Liberator spun completely around. The tail thudded against another large tree and broke off, hurling out Griffin and Johns.

Unbuckling their safety belts, Imrie and Campbell dived through the holes where their perspex side windows had been. Lunging through snow up to their armpits, they struggled to reach the fire extinguishers carried on the outside of the aircraft. It wasn't necessary, however. The snow had put out the engine flames and S/L Imrie had cut his switch just before landing. They helped to haul F/L Harland through a gash in the roof after he had taken off his ice-encrusted flying suit. They found P/O Gilmour trapped against his radio installation by the heavy top gun turret which had broken loose and struck him a heavy blow on the shoulder.

Of Griffin and Johns, there was no sign. Just as they started to attack the twisted turret with an axe, they heard a faint tapping, as of wood against the metal fuselage.

Outside, beside the broken tail, they found a pair of flying boots upside down in the snow, feebly pressing a balsam branch which, in turn, had rattled on the fuselage. They pulled at the boots, but nothing gave. Dropping to their knees, all three burrowed like gophers with their gloved hands to claw away the snow. They rescued "Johnny" Johns. "I couldn't have lasted another minute", said Johnny. Then they returned to free "Gil" from the fallen turret. Griffin, however, was beyond help.

They prepared to spend the night beside the plane. The temperature was falling to 41 below zero and Al and Doug each gave "Johnny" a flying glove to warm his frost-bitten hands. Johns had taken off his mitts to change over fuel when the crash came and was flung into the snow in his bare hands.

They spread a red-and-white parachute beside the wreck to attract search planes, then built a fire.

Under an up-tilted wing they tramped out a sleeping place and laid a layer of balsam boughs, a half-dozen spare suits of flying clothing, three layers of silk parachutes, and greatcoats. They covered Gilmour and Johns, the two casualties, and huddled about them. Afraid the flames might ignite the fuel tanks, still laden with 800 gallons of high-octane gasoline, they let the fire go out the first night. The temperature fell to 45 degrees and all were too cold and miserable to sleep.

The spent the next day improving their shelter by carpeting it with flight maps and small sheepskin rugs they were bringing as souvenirs from Iceland.

F/O Campbell chopped wood and salvaged necessities from the aircraft. From metal covers of life raft canisters they made cooking tins, to melt snow water and to heat food. From twisted metal bomb doors they made a base for the wood fire.

All took turns searching for the "Gibson Girl" portable radio, which would have enabled them to communicate with Goose Bay or sent out a continuous "SOS" in Morse but it was never found, though they dug in the snow with wood and bits of metal. They rationed their meagre supplies sparingly, for three of the six

emergency ration kits had been lost in the wreck. Each man was allotted three-quarters of a tin of corned beef, three squares of chocolate, and three or four hardtack biscuits daily, this slender ration permitting a piece of meat about the size of a condensed beef cube for each of two meals.

Saturday night the mercury dropped to 55 below and only "Johnny" was able to sleep. Watch was kept all night to stoke up the fire and pull covers over anyone who might doze off with an arm or a leg outside.

Sunday [20 February] they tried to make snowshoes from the "catwalk" and cartridge belts but failed. "Johnny's" idea of making them, Indian-fashion, from evergreen boughs and parachute cord, was successful and plans were made to make snowshoes for all later.

They saw aircraft directly overhead Sunday, but it was so cold the Very pistol and marine signals failed to go off until the searchers had passed out of sight. A brisk wind whisked away smoke signals as soon as they topped the trees. Cold jammed their machine gun after two shots.

On Monday morning [21 February] they were found by a trapper, Jim Goudie, who heard them chopping wood while touring his traplines. Carrying a letter from Imrie setting forth their position and the state of the crew, he set out on snowshoes for Goose Bay. He arrived there about the same time that an American DC-3 sighted their smoke signals and immense "SOS" on the nearby lake.

Soon Group Captain Hanchett-Taylor and S/L Ross Robertson, medical officer, landed in a ski-equipped Norseman with food, sleeping bags and six thermos jugs of steaming coffee. The skis dug into the treacherous, soggy snow, and the rescuers, too, were marooned. But all knew rescue was just a matter of time. A Piper Cub flown by Americans was mired a day later, though it eventually got off with Gilmour and Johnson.[sic - Johns].

Imrie, Campbell and Harland were all strong enough to make the journey to Goose Bay on foot and Friday morning [25 February] the little party set off on snow with U.S. Army dog teams in charge of Captain Ed Goodale of Ispwich, Massachusetts, and Master Sergeant Dick Moulton of Wonalancet, New Hampshire, both of whom had been with Admiral Byrd at the South Pole. Making camp in mid-afternoon, the party reached Goose Bay at noon Saturday.

Application for Operational Wing

Document prepared 24 November 1944 listing the following sorties (all to 13 January 1943 were on Digby aircraft; later flights on Liberators):

15 January 1942 - convoy escort (5.40)
20 January 1942 - anti-submarine sweep (3.45)
26 January 1942 - convoy escort (8.00)
5 February 1942 - Anti-submarine sweep (1.45)
16 February 1942 - Convoy escort (3.15)
29 March 1942 - Convoy escort (10.15)
30 March 1942 - Anti-submarine sweep (9.40)
4 April 1942 - Convoy escort (11.35)
5 April 1942 - Anti-submarine sweep (6.00)
7 April 1942 - Anti-submarine sweep (8.30)
21 April 1942 - Reconnaissance (11.45)
26 April 1942 - Convoy escort (10.35)
29 April 1942 - Convoy escort (7.05)
4 May 1942 - Anti-submarine sweep (4.35)
5 May 1942 - Convoy escort (4.05)
6 May 1942 - Anti-submarine sweep (6.20)
7 May 1942 - Anti-submarine sweep (10.00)
16 May 1942 - Convoy escort (10.15)
17 May 1942 - Anti-submarine sweep (9.45)
18 May 1942 - Reconnaissance (9.30)
20 May 1942 - Convoy escort (11.00)
26 May 1942 - Anti-submarine sweep (7.20)
31 May 1942 - Anti-submarine sweep (4.35)
3 June 1942 - Anti-submarine sweep (8.40)
8 June 1942 - Convoy escort (5.00)
9 June 1942 - Anti-submarine sweep (6.25)
14 June 1942 - Anti-submarine sweep (10.20)
16 June 1942 - Convoy escort (7.35)
18 June 1942 - Convoy escort (12.45)
19 June 1942 - Convoy escort (7.55)
23 June 1942 - Convoy escort (6.25)
25 June 1942 - Convoy escort (7.45)
28 June 1942 - Anti-submarine sweep (10.10)
29 June 1942 - Convoy escort (4.35)
30 June 1942 - Anti-submarine sweep (10.40)

28 July 1942 - Reconnaissance (11.00)
29 July 1942 - Reconnaissance (4.35)
31 July 1942 - Convoy escort (50 minutes)
31 July 1942 - Convoy escort (12.20)
1 August 1942 - Reconnaissance (5.05)
2 August 1942 - Reconnaissance (6.20)
3 August 1942 - Reconnaissance (6.10)
3 August 1942 - Reconnaissance (3.05)
4 August 1942 - Reconnaissance (4.15)
5 August 1942 - Reconnaissance (3.20)
8 August 1942 - Convoy escort (9.15)
11 August 1942 - Reconnaissance (5.40)
16 August 1942 - Reconnaissance (40 minutes)
16 August 1942 - Reconnaissance (4.10)
19 August 1942 - Reconnaissance (6.55)
20 August 1942 - Convoy escort (10.35)
22 August 1942 - Reconnaissance (8.35)
27 August 1942 - Convoy escort (9.30)
28 August 1942 - Convoy escort (12.30)
29 August 1942 - Convoy escort (8.10)
30 August 1942 - Reconnaissance (8.40)
6 September 1942 - Anti-submarine sweep (8.45)
7 September 1942 - Anti-submarine sweep (8.00)
9 September 1942 - Reconnaissance sweep (8.35)
1 October 1942 - Convoy escort (10.15)
7 October 1942 - Reconnaissance sweep (4.05)
10 October 1942 - Convoy escort (2.20)
11 October 1942 - Convoy escort (8.10)
13 October 1942 - Anti-submarine sweep (10.00)
8 November 1942 - Convoy escort (6.30)
9 November 1942 - Anti-submarine sweep (6.25)
19 November 1942 - Convoy escort (4.45)
20 November 1942 - Anti-submarine sweep (9.30)
21 November 1942 - Convoy escort (7.10)
29 November 1942 - Anti-submarine sweep (6.15)
4 December 1942 - Anti-submarine sweep (7.45)
5 December 1942 - Anti-submarine sweep (7.15)
6 December 1942 - Anti-submarine sweep (10.20)
7 December 1942 - Anti-submarine sweep (10.00)
9 December 1942 - Anti-submarine sweep (6.55)

10 December 1942 - Anti-submarine sweep (6.55)
17 December 1942 - Convoy escort (8.30)
18 December 1942 - Anti-submarine sweep (6.30)
19 December 1942 - Anti-submarine sweep (7.50)
24 December 1942 - Convoy escort (9.30)
25 December 1942 - Convoy escort (10.00)
13 January 1943 - Convoy escort (8.00) TOTAL DIGBY TIME - 622.15
17 June 1943 - Convoy escort (13.10)
21 June 1943 - Convoy escort (11.40)
25 June 1943 - Convoy escort (11.10)
1 July 1943 - Convoy escort (14.30)
4 July 1943 - Convoy escort (13.30)
11 July 1943 - Convoy escort (12.35)
29 August 1943 - Convoy escort (13.20)
4 September 1943 - Convoy escort (11.30)
24 September 1943 - Anti-submarine sweep (10.00)
3 October 1943 - Convoy escort (13.35)
30 October 1943 - Anti-submarine sweep (1.55)
25 August 1944 - Anti-submarine sweep (8.10, with No.11 Squadron)

Training: Interviewed 2 July 1940 by F/O H.F. Gyles - "Rugged, mature, confident. Conscientious. Sincere. Good pilot material."

Course at No.3 ITS was 16 May to 21 June 1941. Courses in Mathematics (83/100), Armament, practical and oral (93/100), Signals (100/100), Drill (86/100), Law and Discipline (49/60), and Hygiene and Sanitation (39/40). Placed sixth in a class of 26. "Serious minded. Has splendid educational background. Neat, keen and alert. Splendid appearance and personality. Solid type. Responsible, recommend for commission."

Course at No.9 AOS was 7 July to 29 September 1941. Anson aircraft (28 hours as first navigator by day, 38.15 as second navigator by day, 7.20 hours as first navigator by night, 8.20 as second navigator by night). Proficiency as Navigator graded as 420/500. Courses on ground were DR Plotting (113/150), DR and DF, W/T written (182/200), Compasses and Instruments (126/150), Signals (80/100), Maps and Charts (87/100), Meteorology (86/100), Photography (85/100), Reconnaissance (81/100). Placed third in a class of 39. "A good leader, class senior throughout course. Cautious and dependable in the air. Would make a good instructor and a very fine officer." (F/L K.S. Petersen).

Course at No.6 BGS was 29 September to 7 November 1941. Battle aircraft (13.45 bombing by day, 11.25 gunnery by day). Dropped 53 bombs high level and eight low level. In gunnery scored

nine percent hits in Beam Test, 6.4 percent in Beam Relative Speed Test and 8.6 percent in Under Tail Test. Fired 1,094 rounds air-to-air. Examined in Bombing, written (101/150), Bombing, practical (132/150), Gunnery, written (78/100) and Gunnery, practical (74/100). "His bombing results are very good and his low level will improve in time." "His air firing results are very satisfactory." Placed tenth in a class of 36. "One of the best type of airmen in his class. He has much personality and is recommended for commissioned rank."

Advanced Air Observer Course at No.2 ANS was 10 November to 8 December 1941. Flew 7/05 hours as first navigator by day, 10.35 hours as second navigator by day, 8.15 hours as first navigator by night, 13.50 as second navigator by night). Ground courses in Astronomical Navigation, Plotting (121/150) and Astronomical Navigation, written (71/100). "Should do well on operations and should exert a steadying influence on his crew. Plenty of common sense." Placed tenth in a class of 77. Commanding Officer (F.R. Miller) wrote, "Good background and personality. Popular with his classmates. Has all the requirements of a good officer."

Selected Assessments: "As yet relatively inexperienced. Nevertheless displaying commendable enthusiasm and aptitude for his work." (W/C C.L. Annis, No.10 Squadron, 9 June 1942).

"This officer has good knowledge of his work and is a very practical navigator." (S/L J.M. Young, Gander, 5 November 1942)

"This officer is over a year on service with this unit; has shown marked ability as a Navigator. As Navigation Officer he has carried out his duties of administration and lecturing in a capable manner." (S/L A.M. Cameron, 23 January 1943).

"Has had Operations Room experience at Eastern Air Command Headquarters. Will make a good staff officer on conclusion of tour of duty here. Is slated for position of Navigation Leader in this squadron on conclusion of tour of duty here of F/L Layton. (W/C C.L. Annis, 21 June 1943).

11 January 1944 - Recommended for Air Force Cross by W/C M.P. Martyn; concurred in by A/V/M G.O. Johnson. Not approved and otherwise does not appear on file.

"This officer is Navigation Leader in this squadron and as such has organized this branch until it is one of the finest in Eastern Air Command." (S/L R.F. Milne, No.10 Squadron, 10 April 1944).

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HARLE, F/L Robert Gordon (J12964) - **Mention in Despatches** - No.145 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11

May 1945. Born 24 January 1918. Home in Peterborough; enlisted in Toronto, 27 August 1941. Granted Leave without pay until 24 September 1941 when posted to No.1 Manning Depot. To No.5 ITS, 25 November 1941; graduated and promoted LAC, 16 January 1942) when posted to No.6 AOS; graduated 25 April 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 6 June 1942 when posted to No.1 ANS; graduated and commissioned 20 July 1942. To Halifax, 27 July 1942; to Yarmouth, 18 August 1942; to No.145 (BR) Squadron, 26 October 1942. Promoted Flying Officer, 1 April 1943. Attained rank of Squadron Leader, 1 April 1945. Released 3 August 1945.

This officer is a navigator of high merit and he has flown hundreds of operational hours in anti-U-Boat patrols in the North Atlantic. At all times he has demonstrated skill and devotion to duty of a very high order. As squadron navigation leader he has been instrumental in maintaining a high standard of navigation and he has set a splendid example to all ranks.

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HARLEY, F/L Alvin Ernest (J3702) - **Mention in Despatches** - No.135 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 19 October 1915. Home in London, Ontario; enlisted there 20 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. To RAF, date uncertain. Promoted Flying Officer, 23 January 1942. Repatriated 16 June 1942. To No.2 BGS, 2 July 1942. To No.135 Squadron, July 1942. Promoted Flight Lieutenant, 1 August 1942. To Western Air Command Headquarters, 7 February 1943. To No.135 Squadron, 8 May 1943. To Release Centre, 8 March 1945. Retired 19 March 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 2 February 1944. Had flown 140 operational hours with No.401 Squadron, April 1941 to June 1942. Claimed one enemy aircraft destroyed (two shared) and three damaged. DHH cards indicate the following claims - 27 October 1941, one Bf.109 damaged, Poperinge; 12 February 1942, one Bf.109 destroyed (shared with two others) and one Bf.109 damaged, Calais/Dunkirk.

Following a tour of duty overseas this officer is now acting as a flight commander. In this position he has displayed skill, courage and devotion to duty of a very high order. His enthusiasm and organizational ability have been invaluable to his squadron and his qualities a source of inspiration to all under him.

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HARLEY, Sergeant Nadine Hope (W311310) - **British Empire Medal** - No.7 Photographic Wing - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Home in Toronto; enlisted there 12 February 1943. Granted leave without pay until 18 February 1943 when posted to No.7 Manning Depot. To No.2 Composite Training School, 18 March 1943. To AFHQ, 15 April 1943. Promoted AW1, 16 April 1943. Promoted LAW, 1 October 1943. Promoted Corporal, 1 November 1943. Promoted Sergeant, 1 February 1945. To No.13 (Photographic) Squadron, 1 April 1946. Retired 19 October 1946. Invested with award on 7 November 1949 at Government House. Died November 2018. Photo PL-48196 shows her after investiture. Governor General's Records (RG.7 Group 26 Volume 60, file 190-I, dossier 9) has citation.

This airwoman has performed her duties in charge of the squadron orderly room of the wing for the past two years with praiseworthy efficiency and devotion to duty. She has worked energetically and cheerfully for long hours and has at all times given the utmost co-operation to her officers, both in the field and when based at Rockcliffe.

The following obituary appeared in the Ottawa **Citizen** of 7 November 2018:

Late one night in 1942, Nadine crept downstairs to a room in the basement where her father kept his important papers, sorted through them, and found the needed documents and ran away from home to join the air force. She was 18, and as the recruiting office noted, a very determined young woman. She was posted to RCAF Rockcliffe.

During the war, she received top secret clearance for the work she was doing, and was awarded the British Empire Medal. This was also when she discovered her love of flying.

At the end of the war, wishing to continue flying, she joined the Ottawa Flying Club where she met the president of the club, and her future husband, Col. L.A. (Chips) Smallwood. In addition, she joined the Gatineau Gliding club where she became a member of the board of directors, and set a woman's altitude record for glider flight.

She also became an amateur radio operator, VE3AKI, and took up painting, photography, and skiing.

Nadine - or "Dean" as she was known to their friends - and Chips were keen pilots and sailors. They would fly down to Toronto Island, and then head over to the Royal Canadian Yacht Club and spend the weekend sailing their boat, the "Lauren."

When Chips died in 1963, Nadine, with two small children in tow, decided to find a summer place close to home and headed up to the Gatineau's where she found land at the beautiful - and at that time, undeveloped north end of Grand Lake. With no road, running water, or electricity, Nadine had a summer home built, and it became her cherished retreat for the next 5 decades. It was here that she felt most comfortable, and at peace, close to nature. Over the years more land was acquired to protect and preserve the area for the various species of wildlife, and it has become a relaxing get-away for the entire extended family and their friends.

Throughout her working career, her attention to detail, knowledge of three languages, and list-making ability were appreciated at Spartan Air Services, National Research Council, and the Federal Civil Service. After a brief retirement, she returned to work at Andrex Holdings until she was 84.

She also attended Carleton University part-time, taking courses in Public Administration, Islamic Architecture, and Eastern Religions. When not studying or working, she was busy with her organic garden, and stained glass work.

A strong and determined woman, Nadine never let any obstacle stop her. She always kept a stiff upper lip and a sense of humour, no matter what the challenge.

She was predeceased by her 1st husband Col. L.A.(Chips) Smallwood (1963) and her 2nd husband J. Lennox Garrett (1986). She is remembered with love by her daughter, Cathy Smallwood (John Bell) and her son, Sandy Smallwood (Mary Anne). Also her grandchildren: Andrew Goss (Christine White) of Kingston ON, Nadya Bell (Dave Mundy) of St John's NL; and Elspeth, Harley, and Meredith Smallwood, all of Ottawa ON. Her three great-grandchildren, Chloe, and Lily (Kingston), and Sonny (St. John's) all share her adventurous spirit and determination.

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HARLING, F/L David William Armstrong (J11481) - **Distinguished Flying Cross** - No.416 Squadron (deceased) - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born in Liverpool, England, 10 January 1921; educated at McGill University; member, COTC. Home in Montreal; enlisted there, 20 July 1940 and posted to No.1 Manning Depot. To camp Borden, 16 August 1940. To No.2 ITS, Regina, 31 August 1940; graduated and promoted LAC, 30 September 1940 when posted to No.2 Manning Depot, Brandon; to No.6 EFTS, Prince Albert, 6 October 1940; graduated 27 November 1940 when posted to No.1 SFTS, Camp Borden; graduated 12 February 1941 as a Sergeant Pilot). To Station Trenton, 12 February 1941. To No.2 SFTS, Uplands, to instruct, 2 May 1941. Promoted

to Warrant Officer (2nd Class), 12 February 1942; commissioned 15 April 1942; promoted Flying Officer, 15 October 1942. Struck off strength of No.2 SFTS, 28 December 1942 on posting to "Y" Depot. To overseas, 2 February 1943; disembarked in Britain, 13 February 1943. To No.14 (P) AFU, 16 March 1943 although this seems to have been changed at once to No.5 (P) AFU. To No.57 OTU, 11 May 1943. To West Kirby, 1 August 1943. Returned to No.57 OTU, 11 August 1943; to No.416 Squadron, 8 October 1943. Promoted Flight Lieutenant, 15 April 1944. Killed in action, 1 January 1945, Spitfire SM304, while attempting to take off during German air attack). Buried in Belgium. Victories as follows: **26 August 1944**, one FW.190 destroyed (Spitfire MK827); **27 September 1944**, one FW.190 destroyed plus one Bf.109 destroyed plus one Bf.109 damaged, all west of Bocholz (NH408); **29 September 1944**, one FW.190 destroyed, Emmerich (NH408); **30 September 1944**, one Bf.109 destroyed, Nijmegen (NH408), shared with another pilot).

Flight Lieutenant Harling has shown himself to be an outstanding pilot and an excellent flight commander. Since D-Day he has either destroyed or damaged thirty enemy mechanical vehicles. In addition he has destroyed at least four enemy aircraft and damaged one. Both in the air and on the ground Flight Lieutenant Harling has displayed commendable courage, keenness and consistent devotion to duty.

HARLING, F/L David William Armstrong, DFC (J11481) - **Belgian Croix de Guerre 1940 with Palm** (deceased) - Awarded 17 July 1948 as per **Canada Gazette** of that date and AFRO 455/48 dated 23 July 1948.

NOTE: Assessed 30 September 1941 as follows: "A very capable instructor, popular with both flying and ground personnel. His ability, demeanour and attitude made him definitely suitable for promotion to a commissioned rank. His appointment to commissioned rank is strongly recommended."

Assessed 9 November 1942 as follows: "A former Non-Commissioned Officer flying instructor who is very experienced. His retention in the Service is recommended." (F/L R.C. Stovel). "He must concentrate on his department and cultivate good leadership in adherence to all orders and regulations at all time thereby setting an example to his juniors." (G/C F.A. Sampson, No.2 SFTS).

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HARLING, P/O Russel (C16909) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Montreal, 20 May 1912; family moved to Winnipeg in 1923. Joined

his father in business (Harling Mill Agencies, with which he was associated into his 70s. Enlisted in Winnipeg, 31 August 1939 for General Duties. With No.11 Coastal Artillery Cooperation Squadron as of 18 December 1939. Proceeded overseas with No.110 Squadron, 25 February 1940. Promoted AC1, 1 May 1940 when reclassified as Air Gunner. Promoted LAC, 1 August 1940. Promoted Sergeant, 7 August 1940. To No.419 Squadron, 1 May 1942. Ditched in North Sea, 2 July 1942. Commissioned 8 December 1942. Second ditching 27 February 1943. Promoted Flying Officer, 4 June 1943. Repatriated 23 September 1943. To No.3 BGS, 19 January 1944. To Boundary Bay, 26 March 1944. To No.5 OTU, 31 March 1944. Promoted Flight Lieutenant 4 December 1944. Retired 17 September 1945. The Winnipeg Free Press, 15 November 2002, reported the death of Russel Harling on 11 November 2002 but gave birth date as 20 June 1912.

Pilot Officer Harling has taken part in numerous bombing operations against enemy centres such as Hamburg, Le Creusot, and targets in the Ruhr. During an attack on Bremen in September 1942, his aircraft sustained such severe damage to the petrol tanks that it was forced to descend on the sea. Again, whilst engaged on mining operations in February 1943, his aircraft was engaged at close range by an enemy anti-aircraft ship and had both port engines put out of action. The aircraft was compelled to come down on the sea and Pilot Officer Harling spent twenty-two hours in a dinghy before rescue. In addition to these harrowing experiences he had several combats with enemy night fighters, destroying one. He has completed an arduous tour of operations with unflinching courage and coolness.

On the occasion of his second 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 Kriegsmarine 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.

RCAF Press Release 1675 dated 15 May 1943 reads as follows:

London (RCAF News Service) - Pilot Officer Russell Harling of 192 Home Street, Winnipeg, is one of the few members of the RCAF to hold a "dinghy badge and bar". Many Canadians are members of the Goldfish Club and hold a dinghy badge. "Goldfishers" are airmen who have come down in the sea, spent some time in a dinghy and were rescued. They gain a "bar" to their dinghy badge when they repeat the performance.

Harling first became a member of this unofficial club last September when he and his crew mates, returning from a raid on Bremen, had to ditch their aircraft after it ran out of gas. The aircraft's tank had been holed by flak. They spent three and a half hours in the dinghy before being rescued.

He was awarded a "bar" to his dinghy badge after a mine laying trip in February. Their Halifax, which was piloted by Flight Sergeant Bill Gray of Winnipeg, was just about to start the mine-laying run when a flak ship was sighted ahead and directly in the line of flight. Bill hoiked [sic] the big kite over hard, but not hard enough to avoid the flak that came lashing up at them.

The hydraulics were shot away and the port outer engine packed up completely. Lowering the bomb doors by hand, the crew went on to sow their mines. The job done, they climbed and headed for home. Then the port inner engine went dead. Only 3,000 feet at the time, and losing a hundred feet a minute, Bill ordered the crew to take up ditching positions. Before they hit, Flight Sergeant Gordie Low, of Edmonton, the wireless operator, sent out a fix, giving their position to base.

Cold, wet and miserable, the crew huddled together and covered themselves with a parachute to try and keep out the biting wind. The rest of the men in the dinghy were: Flying Officer W.J. McNichol, bomb aimer, Meyrone, Saskatchewan; Flight Sergeant C.O. Hancock, navigator, Strome, Alberta; Sergeant C. Wilby, flight engineer, Winnipeg [note: later awarded DFC with No.408 Squadron], and Flight Sergeant W.S. Braniff, mid-upper gunner, New Orleans, U.S.A.

They cracked jokes to pass the time away and between jokes kept wondering if Gordie's message had got through. They climbed into that dingy just after dark and sat there all through the night and the next day. Both the RAF and the Navy were on the job; a race developed and an RAF launch reached the dinghy first. It was the launch's first rescue.

Harling joined the 112, City of Winnipeg Auxiliary Squadron in August 1939. When the war broke out he joined 110 Squadron and took the first air gunner's course at Rockcliffe. He came overseas with 110 and flew in Lysanders. He was posted to the "Moose" squadron early in 1942 and has been with them ever since.

NOTE: DHH file 181.003 (D.53) has several combat reports which are particularly relevant to this officer (number given as J16909):

Report of 29 May 1943

At 0116 hours at a position 50.40'N 07.30'E, whilst on operations to Wuppertal on the night of May 29th, 1943, the Rear Gunner of Halifax "R", serial BB323 of No.419 Squadron, sighted a light dead astern which appeared to be moving in fast. The height of the Halifax was 18,000 feet, and the Indicated Air Speed 189 m.p.h.

The light was extinguished and shortly afterwards an aircraft was seen to move to the port quarter at a range of 650 yards.

An attack was then commenced from a range of 500 yards. Evasive action was immediately taken - a dive to port - and at the same time the Rear Gunner opened fire with a long burst. The fighter closed to 300 yards but did not open fire owing to drastic evasive action taken by the Halifax pilot.

The fighter was seen by the engineer to break away to port beam below and was not seen again.

The visibility during this encounter was good, with no cloud, making it possible for lights to be seen on the ground that may have been assisting the fighter.

This encounter occurred south of the target area on the turning point indicated by P.F.F. markers.

Rear Gunner: J.16909 P/O R. Harling, trained at No.1483 T.T. and G, Newmarket

Report of 12/13 June 1943

Whilst on operations, Bochum, at 0202 hours on the night of 12th/13th June 1943, just before reaching the Zuider Zee on the return journey at a position 52.44'N 06.03'E flying at a height of 17,000 feet, the Rear Gunner of Halifax "R" serial number BB323 of No.419 Squadron sighted a light on the starboard quarter below, at a range of 1,000 yards. The Rear Gunner gave instructions to the Engineer in his Astro Hatch, to watch this light and himself carried out a search, spotting another light shortly afterwards on the port beam, also at a range of approximately 1,000 yards. The aircraft on the port beam, still with its

light on, was the seen by the Rear Gunner to approach fast, pulling round to the port quarter to make an attack from slightly above. The Rear Gunner gave evasive action, a climbing turn to port, and opened fire at 500 yards, the aircraft closing to 300 yards, during which time the fuselage burst into flames.

It was next seen by three other members of the crew to be going down in flames on the port quarter; the pilot obtained a particularly good view of it as it exploded and fell in three burning masses to the ground. By this time the second aircraft was reported by the Engineer to be closing in fast from the starboard quarter below.

The Rear Gunner gave the pilot "Dive to Starboard" but did not open fire as the range was too great. The light on the enemy went out and it was lost to view; no further contact was made.

The first Ju.88 attacked is claimed as destroyed. The visibility during this encounter was clear with no cloud above or below, the moon being on the starboard bow. There was no visible ground assistance to the fighter.

Rear Gunner P/O R. Harling (J.16909) trained at 1483 TT and G, Newmarket.

Report of 19 June 1943

At a position 49.13'N, 00.30W while returning from operations to Le Creusot on the night of June 19th, 1943 at 0341 hours, and at a height of 7,000 feet, the Wireless Operator of Halifax "R", serial no. BB323 of No.419 Squadron sighted an enemy aircraft on the port bow, level, at a range of 800 yards flying on a parallel course. It moved round to the starboard and was lost to sight and was then picked up by "Monika" and was sighted again five seconds later by Rear Gunner on the starboard quarter below at a range of 700 yards coming in fast.

Evasive action was given by the Rear Gunner - a dive to starboard and at the same time the Rear Gunner opened fire. The fighter, identified as a FW.190, came in to 300 yards and then climbed very rapidly to port beam above to a range of 900 yards where it flew straight and level, the Rear Gunner losing sight of it and given his pilot "Resume Course".

A second attack was made from port beam above. When the range was at 700 yards evasive action was given, a climb to port, and the Rear Gunner opened fire at 500 yards range. The fighter broke away to port quarter below and was lost

to view.

No rounds were fired by the FW.190, whilst the Rear Gunner fired 300 rounds during these two encounters.

These combats took place over the French coast; the weather was perfectly clear, with a full moon, but no visible ground assistance was given to the fighter.

"Monika" worked during both these encounters up to a range of 800 yards.

Rear Gunner, P/O R.Harling (J.16909) trained at No.1483 TT and G Flight

Combat of 21 June 1943

At a position 51.25'N, 06.00'E, while headed toward the target of Krefeld, the pilot of Halifax "R", serial number BB.323 of No.419 Squadron at a height of 18,000 feet, sighted an aircraft which carried a light, on the port bow 800 yards away. The pilot was making a turn to port at the time but immediately straightened out and went on a level course.

The fighter started to attack from the port quarter, 800 yards range with the light still on. The Rear Gunner gave evasive action - a dive to port - and at the same opened fire when the fighter had closed to about 600 yards.

The attack was broken to part at about 400 yards, the aircraft being identified by now as a single-engine fighter, believed to be a FW.190. A red glow was observed on the fighter as it dived down, and it soon burst into flame. The crew watched it as it hit the ground and exploded, burning for some time after.

Approximately 250 rounds were fired during the attack. Guns and turret worked satisfactorily. The fighter is claimed as destroyed.

Visibility was hazy as the fighter was on the dark side of the moon. No visible ground assistance. The time of the encounter was 0149 hours.

"Monika" did not work during the attack.

Rear Gunner: P/O R. Harling (J.16909). Trained at 1483 TT and G Flight.

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HARLOW, P/O Robert Grant (J87953) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 19 November 1923 in Prince Rupert, British Columbia; home in Prince George. Enlisted in Vancouver, 23 January 1942. To No.3 Manning Depot, 28 March 1942. To No.10 Repair Depot, 1 April 1942. To No.4 ITS, 23 May 1942; graduated and promoted LAC on 17 July 1942 but not posted to No.5 EFTS until 27 August 1942; may have graduated 23 October 1942 but not posted to No.3 SFTS until 7 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 May 1943. Commissioned 10 July 1944. Repatriated 25 January 1945. Retired 10 April 1945. He was a graduate of the University of British Columbia (1948) and the University of Iowa (1951) and worked for the CBC from 1951-65 (director of radio for the BC region 1954-65). In 1965 he became head of UBC's creative writing dept, where he encouraged and influenced several prominent Canadian writers early in their careers. Harlow's novels include **Royal Murdoch** (1962), **A Gift of Echoes** (1965) and his best-known and finest work, **Scann** (1972), which make up the Linden trilogy, named after the imaginary northern BC town that figures in the settings of all 3 books. Later works are **Making Arrangements** (1978), **Paul Nolan** (1983) and **Felice: A Travelogue** (1985) and the novel **The Saxophone Winter** (1988). No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 7 November 1944 when he had flown 31 sorties (135 hours 25 minutes), 16 June to 23 October 1944.

Pilot Officer Harlow has completed a very large number of sorties as pilot in four engined bombers. He has attacked successfully such heavily defended targets in Germany as Sterkrade, Hamburg, Duisburg, Dortmund and Essen. On all his sorties he has shown a fine offensive spirit, pressing home his attacks with keen determination, ignoring all defences the enemy had to offer, and obtaining excellent photographs of the objective. More recently, on tactical targets, he has more than once descended far below the safe bombing height in order to make certain that his bombs went on the target.

Pilot Officer Harlow has, by his cheerful nature and aggressiveness, been an inspiration to his crew and a fine example to the squadron.

The sortie list was as follows:

16 June 1944 - Sterkrade (4.10, second pilot)
23 June 1944 - Bientques (4.00)
24 June 1944 - Bamieres (4.25)

26 June 1944 - Foret d'Eawy (4.15)
4 July 1944 - Villeneuve St. George (5.35)
5 July 1944 - Siracourt (4.00)
6 July 1944 - Coqueraux (4.10)
7 July 1944 - Caen (4.10)
12 July 1944 - Creil area (4.35)
15 July 1944 - Bois de Jardines (3.40)
27 July 1944 - Hamburg (5.30)
1 August 1944 - Bois de Forestel (3.20)
2 August 1944 - Bois de Casson (4.10)
3 August 1944 - Bois de Casson (3.50)
5 August 1944 - St. Leu d'Esserent (5.00)
7 August 1944 - Caen (3.50)
10 August 1944 - La Pallice (6.10)
11 August 1944 - Montrichard (5.15)
14 August 1944 - Bons Tassilly (4.10)
15 August 1944 - Brussels (3.50)
25 August 1944 - Brest (4.55)
27 August 1944 - Mimoyecques (3.00)
30 August 1944 - Ile de Cezembre (4.55)
3 September 1944 - Volkel (3.20)
25 September 1944 - Calais (3.30)
26 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (4.45)
28 September 1944 - Cap Gris Nez (3.15)
6 October 1944 - Dortmund (5.30)
12 October 1944 - Wanne Eickel (4.45)
23 October 1944 - Essen (4.50)

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HARMAN, F/L Robert Edward (J10610) - **Commended for Valuable Services** - No.6 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 29 June 1920. Home in Edmonton; enlisted there 4 June 1941. Trained at No.2 ITS (graduated 24 September 1941), No.19 EFTS (graduated 22 November 1941), and No.12 SFTS (graduated 10 April 1942). To No.31 GRS, 11 April 1942. Postings unclear until he went to "Y" Depot, 7 November 1944; to RAF, 21 November 1944. Repatriated August 1945. To No.7 Release Centre, 19 October 1945. Retired 23 October 1945. Settled in Edmonton, earning a Ph.D. in Chemistry (University of California, Berkley), moved to New Jersey and had a 40-year career as a Pharmaceutical Chemist with Merck and Company. After the death of his wife

(1994) he moved to Arizon. Died in Skull Valley, Arizona, 28 July 2009.

This officer has displayed a sense of responsibility and devotion to duty far above the average and at all times has been a model example and source of inspiration to his fellow officers and subordinates. He is a skilful pilot whose instructional ability is outstanding.

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HARMON, F/O Lloyd Moore (J27622) - **Commended for Valuable Services** - No.435 Squadron (retired) - AFRO gives unit only as "Overseas" - Award effective 1 January 1947 as per **London Gazette** of that date and AFRO 107/47 dated 28 February 1947. Born 15 December 1914 in Banff, Alberta; home there. Enlisted in Calgary, 28 April 1942. To No.3 Manning Depot, 27 May 1942. To No.7 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.25 EFTS until 21 November 1942; graduated 6 February 1943 when posted to No.11 SFTS; graduated and commissioned 25 June 1943. To No.1 GRS, 9 July 1943. To Western Air Command, 25 September 1943. To No.120 (BR) Squadron, 29 September 1943. Promoted Flying Officer, 25 December 1943. To No.32 OTU, 23 March 1944. To No.6 OTU, 31 May 1944. To "Y" Depot, 1 July 1944. Taken on strength of No.3 PRC, 11 July 1944. Repatriated 1 April 1946. Retired 30 May 1946. He became a Land Manager with Dome Petroleum (Calgary). On retirement he went to Vancouver for seven years, then settled at Sydney, British Columbia. Died on a cruise ship, 24 December 1999; buried in Canmore, Alberta. DHist file 181.009 D.1124 (RG.24 Vol.20595) has recommendation for AFC dated 4 April 1946. Had flown 1,675 hours, 1,100 operational, 225 in previous six months.

Flying Officer Harmon has been employed on transport duties since September 1944. Prior to joining this squadron in September 1945, he has been employed in the Middle East on transport routine services and supply dropping in the Balkans and Greece. He rendered further valuable service in India and on the Burma front on close support and supply dropping.

Whilst on this unit he has been an inspiration to all by his skill and determination in carrying out schedule European services through the winter months, many of which were operated in extreme adverse weather conditions.

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HARNETT, W/C Thomas Patrick (C799) - **Distinguished Flying Cross** - No.435 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born in Moncton, New Brunswick, 30 April 1917. Educated there.

Time Keeper, Canadian National Railways (four months); Porter, CNR (two weeks). Applied to RAF in 1935. Flew ten hours dual at Curtiss-Reid School, Montreal. Enlisted in RCAF, 3 January 1938 as P/P/O and trained at Trenton, 3 January to 14 September 1938 (Fleet and Moth - 60 hours 50 minutes dual, 64 hours 50 minutes solo. "A good average pilot in all respects." Awarded wings 18 October 1938. Posted from Trenton to AFHQ, 26 October 1938. Resigned RCAF commission on acceptance of RAF commission, 5 November 1938 (service number 41347). RAF Reception Centre, Uxbridge, 6 November to 20 November 1938; No.11 Flying Training School, Shawbury, November-December 1938 with Armament Camp at Penrose extending to February 1939. Staff pilot; Penrose, March to November 1939. To No.219 Squadron, Catterick, Yorkshire, November 1939. Promoted Flying Officer, 6 June 1940. Flew with No.219 Squadron, 4 December 1939 to 28 November 1940 (Battle of Britain, 36 sorties, 342 hours 20 minutes in squadron). To No.10 SFTS, RAF, Cranfield, December 1940. To Canada to instruct, January 1941, No.33 SFTS, Carberry (Commended for Valuable Services, 16 April 1943, for services as staff pilot, instructor and examining officer). Promoted Acting Flight Lieutenant, 15 September 1940; confirmed in rank, 6 June 1941. To General Reconnaissance School, Charlottetown; February 1943. promoted Squadron Leader, 1 July 1943. Posted back to Britain at uncertain date, 26 May 1943; Advanced Flying Unit, Banff, June to August 1943; with No.120 Squadron (supernumerary), August to November 1943. Transferred to RCAF, 7 November 1943 (regaining C798 number) while in London. Attending No.7 (Coastal) OTU, Limavady, Ireland, November 1943 to January 1944. To No.4 (Coastal) OTU, Haverford West, South Wales, January 1944 as Chief Instructor. Attending TSTU, Chaklali (training), September to October 1944. Promoted to Wing Commander, 26 October 1944. Taken on strength of No.435 Squadron, Burma, 26 October 1944. Emplaned from India, 9 September 1945; arrived in United Kingdom, 15 September 1945 and taken on strength of No.3 Personnel Reception Centre. Repatriated to Canada, 13 November 1945; to Eastern Air Command, 21 December 1945. To Staff College, Toronto, 15 April 1946. To Northwest Air Command, 20 August 1946; resigned from the RCAF, 6 November 1948. Applied to join again, September 1950 and was appointed to the Aircrew List, Supplementary Reserve, 18 September 1950 but never called up for duty. Died in North Vancouver, 21 April 1991. RCAF photo PL-60485 (ex UK-20628 dated 12 April 1945) shows him as Commanding Officer of No.435 Squadron. RCAF photo PL-60985 (ex UK-23197 dated 19 August 1945) shows him in a Manipuri bazaar buying vegetables. RCAF photo PL-60986 (ex UK-23198 dated 19 August 1945) shows (left to right) S/L D.R.H. Rue (Ottawa, Chinthe flight commander). W/C T.P. Harnett (Chinthe commanding officer) and S/L R.J. Clement (Winnipeg, Chinthe flight commander). RCAF photo PL-60987 (ex UK-23199 dated 19 August 1945) deals with the Chinthe Riding Club for all ranks - F/L A.J. Dale (Montreal, adjutant who organized it), W/C T.P. Harnett and F/L R.R. Cooper (Winnipeg).

Wing Commander Harnett has been in command of his squadron since December 1944. On operational sorties he has shown great courage and determination and his inspiring leadership has been reflected in the excellent

work accomplished by his squadron. This officer has always been the first to fly on the most hazardous and dangerous missions and throughout he has led his squadron with resolution and devotion to duty of the highest order.

Note: He was one of ten cadets given initial training by the RCAF in 1938 before accepting RAF short service commissions. A memo dated 14 January 1944 stated that of the ten, four had been killed, one had resigned his commission, and the others were nearing end of the term. Air Ministry was proposing they elect for either RAF or RCAF service, but even as RCAF officers, to remain at Air Ministry posting discretion.

Assessed by CFS Visiting Flight, 24 November 1941 when he had flown 381 hours 30 minutes single engine solo, 72.45 single engine dual, 566.10 twin-engine solo and 11.25 twin engine dual. Had spent 350 hours instructing at No.33 SFTS. Examined by S/L A.A.J. Shelfoon on an Anson. Described under following headings: Sequence (Average), Voice (Good, Hurried), Manner (Casual), Ability to Impart Knowledge (Average), Ability as Pilot (Inclined to be rough - instrument high average). "A capable instructor."

Assessed 6 August 1945 by Group Captain Lay (?), No.232 Group, India who suggested accelerated promotion. Air Commodore Hardman approved the same day, writing, "An excellent commanding officer, strongly recommended for accelerated promotion."

RCAF Press Release 8195 dated 12 January 1945 reads:

WITH THE RCAF IN BURMA: -- A wealth of operational experience gained in Europe, Africa and North America is represented in the leadership of the Royal Canadian Air Force Transport Squadron which in the last week of 1944 began operating over Burma. Commanding Officer of the Dakota-equipped squadron is Wing Commander T.P. Hartnett of Moncton, Ontario, a Battle of Britain veteran and member of the R.A.F.'s pioneer night-fighter squadron.

Joining the RAF in 1937, W/C Hartnett was one of 15 Canadians trained as an experiment at Trenton, Ontario, and others in his class included W/C Keith Hodson, DSO, DFC, W/C Paul Desloges, and W/C Baxter Richer, all of whom later became famous for their roles in the air war over Europe. They reached England at the time of the Munich crisis, thought they were going to see action right away, but were wrong, and W/C Hartnett was an instructor at a training station in Britain when war finally did break out in 1939.

By the time the Battle of Britain opened, Hartnett was a member of the first night-fighter squadron organized by the RAF. It went into action against German daylight bombers and in its first clash destroyed five enemy aircraft. A little over

two months ago, W/C Hartnett's six-year term with the RAF expired and he transferred to the RCAF. Three days later, he was on his way to India to command the new RCAF Dakota squadron. His flight commanders are Squadron Leader J. Clement of Winnipeg, and Flight Lieutenant H.L. Coons, DFC, of Morrisburg and Collins Bay, Ontario. S/L Clement has seen long service in the hazardous flying conditions of the Canadian west coast, patrolling from the U.S. border to the Aleutian Islands. F/L Coons was originally a navigator but, after 1,500 hours in Sunderland flying boats hunting submarines from the West African coast, he trained as a pilot and in July, 1943, began flying with a Transport Squadron between the Canadian maritime provinces and Newfoundland and Goose Bay, Labrador where the elements encountered in flying tax the ability of the finest pilots.

A number of RAF armourers are attached to the RCAF Transport Squadron in Burma working side by side with their Canadian ground crew companions. Among them are LAC John Pike, 7 Logan Lea Loan, Craigtenny, Edinburgh; LAC G. Boam, Brompton, Chesterfield, Derbyshire; LAC Alex Anderson, 21 Jedburgh Avenue, Ruthergler, Glasgow; LAC. Harry Longcake, 72 Silk Street, Bradford, Yorks; LAC Roy Rutley, Exeter Road, Cullompton, Devon; and LAC Leslie Keep, Ormskirk, Lancashire.

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HARPER, F/L Bruce Alexander (J16518) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 30 July 1921. Home in Edmonton; enlisted there 10 February 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 16 March 1941. To No.2 ITS, 9 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; graduated 14 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 16 December 1942. Promoted Flying Officer, 16 June 1943. Promoted Flight Lieutenant, 16 December 1944. Repatriated 2 February 1945. To Edmonton, 2 March 1945. To No.3 OTU, 5 April 1945. To No.6 OTU, 3 May 1945. To Release Centre, 3 September 1945; retired 12 September 1945.

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HARPER, S/L Earl Douglas (J27518) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 23 December 1923 in Kamsack, Saskatchewan; educated in Vancouver,

1929 to 1937 and Burnaby, 1937 to 1942. Home given as Haney, British Columbia (student, former Air Cadet and Boy Scout). Enlisted in Vancouver, 7 July 1942 and posted to No.2 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.23 EFTS until 9 January 1943; graduated 6 March 1943 when posted to No.11 SFTS; graduated and commissioned 25 June 1943. To No.1 GRS, Summerside, 9 July 1943 for a General Reconnaissance course before going overseas. To "Y" Depot, 25 September 1943. Taken on strength of No.3 PRC, 8 October 1943 (date of embarkation from Halifax). Disembarked in Britain, 16 October 1943. To No.3 (Pilots) Advanced Flying Unit, 16 November 1943. Promoted Flying Officer, 25 December 1943. Attached to No.1531 Beam Approach Training Flight, 15-29 February 1944. Posted from No.3 (P) AFU to No.20 OTU, 11 April 1944. To Marston Moor, and No.41 Base, 30 June 1944. Attended No.1652 Heavy Conversion Unit, July-August 1944. To No.78 Squadron, 21 August 1944. To No.635 Squadron, 10 October 1944. Attached to Night Training Unit, 6-23 November 1944. To Station Downham, 24 May 1945. Repatriated by VLR aircraft, 5 August 1945. Retired 2 October 1945. Attended University of British Columbia, rejoining as Flying Officer, Vancouver, 3 September 1946. Accepted into Permanent Force, 1 October 1946 (20331) on strength of Western Air Command. To Trenton, 18 November 1946 for duty with Special Flight. To Edmonton, 25 April 1947 to fly with No.6 (Communications) Flight. To Composite Training School, Toronto, 7 October 1947. Returned to Northwest Air Command "K" Flight, Edmonton, 6 December 1947; engaged in Arctic flying for three years. To No.123 Search and Rescue Flight, Sea Island, 9 October 1949, instructing in winter and flying Cansos on northern operations in summer. One assignment (11 June to 22 August 1947) was to be Airmanship Instructor and Adjutant at the Air Cadet camp held at Patricia Bay. Promoted Flight Lieutenant, 1 January 1950. To Canadian Joint Staff, Washington, 7 July 1951 to attend USAF Experimental Test Pilot School, Edwards Air Force Base. Struck off strength of Canadian Joint Staff, Washington, 8 March 1952. To Central Experimental and Proving Establishment, Arnprior Detachment, 9 March 1952. To Central Experimental and Proving Establishment, Uplands, 30 June 1953. Promoted Squadron Leader, 1 January 1954. To Central Experimental and Proving Establishment, Rockcliffe, 25 May 1954. Returned to Central Experimental and Proving Establishment, Uplands, 18 October 1954. Back to Central Experimental and Proving Establishment, Rockcliffe, 4 September 1956. CEPE work as test pilot also affected National Aeronautical Establishment and CEPE (see **Flight Comment**, May/June 1957). To RCAF Staff College, Toronto, 2 September 1958. To AFHQ Directorate of Flight Safety, 25 June 1959. Promoted Wing Commander, 16 July 1960. To No.115 Air Transport Unit, El Arish, 7 July 1963 (emplaned from Canada, 8 July 1963). Died of injuries sustained in a motor vehicle accident while on duty in Egypt, 2 November 1963 (collision with an RCME wrecker, coming over hill in blowing sand). No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 20 May 1945 when he had flown 40 sorties (211 hours 40 minutes), 29 August 1944 to 9 April 1945.

29 August 1944 - Meerbuck (4.25)
1 September 1944 - Lumbres (.30)
2 September 1944 - Soesterburg (3.30)
10 September 1944 - Le Havre (3.55)
12 September 1944 - Gelsenkirchen (4.35)
23 September 1944 - Neuss (5.00)
25 September 1944 - Gelais (5.15)
26 September 1944 - Cap gris Nez (3.45)
6 October 1944 - Gelsenkirchen (4.10)
7 October 1944 - Kleve (4.20)
13 October 1944 - Duisberg (5.00)
14 October 1944 - Duisberg (5.40)
15 October 1944 - Kattegat (5.45)
12 December 1944 - Essen (4.35)
15 December 1944 - Ludwigshafen (6.00)
24 December 1944 - Dusseldorf (3.30)
28 December 1944 - Munchen-Gladbach (5.25)
29 December 1944 - Troisdorf (5.05)
1 January 1945 - Dortmund (4.00)
2 January 1945 - Nurnberg (7.00)
22 January 1945 - Gelsenkirchen (4.30)
1 February 1945 - Mainz (7.20)
7 February 1945 - Kleve (4.20)
8 February 1945 - Politz (7.55)
13 February 1945 - Bohlem (7.30)
14 February 1945 - Chemitz (8.20)
5 March 1945 - Chemnitz (7.45)
7 March 1945 - Dessau (8.35)
8 March 1945 - Kassel (6.40)
11 March 1945 - Essen (4.45)
12 March 1945 - Dortmund (4.45)
13 March 1945 - Wuppertal (4.20)
14 March 1945 - Zweibrucken (5.25)
15 March 1945 - Hagen (6.00)
16 March 1945 - Nurnberg (7.35)
21 March 1945 - Bremen (4.05)
31 March 1945 - Hamburg (4.15)
4 April 1945 - Hamburg (5.10)
8 April 1945 - Hamburg (5.35)

9 April 1945 - Kiel (4.55)

Flight Lieutenant Harper has completed a total of 40 operational sorties against the enemy. Flight Lieutenant Harper is pilot and captain of his aircraft. He has attacked many heavily defended targets, and has always pressed home his attack with the utmost determination. His cheerfulness and courage, even in the most adverse conditions, has set a fine example to the remainder of the crew.

Training: At No.23 EFTS flew Cornells (34.30 day dual, 34.45 day solo, 3.45 night dual and 2.15 night solo. This included 8.25 on instruments. Also logged 11 hours in Link. Eight hours 45 minutes dual to first solo.

At No.3 SFTS on Cranes, flew 69.50 day dual, 60 hours day solo, 11.05 night dual, 8.35 night solo. This included 11.45 in formation, 27.05 on instruments. Also logged 20 hours in Link. Flew 5.55 dual to first solo.

Course at No.1 GRS was 12 July to 10 September 1943. All flying was by day (Ansons, 50 hours 20 minutes). Courses and marks were DR Navigation, Intermediate (53/100), DR Navigation, Final (218/300), DR Navigation Air Work (192/300), Reconnaissance (140/200), Reconnaissance Air Work (85/100), Astro Navigation (81/100), Compasses and Instruments (176/200), Meteorology (150/200), Signals (78/100), Coding (77/100), Ship Recognition (172/200), Photography (82/100) and Visual Signals (Pass). Placed 6th in a course of 24. Instructor, F/L T.M. Childerbere (?) described him as "Hard worker throughout course. Quick thinker. Tendency to be careless". Recommended for Torpedo Bombers, Fighter Reconnaissance and Land Based General Reconnaissance (in that order).

Note: On form applying for Operational Badge dated 19 May 1945 he stated he had flown 40 sorties (212 hours ten minutes), 27 August 1944 to 9 April 1945, and that his sorties with No.78 Squadron had been 27 August to 15 October 1944.

On form dated 4 July 1945, at Repatriation Depot, Torquay, he listed his overseas flying as 212.10 operational (40 sorties) and 373.30 non-operational. Aircraft flown and listed were Oxford (129.30), Wellington (82.00), Halifax II and V (38.35), Halifax III (90.25) and Lancaster (245.10). Also listed courses as PFF, Night Training Unit and AGLT (Automatic Gun Laying Turret)..

Attended Seaplane Conversion and Refresher School, Vancouver, 26 January to 1 May 1948. Scored 90 percent on written ground subjects test and 76 per cent on flying test. Flying was with Canso "A" land configuration (9.50 as pilot) and Canso "A" water configuration (51.50 as pilot, 13.05 as crew. Assessed by S/L S.D. Turner as follows: "F/O Harper has displayed

keenness and ability throughout the course. He is assessed as a high average flying boat pilot." Qualified as First Pilot for day and night land flying, Second Pilot for night water operations.

In February 1949 he piloted one of two Dakotas of "K" Flight, Station Edmonton, engaged in "Exercise Fort Ross", which involved the air rescue of a band of ailing Inuit from Cresswell Bay, some 400 miles inside the Arctic Circle, described by Eric Young in "Eskimo Rescue", **Canadian Aviation**, June 1949. For more on this see the entry for F/L Thomas Benson.

On 23 August 1949, Dr. Omond Solandt (Chairman, Defence Research Board) wrote to Air Marshal W.A. Curtis (Chief of the Air Staff) as follows:

Dear Air Marshal Curtis:

I have just returned from a ten day trip to the Arctic which took us as far north as Rolute Bay. We flew in a Canso from Northwest Air Command piloted by Flying Officer Earle D. Harper. The rest of his crew were:

Flying Officer Russel Roane, Co-pilot

Flying Officer William Kereliuk, Navigator

Flying Officer J. Hynds, Radio officer

Corporal K. Johnston, First Engineer

LAC W. Mutt, Second Engineer.

I would like to thank you for the splendid service that the RCAF gave in arranging this flight, and also to commend Flying Officer Harper and his entire crew. They were not only a very expert crew, but also delightful travelling companions. I have known and flown with quite a few of the famous old bush pilots. If Harper is a fair sample of the new generation of bush pilots, I feel that the best traditions of northern flying are being upheld by the RCAF.

During the flight we visited all the important bases in the eastern Arctic. There are several points concerning them that I would like to discuss with you sometime.

A form that bears no date (but appears to have been compiled shortly before his death) lists the following aircraft in his career: Avro 707B (1.10), Canberra B.2 (1.20), Hunter (45 minutes),

Provost (40 minutes), Cutlass (1.10), Javelin (1.45), Argus (13.35), Bonanza (1.55), Sabre (307.05), Avenger (5.05), CF-100 (21.50), Vampire (2.10), Lancaster (276), Canso (1,179.50), C-19 (104.55), Harvard (31), Mustang (123.55), Anson (161.20), Mitchell (124.15), T-33 (356.10), Dakota (842), Expeditor (305.20), Otter (51.25) and "other" (591.35) - total time was 4,506 hours 15 minutes.

Assessments: Uniformly favourable; the following are examples:

This officer is an excellent pilot and has displayed good initiative in handling extra jobs. He has good organizing ability and can be depended upon to handle difficult jobs. He has above average intelligence and grasps new conditions quickly. He has shown keenness to learn and takes it upon himself to improve his knowledge of other aspects of service life. He is a good officer and is respected by the other officers and men. It is strongly recommended that he be promoted to the next higher rank. (S/L W.C. Klassen, Northwest Air Command "K" Flight, 13 October 1948.)

A very experienced flying boat captain who will make an efficient and capable instructor. His knowledge of northern operations is and will be a decided asset to the RCAF. He has definite drive and can be counted on to successfully complete the most difficult tasks. His bearing is beyond reproach. His sense of responsibility is high and as a captain and officer he has displayed excellent initiative at all times. (S/L F.F. Mitchell, Northwest Air Command "K" Flight, 17 October 1949.)

Flight Lieutenant Harper is an intelligent, well conducted officer. He has been employed as flying instructor with the Flying Boat Conversion School for the past 4 ½ months and though this is his first experience as an instructor he is doing well and seems to take an interest in his work.

I find it most difficult to assess this officer. His lack of change in facial expression is frequently very perplexing. His thoughts are seldom reflected in any change of expression which often leads to uncertainty as to whether he is pleased or whether he is in agreement with any plan or policy being discussed. He appears to get along well with his students. (F/L L.A. Harling, Sea Island, 14 March 1950).

A memo dated 23 November 1950 respecting his career states that he wishes to apply for further training. His first choice is for training and experience as a bomber pilot; his second is the Empire Test Pilot School his third is to train as a fighter pilot. The memo is signed by Harper himself, writing in the third person:

In support of the first choice it is pointed out that this officer has spent considerable time with bomber operations during the Second World War, having been on 78 Squadron (No.4 Group RAF Bomber Command) and 635 (PFF) Squadron (No.8 Group) from August 1944 to July 1945, with all the attendant training such as PFF can be put NTU, AGLT training and other operational training. In addition to this operational training this officer has taken the General Reconnaissance Course at Summerside, P.E.I. and the Flying Control Course at Trenton, Ontario. It is felt that this history provides a good background for the next logical step in the progress of this officer's career which would be of great personal interest and considerably more value to the RCAF - further studies and training in the latest bomber tactics and equipment. This value occurs not so much in the actual offensive uses of the knowledge and bomber aircraft as it does in the use to which such knowledge can be put in the most complete evaluation of a defence organisation - early warning systems, fighter control, fighter tactics and ground defence organisation. Because further modern bomber training is considered to be of the greatest value to both this officer's career and to the needs of the RCAF, this request is submitted as first choice.

Considering the new type of training involved in the Empire Test Pilot's course, it is felt that the value of this course to any permanent force pilot and to the RCAF is self-evident. It would give this officer great personal satisfaction to have this course. Considering also that he meets the requirements, i.e. age 26, education Second Year Applied Science (University of B.C.), flying experience (see appendix A), this request is submitted as second choice.

Examination of this officer's history reveals (reference appendix A and R 331) that he has had experience and training in flying instructional duties, air transport work, bomber operations, reconnaissance work, flying boat operations, search and rescue operations, flying control duties, and administrative duties. The noticeable gaps in this history occur in the field of aircraft engineering and testing (see second choice) and fighter operations, both day and night. In order to properly round out this officer's career to cover all phases of RCAF work, the third choice is submitted. The benefits of a complete, broad experience to both the officer and to the service are again axiomatic. It is pointed out also the RCAF's present need for fighter pilots.

It appears that by 6 December 1950 the decision had been made to send him to the USAF Test Pilot School. There is, unfortunately, no complete record of this course although it appears that

it consisted of a Performance Phase (480 hours) and a Stability and Control Phase (480 hours), with the course itself being 11 July 1951 to 10 March 1952 at Edwards Air Force Base. There are many further assessments, of which the following are typical:

This officer is a graduate of the USAF Test Pilots' School, and this qualification coupled with his excellent flying ability and sound technical knowledge make him ideally suitable for work in the test and development field. He is possessed of a probing mind and carries out his work in a methodical and meticulous manner, and is particularly capable at assessing and evaluating technical and flying problems.

Squadron Leader Harper is a good organizer and administrator, but because of his methodical methods, he does not always initiate new ideas as soon as he might. In addition he is inclined to be dogmatic and he has a stubborn personality, which is annoying unless he is well known.

This officer expresses himself exceptionally well orally and satisfactorily in written form. He is a reliable and dependable officer with justified self-confidence which tends to give the impression of being obstinate unless he is known personally. (S/L O.B. Philp, CEPE Rockliffe, 21 June 1955).

Squadron Leader Harper is a confident, aggressive, capable test pilot. His job as Senior Test Pilot is a large one in that he must monitor and supervise pilots of varied experience both at Uplands and some Detachments. His knowledge of jet and other aircraft is above the average. He is qualified on many types of aircraft as is a keen pilot. He has complied with the instructions of AFAO 9.00/38. He is a good organizer. His aggressive, industrious "press on" attitude can sometimes be mistaken for obstinacy, but I am sure that Squadron Leader Harper can be depended upon to fill any aircrew position and do his work well. In his enthusiasm to do the best thing for the Unit he sometimes "rubs people the wrong way". With proper guidance, Squadron Leader Harper will develop into an extremely valuable Senior officer. I am quite satisfied with his ability to administer the flying section. (G/C D.L.S. MacWilliam, CEPE Uplands, 24 February 1958).

Wing Commander Harper has an above average ability for clear and concise thinking and reasoning, and is able to express his thoughts extremely well both verbally and on paper. Inclined to be a perfectionist in his own flying and staff work, he is impatient with the shortcomings of others, at times resulting in an abrupt attitude and hard feelings in his relations with his own staff and other directorates. This matter has been discussed with Wing Commander Harper and

I am sure will not prove to be a handicap. (G/C J.J. Jordan, Director of Flight Safety, 15 August 1961).

Widow- Joan - children Douglas and Leslie (Haney, B.C.)

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HARPER, FS Herbert Lawrence (R76080) - **Mention in Despatches** - No.63 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 19 December 1909 in Wolverhampton, England. Home in Powell River, British Columbia (car repairs for two years, welder for five years with Powell River Pulp and Paper. Served with 6th Field Company, Royal Canadian Engineers, 28 June to 16 October 1940 (Sapper). Enlisted in Halifax, 18 October 1940 as Metal Worker. Reclassified as Airframe Mechanic, 16 December 1940. To Technical Training School, 24 January 1941. Promoted AC1, 14 June 1941. To No.3 Repair Depot, Vancouver, 30 June 1941. Promoted LAC, 14 September 1941. Promoted Corporal, 1 April 1942. To "Y" Depot, 1 February 1943. To RAF overseas, 2 March 1943. Taken on strength of No.3 PRC, 18 March 1943. To No.427 Squadron, 27 March 1943. Promoted Sergeant, 24 June 1943. To Station Leeming, 6 December 1943. Promoted Flight Sergeant, 1 October 1944. Repatriated 7 August 1945. Retired 9 October 1945. Died 14 February 1989 in Parksville, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of May 1989. 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 29 months in Canada, 23 months in UK.

The above mentioned Senior NCO has been with this unit since its formation and has worked untiringly to produce a good organization. He is in charge of all aircraft passing through the section and co-ordinates all trades for their efficient inspection of the aircraft.

He has shown a devotion to duty that is an example to all under him and his keenness and readiness to help day and night has kept a good spirit amongst the personnel and has greatly helped towards unity of effort. He is recommended for Mention in Despatches in acknowledgement of his outstanding leadership and character.

HARPER, FS Herbert Lawrence (R76080) - **Mention in Despatches** - No.63 Base (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for a BEM dated 23 May 1945 when he was second in charge of Major Base Servicing.

Flight Sergeant Harper has been with this section for over ten months as second NCO in charge and has been very active in its organization and expansion. He has co-operated most willingly with all and his open disposition has helped materially to weld the section together.

His high technical ability combined with a cheerful nature and outstanding zeal at all times, often long after the normal hours of duty, have set an inspiring example to all personnel...

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HARPER, Sergeant Hugh Cameron (R50729) - **British Empire Medal** - No.1 Air Supply Unit - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 12 July 1917. Home in Calgary; enlisted there 4 November 1939 as Master Motor Mechanic. To "No.22 M", 20 March 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 July 1940. To "R", 12 October 1940. To No.15 SFTS, date uncertain. Reclassified as Welder, 1 July 1942. Promoted Corporal, 1 February 1943. To No.6 Repair Depot, 26 July 1943. Promoted Sergeant, 1 September 1943. To No.10 Repair Depot, 23 November 1944. To No.168 (Heavy Transport) Squadron, 25 October 1945. To No.1 Air Supply Unit, for MUSKOX, 18 December 1945. To No.1 TTS, 7 June 1946. To No.1 Air Command, 22 October 1946. Retired 25 October 1946. Awarded Canadian Efficiency Medal (**Canada Gazette** dated 7 December 1946).

On 1st February, 1946, at Gimli, Manitoba, the port wing of a Norseman aircraft suddenly burst into flames threatening the aircraft as well as the hangar, also housing two Dakota aircraft. With complete disregard for his own safety, Sergeant Harper climbed to the roof of the burning aircraft and directed a stream of chemical into the fire which extinguished it. Some of the chemical was spraying on his face, partially blinding him, but he persevered until the fire was under control. This non-commissioned officer displayed the utmost fortitude, courage and devotion to duty during this dangerous situation.

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HARPER, F/O John Winston (C27111) - **Mention in Despatches** - No.199 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 7 March 1921. Home in Montreal. Enlisted as Radio Mechanic, Vancouver, 9 June 1942 and posted to No.1 Manning Depot. To Queen's University for Radar training, 10 August 1942. To No.1 Manning Depot again, 7 December 1942. To No.31 Radar School, 29 February 1943. Commissioned 4 June 1943. To "Y" Depot, 27 June 1943. To No.3 Manning Depot, 17 July 1943. To RAF, 21 July 1943 for duty with No.5 Radar School. To "Y" Depot again, 5 January

1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Repatriated 22 December 1945. Retired 8 February 1946. Rejoined RCAF, 15 December 1948 as Radar Officer, serving to 2 May 1956 (120100).

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HARPER, F/O Owen James (C19525) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 27 March 1916 in Winnipeg; home there, attending Kelvin High School and working for CNR. Enlisted in Winnipeg, 28 December 1940 as Airframe Mechanic and posted to No.2 Manning Depot. To Technical Training School, 22 January 1941. Promoted AC1, 21 June 1941; to No.7 BGS, 25 June 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 21 January 1942; to RAF overseas, 9 February 1942. Remustered to Flight Engineer and commissioned 16 December 1943. Promoted Flying Officer, 16 June 1944. Obituary said he had overseas service with Nos.418, 408, 425, 427 and 434 Squadrons. Repatriated 23 March 1945. Retired 5 June 1945. Returned to CNR service and eventually moved to Gimli in 1977. Moved to Parksville, British Columbia in 2004 following death of his wife. Died 4 November 2004 in Nanaimo (obituary), although Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005 incorrectly say Gimli, Manitoba. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 14 October 1944 when he had flown 36 sorties (196 hours 20 minutes), 29 May 1943 to 13 September 1944.

Flying Officer Harper has completed a tour as flight engineer on four-engine bombers in an exemplary manner. During his tour he flew to many heavily defended targets deep in Germany, such as Berlin, Nuremburg and Frankfurt. On all occasions he displayed great courage and a cool disregard for any defences the enemy had to offer.

As a engineer, Flying Officer Harper is exceptional. On more than one occasion his complete disregard for his job and speedy reaction to any warning signs have saved the aircraft in which he was flying from damage or destruction. At all times he showed exceptional keenness to participate in operations and he set a splendid example of courage and efficiency to the whole squadron. Therefore I recommend that he be awarded the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

29 April 1943 - Mannheim (7.25)

29 May 1943 - Wuppertal (6.00)
4 August 1943 - sea search (3.10)
12 August 1943 - Milan (9.30)
27 August 1943 - Nuremberg (8.35)
16 September 1943 - Modane (8.00)
3 December 1943 - Leipzig (8.05)
20 December 1943 - Frankfurt (7.15)
29 December 1943 - Berlin (7.55)
24 February 1944 - Schweinfurt (8.00)
6 March 1944 - Trappes (4.15)
13 March 1944 - Le Mans (5.10)
18 March 1944 - Frankfurt (5.40)
30 March 1944 - Nuremberg (8.10)
22 April 1944 - Dusseldorf (5.00)
1 May 1944 - St. Ghislaine (4.15)
8 May 1944 - Haine St. Pierre (4.20)
19 May 1944 - Caen (4.15)
6 June 1944 - Coutances (4.50)
7 June 1944 - Acheres (4.20)
12 June 1944 - Cambrai (5.00)
15 June 1944 - Boulogne (4.00)
23 June 1944 - Bientiques (4.25)
27 July 1944 - Hamburg (5.35)
1 August 1944 - Ferme de Forrestel (4.15)
3 August 1944 - Bois de Casson (4.30)
7 August 1944 - Caen (4.00)
11 August 1944 - Montrichard (5.40)
14 August 1944 - Bons Tassilly (4.10)
18 August 1944 - Kiel (5.10)
25 August 1944 - Brest (4.35)
27 August 1944 - Mimoyceques (3.25)
30 August 1944 - Ile de Cezembre (4.50)
3 September 1944 - Volkel (3.45)
8 September 1944 - Le Havre (4.00)
13 September 1944 - Osnabruck (4.50)

RCAF Press Release No. 3587 dated 30 December 1943 from F/O Eggleston, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: The efficiency of the staffs of flying

control in the RCAF Bomber Group in England pulled the crew of a Halifax bomber from the Bluenose squadron out of a difficult situation during an attack on the German capital of Berlin recently.

The four-engined bomber, piloted by F/L B.P.M. "Barney" Keenan of Sault-Ste-Marie, Ontario, ran into bad luck on its way home when it was blasted with flak from enemy ack-ack guns over Hanover.

"The flak cut our hydraulics and we had to pump the wheels down", said F/L Keenan.

"The credit for this job goes to the flight engineer, Sergeant O.J. Harper, 38 Brunswick Apartments, Winnipeg, Manitoba. He did a grand job."

"To add to our difficulties, our petrol was running low. When we reached our home base, the indicator showed only about 10 gallons in the tanks. We signalled for an emergency landing, but owing to about seven aircraft having priority over us, we were ordered to land at another aerodrome not far away. After landing, we discovered why the petrol was low. Flak from the enemy guns had torn a hole in one of the tanks, and as a result we had lost many gallons of petrol. Quick action by flying control resulted in us getting down safely", Keenan related.

Other Canadians who made the trip in the Halifax were:

F/O M.J. Tully, navigator, Fernie, B.C.

Sergeant C.E. Osborn, Fort Erie, Ontario

F/S M.G. Alsager, rear-gunner, Lloydminster, Alberta

F/S D.R. Lalonde, Wyandotte Hotel, Windsor, Ontario, bomb-aimer.

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HARPER, S/L Thomas James Gilmore (J8333) - **Mention in Despatches** - Croft (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 8 January 1918. Enlisted in Winnipeg, 4 November 1940. To No.7 Equipment Depot, 10 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.5 AOS; graduated 25 May 1941 when

posted to No.3 BGS; graduated 12 June 1941 when posted to Trenton. To No.2 ANS, 28 September 1941. Commissioned 8 October 1941. To RAF overseas, 13 November 1941. Promoted Flying Officer, 8 April 1942. Promoted Flight Lieutenant, 1 November 1942. Promoted Squadron Leader, 15 March 1944. Reclassified in Flying Control Branch, 1 September 1944. Repatriated by air, 18 June 1945; to Debort for "Tiger Force", 19 June 1945. Retired 18 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945, stating he had enlisted 8 October 1941 [sic], serving one month in Canada and 38 months overseas.

This officer has served as Flying Control Officer at this unit since 27 September 1944. The success of operations from this unit are largely due to the efficient operation of the Flying Control Section which section's efficiency has been attained from the outstanding Administrative ability and organizing ability of this officer. Under long hours of work and trying weather conditions this officer has laboured unceasingly with an exemplary cheerfulness and willingness which is a shining example to all those under him.

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HARPUR, F/L Geoffrey Adams (C14356) - **Mention in Despatches** - No.24 BOW - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 4 April 1918. Home in Lindsay, Ontario; enlisted in Toronto, 24 November 1941 as Radio Mechanic and posted to No.1 Manning Depot. Promoted LAC, 11 May 1942. To No.31 Radio School, 20 May 1942. Classified as Radar officer, 3 September 1942. Commissioned 4 September 1942. To "Y" Depot, 5 October 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 28 February 1943. Promoted Flight Lieutenant, 15 October 1943. Repatriated 22 July 1945. To No.1 Composite Training School, 3 August 1945. To Release Centre, 27 November 1945. Retired 30 November 1945. Died in Niagara Falls, Ontario, 6 December 2002.

HARPUR, F/L Geoffrey Adams (C14356) - **Croix de Guerre (France)** - No.15083 Ground Control Interception (AFRO gives unit only as "Overseas") - Award effective 23 June 1946 as per AFRO 1619/45 dated 19 October 1945. No citation in Canadian sources. Public Records Office Air 2/9645 gives unit and citation; name given as Geoffrey Adam Harpur.

Flight Lieutenant Harpur landed with No.15083 GCI on D-Day. He led a reconnaissance party to the pre-planned site of the GCI in order to reconnoitre the proposed site of the Radar convoy and the detailed positioning of the units. This work was done in an extremely exposed position under close range fire from a variety of enemy weapons. The assembling of the Radar equipment was achieved with remarkable speed and was operational on the night of D-Day. This

officer worked unceasingly for several days and nights and the good work of the unit has resulted in the destruction of many enemy aircraft since D-Day. Flight Lieutenant Harpur by his zeal and untiring work has set a very fine example to the airmen of the unit.

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HARPWOOD, F/O George Albert (J86802) - **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 1915 in Woodstock, England; home in Welland, Ontario (machinist). Enlisted in Hamilton, 7 March 1942. To No.1 Manning Depot, 7 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.9 EFTS until 10 October 1942; may have graduated 18 December 1942 but not posted to No.5 SFTS until 27 December 1943; graduated and promoted Sergeant, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF Trainee Pool, 26 May 1943. Promoted Flight Sergeant, 30 October 1943. Commissioned 24 May 1944. Promoted Flying Officer, 24 November 1944. Repatriated 7 February 1945. Retired 17 April 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation by W/C F.R. Sharpe dated 1 March 1945 when he had flown 31 sorties (161 hours five minutes), 23 July to 4 December 1944.

Pilot Officer Harpwood has now completed a tour of operations against the enemy on heavy bombers. He has flown over many heavily defended targets in enemy territory such as Kiel, Sterkrade, Duisburg, Cologne and Wanne-Eickel.

He has been an excellent captain of aircraft and has compiled a most creditable operational record. At all times he has been most keen to participate in attacks against the enemy and has set a fine example to the rest of his crew members by pressing on even under adverse conditions. His courage and cheerfulness were outstanding during his tour and I therefore recommend him for the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

23 July 1944 - Kiel (5.35)
2 August 1944 - Bois de Casson (4.35)
3 August 1944 - Bois de Casson (4.20)
5 August 1944 - St.Leu d'Esserent (4.50)
7 August 1944 - Caen (4.10)

9 August 1944 - Foret de Nieppe (3.50)
11 August 1944 - Montrichard (5.40)
25 August 1944 - Brest (5.10)
27 August 1944 - Mimoyecques (3.35)
28 August 1944 - L'Hey (3.00)
30 August 1944 - Ile de Cezembre (5.00)
3 September 1944 - Volkel (3.55)
12 September 1944 - Wanne Eickel (4.40)
13 September 1944 - Osnabruck (4.40)
15 September 1944 - Kiel (5.50)
16 September 1944 - Boulogne (4.20)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (4.25)
27 September 1944 - Sterkrade (4.55)
6 October 1944 - Dortmund (6.10)
9 October 1944 - Bochum (6.25)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Wilhelmshaven (5.25)
23 October 1944 - Essen (6.05)
25 October 1944 - Homburg (4.50)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.30)
4 November 1944 - Bochum (5.40)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.00)

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HARRETT, Corporal Donald Morton (R116959) - **Soldiers Medal (United States)** - No.203 Squadron or No.603 Squadron (AFRO gives unit as "Overseas") - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 26 October 1919 in Wallaceburg, Ontario. Enlisted in London, Ontario, 24 August 1941 as Radio Mechanic and posted to No.5 Manning Depot. To University of New Brunswick, 19 October 1941. Promoted LAC, 9 February 1942. To No.1 Manning Depot, 14 February 1942. To No.31 Radar School, 4 March 1942. To No.31 Personnel Depot, 19 April 1942. To RAF overseas, 17 May 1942. Promoted Corporal, 1 January 1943. Repatriated 5 September 1945. Retired 22 October 1945. DHist file 181.009 D.1754 (RG.24 Vol.20609) has letter from Harrett to Commanding Officer, District Headquarters, RCAF Middle East, dated 9 July 1944 when he was on strength of No.603 Squadron.

My wife has just informed me that it has been reported in local papers back home...that I have been awarded a decoration referred to as "U.S. Soldier's Medal". To begin with, I had never been previously informed of this fact, nor am I certain that the award actually bears the name "U.S. Soldiers Medal".

The incident for which I may have been granted such an award occurred on July 1st, 1943, when I had occasion to help an injured U.S. Airman out of a U.S.A.A.F. Liberator which crashed in flames near my tent.

I am anxious to know whether this award is authentic, and should be very happy to obtain official confirmation...

NOTE: On 6 October 1944, S/L K.F. Pettis, RCAF District Headquarters, Middle East, write back, confirming that the award has been made and that the **London Gazette** says:

Confirmed by the President of the United States of American. This award is granted in recognition of valuable service rendered in connection with the War.

NOTE: 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; unit identified as No.203 Squadron.

On 1 July 1943, a four-engined bomber of the United States Army Air Force on a routine flight crashed and burst into flames while making a forced landing at a field operated by the Royal Air Force. Corporal Harrett, who had been watching the aircraft land, rushed to the side of the burning plane wherein the crew lay suffering from shock, bruises and lacerations. With total disregard for his own safety he, aided by two others, struggled to remove the men who were in danger of perishing in the flames and in spite of the imminent danger of exploding gasoline tanks, left the raging inferno only after satisfying himself that no one was left in the aircraft. The action of Corporal Harrett, in risking his life to save the lives of the injured fliers who might have otherwise burned to death, sets an example of courage and bravery above and beyond the normal call of duty and reflects great credit upon himself and the military service.

FURTHER NOTE: There is a lengthy article by Major Fred L. Borch about the Soldier's Medal in **The Journal of the Orders and Medals Society of America** (Volume 43 Number 12, December 1992, pp.4-16). The medal was created in July 1926 to reward "heroism not involving actual conflict with the enemy". However, it was not until 2 May 1927 that regulations were promulgated covering its award. It was open to all members of the American Army, National

Guard, Marines and naval personnel serving with the Army, and "Members of the military, naval and air forces of foreign governments while serving with the Army of the United States." Originally it could not be awarded posthumously (this was rescinded in 1938). On 22 September 1943 the qualifying act of heroism was defined as "voluntary risk of life."

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HARRINGTON, F/O Edward Joseph (J86423) - **Croix de Guerre (France)** - No.428 Squadron (AFRO gives unit only as "Overseas" - Awarded as per AFRO 1672/45 dated 2 November 1945. Born 20 May 1921 in Guelph. Enlisted in Hamilton, 22 July 1941 and posted to No.1 Manning Depot. To No.5A Manning Depot, 19 August 1941. To No.8 SFTS (guard), 28 August 1941. To No.1 WS, 7 November 1941; promoted LAC, 9 December 1941; graduated 20 June 1942 when posted to No.7 BGS; graduated and promoted Sergeant, 20 July 1942. To "Y" Depot, 21 July 1942. To No.32 OTU, 14 August 1942. To "Y" Depot again, 27 December 1942. To RAF overseas, 1 January 1943. Promoted Flight Sergeant, 20 January 1943. Promoted WO2, 20 July 1943. Commissioned 29 April 1944. Promoted Flying Officer, 29 October 1944. Repatriated 13 August 1944. Retired 15 October 1945. Died in Cambridge, Ontario, 18 February 2012. Public Records Office Air 2/9645 has citation.

Flying Officer Harrington showed great courage and outstanding ability and a strong sense of duty on operations during the period of the liberation of France. His tour of operations cover every operation from the 5th August to the 31st August, 1944. This officer is a gallant member of a keen crew, and his courage and devotion to duty did much to inspire his comrades in the many operations they carried out against German targets in France.

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HARRINGTON, F/O James Brendan (J17406) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Edmonton, 9 August 1922; home there. Student at Otokwan High School. prior to enlistment. Enlisted in Edmonton, 14 August 1940. To No.1 Manning Depot, Toronto, 17 August 1940. To Station Trenton, 31 August 1940. To No.1 ITS, 12 December 1940. Promoted LAC, 15 January 1941. To No.1 Manning Depot again, 16 January 1941. To No.1 WS, Montreal, 3 February 1941. To No.1 BGS, 22 July 1941; graduated and promoted Sergeant, 18 August 1941. To "Y" Depot, Halifax, 20 August 1941. To RAF Trainee Pool, 17 September 1941. Taken on strength of No.3 PRC, 28 September 1941. To No.2 Signal School, 10 October 1941. To No.16 OTU, 27 January 1942. Promoted Flight Sergeant, 18 February 1942. To No.23 OTU, 1 March 1942. To No.420 Squadron, 17 June 1942. Promoted WO2, 1 November 1942. Commissioned 18 February 1943. To No.23 OTU as instructor, 28

February 1943. To No.5 AOS as instructor, 5 September 1943. To No.18 (P) AFU, Church Lawford as instructor, 6 November 1943. Embarked from United Kingdom for Canada, 3 March 1944. Disembarked in Canada, 16 March 1944. Embarked from Canada for United Kingdom, 11 June 1944. Disembarked in Britain, 11 June 1944 and taken on strength of RCAF Overseas Headquarters. To No.61 Base, 8 July 1944. Attached to Battle School, Dalton, 8-16 July 1944 when returned to No.61 Base. To No.433 Squadron, 20 August 1944. Posted to Repatriation Depot, 2 January 1945. Embarked for Canada, 14 January 1945. Taken on strength of Repatriation Depot, Lachine, 15 January 1945. To Northwest Air Command, Edmonton, 25 January 1945. Promoted Flight Lieutenant, 18 February 1945. To Station Watson Lake, 22 April 1945 but posting appears to have been changed same day to Patricia Bay for course at School of Flying Control. Returned to Northwest Air Command, 19 June 1945. To Release Centre, Calgary, 29 August 1945. Retired 30 August 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 December 1944 when he had completed 45 sorties (244 hours 35 minutes). First tour from 30 May 1942 to 14 February 1943 (24 sorties including crashes on 6 October 1942 and 13 October 1942 plus daylight raids on 23 October and 6 November 1942 plus damage with 2nd pilot killed on 22 November 1942). Second tour from 25 August to 6 November 1944. Died in Edmonton, 17 October 1958, age 36 as per **Legionary** of December 1958.

This officer has now completed two very successful tours of operations which involved attacks against the most heavily defended targets in Germany. Throughout his operational career he has shown exceptional skill and fearlessness, and by his co-operation, coolness and devotion to duty, has contributed in a large measure to the success of his many sorties.

Flying Officer Harrington while on the strength of this squadron proved himself to be an outstanding member of a gallant crew, and I consider his splendid record and dogged determination fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

First Tour - No.420 Squadron

30 May 1942 - Cologne (6.10)
1 June 1942 - Essen (5.00)
17 June 1942 - Gardening, St. Nazaire (6.30)
19 June 1942 - Emden (3.00)

23 June 1942 - Gardening Lorient (6.10)
6 July 1942 - Gardening Lorient (6.05)
9 July 1942 - Gardening Frisians (4.35)
21 July 1942 - Duisburg (2.40, duty not carried out)
25 July 1942 - Duisburg (3.25)
28 July 1942 - Hamburg (7.30)
31 July 1942 - Duisburg (3.20)
5 October 1942 - Aachen (6.30)
6 October 1942 - Osnabruck (6.20, crashed)
13 October 1942 - Kiel (7.20, crashed)
23 October 1942 - Krefeld (4.00, daylight)
6 November 1942 - Wilhelmshaven (5.35, daylight)
22 November 1942 - Stuttgart (8.35, damaged, second pilot killed)
26 November 1942 - Gardening St. Nazaire (7.50)
16 December 1942 - Gardening Brest (6.15)
15 January 1943 - Norden (4.15, daylight)
26 January 1943 - Lorient (4.10)
3 February 1943 - Hamburg (3.25, recalled)
4 February 1943 - Lorient (6.15)
14 February 1943 - Cologne (5.55)

Second Tour - No.433 Squadron

25 August 1944 - Ferfay (4.35)
27 August 1944 - Mimoyecques (4.10)
28 August 1944 - Ferme du Grand Bois (4.05)
31 August 1944 - Ile de Cezembre (5.05)
6 September 1944 - Emden (5.00)
11 September 1944 - Le Havre (4.35)
12 September 1944 - Dortmund (5.55)
15 September 1944 - Kiel (6.10)
20 September 1944 - Calais (2.30)
6 October 1944 - Dortmund (6.30)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (5.05)
14 October 1944 - Duisburg (5.55)
23 October 1944 - Essen (5.55)
25 October 1944 - Hamburg (4.55)
28 October 1944 - Cologne (5.50)
30 October 1944 - Cologne (6.10)

1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (6.30)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.00)

Note: On repatriation to Canada in January 1945 he summarised his overseas flying as follows:

No.1 Signal School - Domino and Proctor - 11 hours
No.16 OTU - Anson and Hampden - 97 hours five minutes
No.420 Squadron - Hampden - 77 hours 55 minutes.
Conversion Unit as of 22 August 1942 - Wellington - 23 hours 15 minutes
No.420 Squadron - Wellington - 83 hours 45 minutes
No.23 OTU - Wellington - 47 hours ten minutes
No.5 AOS - Ansons - 98 hours 40 minutes
Church Lawford - apparently no flying
No.1666 Conversion Unit - Halifax - 43 hours 40 minutes
No.433 Squadron - Halifax - 145 hours 35 minutes.

Total operational hours - 307.25
Non-Operational hours overseas - 320.50
Total sorties - 51.

Training:

No.1 ITS, course was 9 December 1940 to 14 January 1941. Courses in Mathematics (28/100), Armament, practical and oral (85/100), Drill (77/100), Law and Discipline (69/100). "Rugged and a tryer. Keen about his work and smart. Well recommended. The fact that this airman failed his mathematics should not preclude his further training as Wireless Operator-Air Gunner."

No.1 Wireless School, course was 3 March to 20 July 1941. Spent one hour in flying classroom as first operator, three hours on listening watch and six hours in two-seat aircraft as sole operator. Courses as follows: Theory (27/50), Radio Equipment (145/250), Morse, buzzer and lamp (152/200), Procedure (110/200), Signals Organisation (115/150), Armament (56/100), Drill and P.T. (30/50). Placed 82nd in a class of 89. "Has had military experience. Clean-cut, splendid type of airman. Should make excellent air gunner but has exhibited no outstanding qualities to recommend him for commissioned rank."

No.1 BGS, course from 21 July 18 August 1941. Spent nine hours 45 minutes in Battle aircraft by day plus three hours 15 minutes as passenger. Air Gunnery Results were as follows - Beam Test, 9;.6 %; Beam Relative Speed Test, 7.4 %; Under Tail Test, 6.3 %. Fired 710 rounds on ground, 300 rounds air to ground and 2,345 rounds air-to-air. In written exam scored 73 %;

practical and oral exam, 74 %. Assessed as firer at 178/250. Placed 19th in a class of 30. "A willing worker, is about average in practical work though he is handicapped by lack of practical experience.

Assessments (Selected):

3 October 1943 - No.23 OTU - Flying hours 412.05, 29.40 in previous six months. "Conduct, satisfactory. Of an average standard all round and although he was not a disciplinarian he kept his crew under control and set a good example in personal behaviour and appearance" (G/C G.V. Lane).

27 May 1944 - No.18 (P) AFU - "A good WOP/AG. Has full grasp of his duties in the air. Made a fairly satisfactory instructor. Fair instructor but not particularly interested in ground work." (G/C F.G.A. Robinson).

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HARRIS, F/L Alan Albert Champion (J9498) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in London, England, 1 June 1912 and most of his early education was in that country. Auditor's Assistant, 1932-1937 and Senior Audit Assistant, Price Waterhouse, 1938-1940. Home in Vancouver. Enlisted in Vancouver, 25 February 1941. To No.2 Manning Depot, Brandon, 12 March 1941. To No.11 Equipment Depot, Calgary, 8 April 1941. To No.2 ITS, Regina, 15 May 1941; graduated and promoted LAC, 21 July 1941; to No.5 AOS, Winnipeg, that date; to No.3 BGS, Macdonald, Manitoba, 12 October 1941; graduated and promoted Sergeant, 24 November 1941; posted next day to No.1 ANS, Rivers; graduated and commissioned 22 December 1941 and given two-week instructor course. To No.3 AOS, Regina, 17 January 1942 as Navigation Instructor; promoted Flying Officer, 1 July 1942; to "Y" Depot, Halifax, 22 November 1942; to RAF overseas, 29 December 1942, disembarking in United Kingdom, 14 January 1943. To No.23 OTU, Pershire, 6 April 1943. To No.1659 HCU, Topcliffe, 27 June 1943. To No.428 Squadron, 19 July 1943. Promoted Flight Lieutenant, 22 December 1943. Describing his squadron experience, he stated that he has used H2S from November 1943 onwards, and from February 1944 onwards he was Acting Navigation Leader (confirmed in that post, April 1944). To No.6 Group Headquarters, 3 July 1944. To Central Navigation School, Shawbury, 10 August 1944 for specialist navigation course. May have been attached to Southeast Asia, 29 March 1945 as part of the course. To RCAF Overseas Headquarters, 20 June 1945 although course report from Shawbury was dated 6 July 1945. Repatriated 3 July 1945. To No.1 CNS, Rivers, 7 July 1945. To No.1 Radio Navigation School, Summerside, 18 August 1945. It was intended that he should take up a senior navigational instructor course but Price Waterhouse was insistent that he return to their employment. To

Release Centre, 28 September 1945. Retired 13 October 1945. 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 4 June 1944 when he had flown 24 sorties (193 hours 27 minutes), 27 July 1943 to 24 April 1944.

27 July 1943 - Hamburg (6.50)
29 July 1943 - Hamburg (6.10, return on three engines)
2 August 1943 - Hamburg (3.57, early return; crash landing, stbd. engine on fire)
10 August 1943 - Nuremburg (8.15)
12 August 1943 - Milan (9.35)
27 August 1943 - Nuremburg (2.30, early return, port outer engine u/s.
30 August 1943 - Munchen-Gladbach (6.25)
31 August 1943 - Berlin (8.25)
5 September 1943 - Mannheim (7.40)
6 September 1943 - Munchen (4.00, early return, port inner engine u/s).
15 September 1943 - Montlucon (7.10)
16 September 1943 - Modane (9.05)
22 September 1943 - Hanover (3.30, early return, port outer engine u/s)
23 September 1943 - Mannheim (8.10)
27 September 1943 - Hanover (2.15, early return, port outer engine u/s)
29 September 1943 - Bochum (5.35)
3 October 1943 - Kassel (6.40)
4 October 1943 - Frankfurt (4.00, early return, port outer engine u/s)
22 October 1943 - Kassel (7.05)
25 November 1943 - Frankfurt (7.45)
3 December 1943 - Leipzig (6.30)
4 January 1944 - GARDENING, Brest (5.10)
21 January 1944 - Magdeburg (7.55)
2 February 1944 - GARDENING, Kiel (6.15)
15 February 1944 - Berlin (6.45)
19 February 1944 - Leipzig (7.55)
21 February 1944 - GARDENING, La Rochelle (7.10)
24 February 1944 - GARDENING, Flensburg (6.35)
25 February 1944 - GARDENING, Copenhagen (6.10)
24 April 1944 - Laon (6.00)

As navigator, Flight Lieutenant Harris has made many attacks against the enemy. He has bombed Hamburg, Milan, Berlin, Hanover, Kassel and many other targets in France and Germany, besides having carried out minelaying operations. His work at all times had been of an exceptionally high standard, which contributed

largely to his crew completing their tour without serious mishaps.

As section leader he has directed the navigation training of the squadron with a large measure of success, as shown in the excellent results achieved.

For most satisfactory service over a long period of time, I recommend the non-immediate award of the Distinguished Flying Cross.

Notes: On posting from No.3 AOS to "Y" Depot, he was described as "A good accountant. Organized effectively with good results the unit Victory Loan Campaign." (W/C R.C. Davis, 10 November 1942),

Assessed 25 July 1944 by S/L A.M. Ogilvie, General Navigation Officer, No.6 Group Headquarters: " This officer has been holding a navigational post in No.6 Group Headquarters since 9 July 1944, previously being Squadron Navigation Officer of 428 Squadron. Having only held this position for a short time, it is difficult to give a fair report on him and he may improve in the future." On 31 July 1944, Air Commodore C.R. Slemon wrote, "F/L Harris did well as a Squadron Navigation Officer, but his work here at Group Headquarters on the navigation staff has so far been disappointing. However, he has been here only one month and therefore must be given more time to prove himself."

Application for operational wing dated 18 July 1944 stated he had flown 25 sorties (178 hours 30 minutes), 27 July 1943 to 2 July 1944.

On 1 April 1947 he wrote to AFHQ inquiring when and how he might be invested with his DFC. A reply dated 11 April 1947 informed him that it had not yet been received in Canada. "Central Chancery of the Orders of Knighthood, from which all awards are despatched, are presently experiencing skilled labour difficulties as a result of the many pressing demands made on them. Consequently a considerable period of time may elapse from the time an award is granted and the actual investiture takes place. You may be sure, however, that as soon as this decoration arrives in Canada, arrangements for a suitable investiture will be made, at which time you will be advised."

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HARRIS, F/O Alan Alexander (J25098) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 8 July 1915 in Chongking, China; home in Toronto. Enlisted in Toronto, 22 November 1937 as Metal Worker. As of 1 July 1939 he held the rank of LAC and as of 2 September 1939 he was with No.10 (BR) Squadron. Promoted Corporal, 1 February 1940. Promoted Sergeant, 1 October 1940. Promoted Flight Sergeant, 1 February 1941. Remustered

to aircrew and posted to No.3 ITS; graduated 14 August 1942 but not posted to No.11 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.8 SFTS until 5 December 1942; graduated and commissioned 2 April 1943. To No.1 GRS, 9 April 1943. To "Y" Depot, 26 June 1943; to RAF overseas, 6 July 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 2 April 1945. Repatriated 23 July 1945. Retained in postwar RCAF (9813), retaining rank of Flight Lieutenant. To Air Navigation School, 9 May 1946. To No.435 Squadron, 29 September 1946. To Trenton, 2 February 1947. To No.1 Flying Training School that same date. Pilot and instructor until retirement on 31 August 1953. Died in Kaleden, British Columbia, 31 December 1973 as per British Columbia Vital Statistics. RCAF photo PL-42771 (ex UK-19662, 22 March 1945) has the following caption: "'Skipper' looks on as his boss, F/O Robert Jones, DFC of Vancouver, B.C. (with pen) and F/O Alan Harris, DFC of Toronto fill in their log books. Both pilots have completed an operational tour and are now taking an advanced instructors course. F/O Jones formerly flew with the Alouette Squadron in Tunis."

Flying Officer Harris has participated in many sorties against heavily defended targets on the continent including several daylight attacks on flying bomb installations. In May 1944, during a sortie to Duisburg, his aircraft encountered strong anti-aircraft fire and was severely damaged. Despite this Flying Officer Harris successfully with utmost coolness pressed home his attack and returned safely to base. At all times his courage and determination in the face of danger have been most praiseworthy.

NOTE: Public Record Office Air 2/8827 has recommendation drafted 14 August 1944 when he had flown 35 sorties (176 hours 55 minutes). Sortie list and submission as follows:

11 May 1944 - Bourg-Leopold, second pilot (3.30)
19 May 1944 - Tours (5.20)
21 May 1944 - Duisburg (4.45)
22 May 1944 - Brunswick (5.40)
27 May 1944 - Nantes (5.40)
8 June 1944 - Rennes (4.35)
10 June 1944 - Marshalling Yards, Orleans (5.30)
12 June 1944 - Poitiers (6.10)
14 June 1944 - Aunay-sur-Odon (4.30)
15 June 1944 - Ammunition Dump, Chateaufort (6.15)
21 June 1944 - Gelsenkirchen (4.10)
24 June 1944 - Flying Bomb site, Pommereval (3.20)
27 June 1944 - Vitry-le-Francois (7.35)
29 June 1944 - Flying Bomb site, Beauvoir, daylight (3.10)

4 July 1944 - Flying Bomb dump, St. Leu d'Esserent (4.10)
7 July 1944 - Flying Bomb dump, St. Leu d'Esserent (4.25)
18 July 1944 - Mondeville Steel Works, Caen, daylight (3.15)
19 July 1944 - Flying Bomb site, Thiverny, daylight (4.05)
20 July 1944 - Courtrai (3.05)
23 July 1944 - Kiel (4.50)
24 July 1944 - Stuttgart (7.50)
25 July 1944 - St. Cyr Air Park, daylight (3.50)
26 July 1944 - Marshalling Yards, Givors (9.15)
28 July 1944 - Stuttgart (7.40)
30 July 1944 - Cahagnes, daylight, mission abandoned owing to cloud (5.00)
31 July 1944 - Rilly la Montagne, daylight (4.35)
1 August 1944 - Siracourt, daylight, mission abandoned owing to cloud (3.35)
2 August 1944 - Flying Bomb site, Trossy St. Maximum, daylight (4.25)
3 August 1944 - Flying Bomb site, Trossy St. Maximum, daylight (4.25)
5 August 1944 - Flying Bomb site, St. Leu d'Esserent, daylight (4.45)
6 August 1944 - Keroman Submarines Pens, Lorient, daylight (4.50)

Flight Lieutenant Harris, as captain of aircraft, has completed 35 successful operational sorties against such heavily defended targets as Duisburg, Brunswick and Stuttgart and many objectives of tactical importance in France. He has made no fewer than ten attacks on Flying Bomb dumps (nine of them in daylight) and has achieved considerable success in such raids.

On the night of 21/22 May 1944, when detailed to attack Duisburg, his aircraft, while over the target area, had to face fierce anti-aircraft opposition and was severely damaged. Despite the fact that it was only his second sortie as captain, Flying Officer Harris carried on with the utmost coolness, bombed his target successfully and then flew his badly damaged aircraft safely back to base.

This officer possessed fine qualities of leadership and coolness and has set a good example to his crew. His courage, skill and determination in action have been an inspiration to all members of his squadron and I consider he fully deserves the award of the Distinguished Flying Cross.

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HARRIS, P/O Allan Moran Patrick (J85038) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Dublin, 2 September 1918; home in St. Catharines,

Ontario. Private, Canadian Army prior to enlistment. Enlisted in Vancouver, 13 January 1942. To No.2 Manning Depot, 1 February 1942. To No.3 SFTS (guard duty), 27 March 1942. To No.4 ITS, 9 May 1942; graduated and promoted LAC, 17 July 1942; posted next day to No.2 BGS; graduated 14 September 1942 when posted to No.4 AOS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 22 November 1942. Commissioned 14 February 1944. Promoted Flying Officer, 14 August 1944. Repatriated 14 April 1945. Retired 9 June 1945. Photo PL-35927 is a portrait. 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 29 June 1944 when he had flown 30 sorties (187 hours 15 minutes), 6 September 1943 to 27 May 1944. Just before starting tour he recorded eight hours ten minutes flown ferrying aircraft to North Africa.

6 September 1943 - Battapaglia (5.35)
8 September 1943 - Gaeta (6.15)
12 September 1943 - Castelnoovo (7.00)
14 September 1943 - Battapaglia (6.55)
15 September 1943 - Torre Anunziata (6.10)
17 September 1943 - Cervateri (6.00)
19 September 1943 - Beneventto (6.10)
22 September 1943 - Formia (6.40)
23 September 1943 - Leghorn (7.20)
24 September 1943 - Leghorn (7.30)
29 September 1943 - Formia (6.00)
11 October 1943 - Formia (6.30)
19 February 1944 - Leipzig (7.20)
24 February 1944 - Schweinfurt (8.05)
13 March 1944 - Le Mans (5.15)
15 March 1944 - Stuttgart (8.30)
18 March 1944 - Frankfort (4.55)
22 March 1944 - Frankfort (6.00)
24 March 1944 - Berlin (8.15)
26 March 1944 - Essen (5.20)
30 March 1944 - Nuremburg (7.45)
9 April 1944 - Ville St.George (5.20)
18 April 1944 - Noisy le Sec (4.45)
20 April 1944 - Lens (4.00)
7 May 1944 - St.Valery (3.35)
9 May 1944 - Calais (3.15)
10 May 1944 - Ghent (4.00)

12 May 1944 - Louvain (4.45)
27 May 1944 - Bourg-Leopold (4.55)

Pilot Officer Harris, as Air Bomber of Pilot Officer Boadway's crew, has contributed much to their outstanding success. He has carefully identified his target on every occasion, never bombing until his aiming point was definitely in his sights. His determination to press home his attacks and his many fine photographs have set a very high standard in this squadron. Pilot Officer Harris is strongly recommended for the award of the Distinguished Flying Cross.

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HARRIS, W/C Charles Edwin, DFC (C89525) - **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 322/46 dated 29 March 1946. Former CAN/RAF. Born 20 September 1911 in Nova Scotia (possibly Antigonish); educated at Halifax, Windsor, and Dalhousie University. Joined RAF, 1936. Injured in a crash, November 1940. Mentioned in Despatches, 1 January 1943. He flew on operations with No.405 Squadron (early 1943), No.419 Squadron (6 May-15 June 1943) and No.434 Squadron (CO, 15 June 1943 to 7 February 1944). Awarded DFC 23 May 1944 (CAN/RAF) with general citation. Transferred to RCAF 19 December 1944 with rank of Squadron Leader. Promoted Wing Commander, 12 July 1945. Repatriated 15 February 1946. To Eastern Air Command, 31 March 1946. Re-engaged in interim Force. Reverted to Squadron Leader, 1 October 1946 (26518). Retired 28 December 1953. Died at Chester, Nova Scotia, August 1973.

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HARRIS, S/L Clement (C3049) - **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 Brantford. Enlisted in Hamilton, 9 November 1940 in Administrative Branch, initially serving at No.1 BGS. Held rank of Flight Lieutenant as of 1 August 1941. To "Y" Depot, 30 June 1942; to RAF overseas, 19 July 1942. Promoted Squadron Leader, 9 July 1943. To RCAF Overseas Headquarters, 14 January 1944. Repatriated 28 February 1945; retired 14 April 1945. Award believed to be for duties as RCAF Subordinate Staff Officer, Bomber Command Headquarters, 1944-1945.

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HARRIS, F/O David Edmund or Edmond (J17400) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO

721/45 dated 27 April 1945. Born in Owen Sound, 5 April 1923; home in Collingwood, Ontario. Waiter prior to enlistment. Enlisted in Toronto, 9 July 1941 and posted to No.4 Manning Depot. To No.1 WS, 20 August 1941; to No.13 SFTS, 10 September 1941 (guard duty); to No.3 ITS, 25 September 1941; graduated and promoted LAC, 7 November 1941 but not posted to No.8 AOS until 20 November 1941; to No.9 BGS on 28 February 1942; graduated and promoted Sergeant, 11 April 1942; posted that date to No.2 ANS; graduated 11 May 1942. To "Y" Depot, 12 May 1942. To RAF overseas, 31 May 1942. Commissioned 5 April 1943. Promoted Flying Officer, 5 October 1943. Promoted Flight Lieutenant, 5 April 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 30 July 1945. To Trenton, 4 January 1946. To Release Centre, 29 April 1946. Retired 4 May 1946. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation (undated) when he had flown 47 sorties (245 hours 25 minutes). Also found in DHist file 181.009 D.1634 (RG.24 Volume 20604.

Flying Officer Harris has completed his second tour of operations totalling forty-seven operational sorties, twenty-eight of which were attacks against heavily defended major German targets [such] as Berlin, Dusseldorf, Nuremburg, Stuttgart and Frankfurt. This officer's skill, courage and devotion to duty as a Navigator has set an example to all members of the squadron. His navigation has always been accurate and painstaking and he has set a high example of efficiency while on the ground and in the air.

The complete sortie list was as follows:

- 7 February 1943 - Lorient (5.25)
- 11 February 1943 - Minelaying, Bay of Biscay (7.15)
- 13 February 1943 - Lorient (5.50)
- 14 February 1943 - Cologne (4.50)
- 16 February 1943 - Lorient (5.20)
- 25 February 1943 - Nuremburg (2.15, duty not carried out, icing badly)
- 26 February 1943 - Cologne (4.05)
- 28 February 1943 - St. Nazaire (5.25)
- 1 March 1943 - Berlin (7.25)
- 3 March 1943 - Hamburg (6.20)
- 5 March 1943 - Essen (4.10, duty not carried out, engine trouble; SOS sent and cancelled)
- 8 March 1943 - Nuremburg (7.40)
- 22 March 1943 - St. Nazaire (4.20)
- 27 March 1943 - Berlin (8.20)
- 29 March 1943 - Berlin (2.50, duty not carried out, compass unserviceable)

4 April 1943 - Kiel (6.45)
10 April 1943 - Frankfurt (6.20)
16 April 1943 - Mannheim (6.00 - photo 400 yards from aiming point. Low level attack; shot up one train and station, one factory)
21 April 1943 - Rosrock (7.35 - low level attack - shot up by fighter - mid-upper gunner hit)
26 April 1943 - Dusseldorf (4.35, heavy flak)
23 May 1943 - Dortmund (4.05, rear turret unserviceable, compass unserviceable, GEE unserviceable, mid-upper unserviceable).
25 May 1943 - Dusseldorf (4.30, heavy flak)
29 May 1943 - Wuppertal (5.00)

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7 March 1944 - Le Mans (3.50)
15 March 1944 - Stuttgart (8.00)
10 April 1944 - Laon (4.00)
10 May 1944 - Courtrai (2.05)
4 June 1944 - Calais (3.55)
6 June 1944 - Conde sur Noireau (5.05)
7 June 1944 - Versailles (5.00)
21 June 1944 - Neuville au Bois (4.05)
24 June 1944 - Bonnetot (3.25)
7 July 1944 - Biennais (3.20)
12 July 1944 - Bremont (3.55)
18 July 1944 - Caen (4.15, army cooperation)
12 September 1944 - Dortmund (4.55)
16 September 1944 - Kiel (6.10, three fighter attacks)
17 September 1944 - Boulogne (3.55)
3 October 1944 - Bergen (7.40)
6 October 1944 - Dortmund (6.30)
9 October 1944 - Bochum (6.40)
14 October 1944 - Duisburg (6.35)
14 October 1944 - Duisburg (6.40)
23 October 1944 - Essen (5.40)
25 October 1944 - Homburg (4.30)

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HARRIS, F/L Francis Robert (J20064) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 9 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born in Burlington, Ontario, 25 February 1919; home in Victoria, BC. Enlisted in Vancouver, 4 November 1941. Trained at No.4 ITS (graduated 24 April 1942), No.5 EFTS

(graduated 3 July 1942) and No.7 SFTS (graduated 23 October 1942). Commissioned 1942. Remained in postwar RCAF (20112), retiring in Ottawa 24 September 1968 with rank of Lieutenant-Colonel. Died in Nanaimo, British Columbia, 8 January 1988 as per British Columbia Vital Statistics. His service documents were requested by the Department of National Defence on 15 January 1988 and were never returned to Library and Archives Canada. They were probably misplaced and are currently considered lost or missing.

One night in April 1944 this officer piloted an aircraft detailed to attack Montzen. Soon after leaving the target area the aircraft was involved in an encounter with a fighter and sustained much damage. The port-inner engine was damaged, two petrol tanks were pierced and the rear turret was rendered unserviceable. A fire started to the rear of the fuselage but by the prompt action of two members of the crew the flames were extinguished. Nevertheless the fighter was evaded and Flight Lieutenant Harris in the face of much difficulty flew the damaged aircraft to an airfield in this country. His skill, coolness and tenacity set an excellent example.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 12 May 1944 when he had flown 21 sorties (121 hours 35 minutes). Sortie list and submission as follows:

16 September 1943 - Turin (7.15, second pilot)
22 September 1943 - Hanover (5.30, second pilot)
22 October 1943 - Kassel (7.35)
3 November 1943 - Dusseldorf (5.55)
18 November 1943 - Ludwigshafen (8.20)
19 November 1943 - Leverkusen (7.00)
7 March 1944 - Le Mans (5.10)
13 March 1944 - Le Mans (4.50)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.50)
22 March 1944 - GARDENING (6.10)
24 March 1944 - Berlin (7.40)
9 April 1944 - Lille (4.20)
10 April 1944 - Tergnier (5.05)
18 April 1944 - Tergnier (5.20)
20 April 1944 - Ottignies (4.00)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.15)
26 April 1944 - Villeneuve St. George (5.15)
27 April 1944 - Montzen (4.00, attacked and severely damaged by enemy fighter)

This officer has completed 21 sorties involving a total of 121 hours on his first operational tour.

On the night of 27th April 1944, he was detailed to attack Montzen. As he was leaving the target he was attacked by an enemy night fighter and extensive damage was done to his aircraft, two petrol tanks were holed and the port inner engine damaged. In addition the rear turret was put out of action and a fire was started just forward of the rear turret; this was extinguished owing to the prompt action of the rear gunner and flight engineer.

The intercommunication system was rendered temporarily unserviceable and during this period the navigator and bomb aimer, without orders, baled out. In spite of their absence and the loss of one engine Flight Lieutenant Harris set course for the English coast which he reached to find that there was thick cloud. In an effort to determine his position he handed the controls to the wireless operator and worked for 20 minutes with navigational aids in the aircraft, only to find that they were unserviceable. He finally took over the controls and brought the aircraft to a safe landing through a break in the clouds.

For his coolness, determination and courage, this officer is strongly recommended for the award of the Distinguished Flying Cross.

On 13 May 1944 the Officer Commanding, Station Brighton, added his remarks:

Flight Lieutenant Harris is an outstanding captain of aircraft who has welded his crew into an efficient fighting unit. His skill, keenness to operate and his determination in face of the enemy have always been outstanding. On the night of 27th April his efficiency in overcoming difficulties brought about by enemy action are most commendable and typical of his coolness in the face of danger. I most strongly recommend the immediate award of the Distinguished Flying Cross.

This was supported by the Air Officer Commanding, No.4 Group (19 May 1944) and approved by the Air Officer Commanding-in-Chief, Bomber Command (23 May 1944).

HARRIS, F/L Francis Robert, DFC (J20064) - **Bar to Distinguished Flying Cross** - No.78 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

This officer has attacked many of the most heavily defended targets and has at

all times pressed home his attacks despite the fiercest enemy opposition. He has achieved consistently good results and his unfailing courage and leadership have set a fine example to all.

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HARRIS, F/O Glen Royal (J17193) - **Mention in Despatches** - No.432 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Niagara Falls, Ontario, 28 June 1919; home in Woodstock, Ontario. Wife in Stratford, Ontario. Enlisted in London, Ontario, 7 February 1941. At No.1 Manning Depot, Toronto, 7 February to 10 April 1941 and No.14 SFTS, Aylmer, 11 April to 4 May 1941 (non-flying duties). Posted to No.1 ITS, Toronto, 5 May 1941; to Composite Training School, Trenton, 10 June 1941; promoted Leading Aircraftman on 24 July 1941; to No.3 WS, Winnipeg, 2 August 1941; graduated 20 December 1941) and posted to No.5 BGS, Dafoe (graduated 19 January 1942). To "Y" Depot, Halifax, 21 January 1942; taken on strength of No.3 Personnel Reception Centre, Bournemouth, 20 February 1942; to No.1 Signals School, 24 March 1942; to No.2 (O) AFU, 11 May 1942; to No.29 OTU, 9 June 1942; commissioned 3 January 1943; to No.1660 Conversion Unit, 5 January 1943. Posted to No.57 Squadron, 18 February 1943; promoted Flying Officer, 3 July 1943; posted to No.29 OTU, 25 August 1943; to No.82 OTU, 29 February 1944. Posted to RCAF Overseas Headquarters, 5 June 1944. Special leave in Canada, 14 June to 4 August 1944. To No.61 Base, 2 September 1944; to No.432 Squadron, 25 October 1944. Promoted Flight Lieutenant, 3 January 1945. Killed in action 6 March 1945 (Halifax RG475); buried in UK. No citation in AFRO. It would appear that this honour was for work at No.29 OTU. As of 8 March 1944, he had flown 567 hours (52 in previous six months) and S/.L C.M. Hill wrote:

This officer is generally satisfactory and, in some respects, above average. He has given complete satisfaction during his tour of duty at 29 OTU.

Circumstances of Death: Halifax RG475 "L" took off at 1630 hours, 5 March 1945 to bomb Chemnitz. The crew completed their mission but crashed north of Walton-on-Maze on the return flight; there were no survivors. The crew were as follows:

S/L E.A. Hayes (pilot, 16 trips, 105 hours five minutes flown)
F/L J.G. Clouthier (second pilot, one trip, six hours 55 minutes flown)
F/O C.M. Hay, DSO (navigator, 19 trips, 119 hours 25 minutes flown)
P/O J.D. Ringrose (air bomber, 14 trips, 93 hours 15 minutes)
F/L G.R. Harris (WOP/AG, eight trips, 53 hours 45 minutes)
FS M.B. Nielson (air gunner, 14 trips, 89 hours 55 minutes)
FS G.M. Ordser (air gunner, eleven trips, 73 hours 30 minutes)
Sergeant D.M. Cooke (RAF, flight engineer, 14 trips, 93 hours 15 minutes).

RCAF Press Release No. 2428 dated 21 July 1943 reads:

Two Canadians who fly in a Lancaster bomber can thank the trigger-wise fingers of their Welsh rear-gunner that they returned safely from a recent bombing attack on Cologne.

They are F/O Robert W. (Bob) Randolph, of 40 Dominion Street, Winnipeg, and P/O Glen Harris, of St. Andrew's Street, Stratford, Ontario.

A JU88 attacked them as the bomber started on its run over the target, but the Welshman, F/S Ronald "Taffy" Roberts, DFM, shot it down in flames.

But before it dived like a flaming torch into the clouds banked high over the target, the German did considerable damage to the Lancaster.

The English mid-upper gunner was fatally wounded when an explosive shell burst inside his turret. He died the following day.

The petrol cocks were smashed, and the severely damaged bomber returned to England carrying 500 gallons of useless petrol. The precious liquid could not be fed to the engines.

"We just managed to make an airfield near the coast," said P/O Harris, telling the story. "It was a near thing. As a matter of fact, we had to abandon our flight plan and return by the nearest route, which meant cutting across heavily defended areas."

It was the third fighter destroyed by F/S Roberts, who has also a "probable to his credit". He is on his second operational tour.

"We made a perfect target against the white cloud tops below us," said Harris, who is wireless operator in the bomber. "As soon as we were attacked, we jettisoned the bomb-load, but they must have fallen on the target. We were right over it at the time."

"Taffy got his guns to bear on the fighter so fast that he had actually started firing when he called to the skipper to turn. We saw the German burst into flames and go down, but he turned us into a sieve before he went. We were lucky to get back."

The elevator of the Lancaster was damaged, and Randolph, the bomb-aimer, assisted the captain, F/L Jack Greig, of London, England, in taking evasive action. Meanwhile, Harris went back to aid the badly wounded mid-gunner, but he was unable to remove his unconscious form from the turret.

Many of the navigational instruments were also damaged, and with the serious shortage of petrol, due to the damage to the petrol cocks of the inboard tanks, it was touch and go for a time as to whether or not the bomber could reach England.

It was the determination and hard work of the pilot, navigator and wireless operator that finally brought them through.

Randolph and Harris and their crewmates are near the end of their tour of operations, and have bombed nearly all the targets in Germany and several in France and Italy.

First target they bombed was Dusseldorf in a Wellington. A few nights later, in the same aircraft, they bombed Bremen.

Since joining their Lancaster squadron, they have flown over Berlin twice and Essen four times. They have done the long trip to bomb the Skoda Works at Pilsen, and among other "marathons" they have done are Munich, Frederickshaven and Spezia.

When they bombed Frederickshaven, they continued on to North Africa and bombed Spezia on the return trip a few nights later. It was the third time they had dropped loads on the Italian port.

And they have been to all the targets in Ruhr, including Duisburg, Wuppertal and Dortmund.

But it will be some weeks before Harris gets a chance to go on with his tour. He froze his finger-tips when he was vainly trying to get the wounded mid-upper gunner out of the turret the night of the Cologne raid.

"They're okay now," he remarked, as he was telling the story of that raid. "But," he added, with a grimace, "the M.O. says no, so I guess I've had it for a while."

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HARRIS, F/O Harold Eric (J41533) - **Commended for Valuable Services** - No.1 AOS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 30 January 1912. Enlisted in Montreal, 6 January 1943. To No.5 Manning Depot, 10 March 1943. To No.3 ITS, 15 May 1943; graduated and promoted LAC, 23 July 1943 but not posted to No.9 AOS until 18 September 1943; graduated and commissioned 11 February 1944. To No.1 CNS, 11 March 1944. To No.1 AOS, 13 April 1944. Promoted Flying Officer, 11 August 1944. Retired 7 April 1945.

As station navigation officer he has given outstanding service which has contributed in no small way to the efficiency of flying operations on this unit. He has consistently set a high example in efficiency, devotion to duty and by his attitude and deportment.

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HARRIS, P/O Ronald Carlyle (C46640) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 25 February 1920. Enlisted in Saskatoon, 20 June 1940 as Aero Engine Mechanic. To Technical Training School, 14 August 1940. Promoted AC1, 21 December 1940. To No.9 SFTS, 28 December 1940. Promoted LAC, 1 April 1941. To No.10 (BR) Squadron, 2 January 1942. Promoted Sergeant, 4 October 1942. To Yarmouth, 13 December 1943. To Eastern Air Command Headquarters, 17 February 1944. Promoted WO2, 1 March 1944. Commissioned as Flight Engineer, 30 May 1944. Retired 22 September 1945. Died in Lloydminster, Saskatchewan, 4 June 1999.

This officer, throughout his lengthy duties on anti-submarine operations, has proven himself to be a skilful and reliable flight engineer. His cheerfulness and determination in completing any mission assigned to him have been most praiseworthy and an inspiration to the other members of his crew.

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HARRIS, F/L Willard Norval (J5908) - **Mention in Despatches** - No.544 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 29 June 1917, Neepawa, Manitoba; home in Minnedosa, Manitoba. Enlisted in Saskatoon, 21 October 1940. To No.36 SFTS (guard duty), 25 October 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 16 January 1941; posted that date to No.2 Manning Depot again; to No.14 EFTS, 23 January 1941; graduated 17 March 1941 and posted

once more to No.2 Manning Depot. To No.3 SFTS, 9 April 1941; graduated and promoted Sergeant, 3 July 1941. Commissioned 4 July 1941. To No.31 GRS, 11 July 1941; to RAF overseas, 12 November 1941. Promoted Flying Officer, 4 July 1942. Promoted Flight Lieutenant, 4 July 1943. Repatriated 23 December 1944. To No.2 Air Command, 6 January 1945. To Halifax, 19 May 1945. To United Kingdom, 19 May 1945. Retired 10 November 1945, possibly in Britain.

HARRIS, F/L Willard Norval (J5908) - **Distinguished Flying Cross** - No.544 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944.

As a photographic reconnaissance pilot, Flight Lieutenant Harris has done excellent work and the majority of his sorties have been highly successful. During July 1944 he was detailed for special reconnaissance flights to the north of Norway. The majority of these were completed at low level. On two occasions his aircraft was damaged by anti-aircraft fire. These sorties called for great skill and endurance on the part of the pilot and despite adverse weather all were successful. By his experience and enthusiasm Flight Lieutenant Harris has as second in command contributed much to the successes attained by his flight.

Note: Medals, album and logbook sold at auction, 6 November 2013 by Bosleys Military Auctioneers, The Salesroom, Marlow, Buckinghamshire. Noted that one logbook entry referred to an interception by two FW.190s. He had begun overseas flying Ansons on coastal air searches for mines. First operation with No.544 Squadron was 9 November 1943; his last sortie was 15 November 1944. In all flew 110 sorties.

RCAF Press Release No. 8002 dated 28 December 1944. from F/O George Sinclair, reads:

WITH RCAF IN BRITAIN: - German anti-aircraft guns saved the life of Flight Lieutenant W.N. Harris, DFC., Winnipeg, Manitoba (888 Home Street) when he was taking reconnaissance photographs of flying bomb experiments at Peenemunde in August [1943].

Now passing through an RCAF Repatriation Depot on his way home after two tours on camera-equipped Mosquitoes, F/L Harris told this reporter:

“We sighted two Focke Wulfe’s five minutes before we started our run up the Peenemunde isthmus, but they were not in a good position to attack and we lost them. A few minutes later, just as our cameras began to operate, the navigator said, ‘There’s one on your tail now!’ I opened up the throttles and corkscrewed off toward the south. In a few minutes, I found myself over Stettin and all their

heavy flak opened up on us. The fighter wouldn't follow us through the flak, so we dropped him and managed to get home without any more trouble."

The first rail reconnaissance on D-Day was carried out by F/L Harris. "There was very low cloud, but we had to get our pictures so we went in below it. We were fired on at several places but our speed saved us," he said.

In approximately a thousand hours of flying, half of it operational, Harris has never damaged an aircraft. Four times he had to bring his mosquito home on one engine. After more than three years in England, F/L Harris says he hopes to go to university when he leaves the service.

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HARRIS, Sergeant William Fisher (R92421, later J37342) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Vancouver, 10 May 1915 (RAF Ferry Command records). Home in Vancouver; enlisted there 6 March 1941. To No.2 Manning Depot, 1 May 1941. To No.11 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 8 August 1941 when posted to No.19 EFTS; graduated 25 September 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 21 December 1941; to RAF overseas, 23 January 1942. On repatriation to Canada reported to Ferry Command, Montreal, 6 June 1943. Assigned to North Bay for training. Commissioned 31 August 1943. Departed Montreal, 8 December 1943 with Mitchell FW166 which he took to Goose Bay; departed there 18 December 1943 to United Kingdom. Returned to New York by boat, and to Canada by train. Promoted Flying Officer, 1 March 1944. Posted to No.32 OTU, Patricia Bay, 17 April 1944; to No.6 OTU, 31 May 1944. To No.8 Release Centre, 20 October 1945; retired 22 October 1945.

This airman is a steady, reliable and conscientious pilot who has taken part in a large number of operational sorties over Germany, Italy and Tunisia. He has at all times pressed home his attacks with coolness and determination, producing good results. His constant devotion to duty has been most commendable.

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HARRIS, F/L William Jarvis (J9766) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May and AFRO 1380/44 dated 30 June 1944. Born at MacAdam, New Brunswick, 22 June 1917. Home in Saint John, New Brunswick. Educated at University of New Brunswick. Enlisted in Moncton, 14 February 1941. To No.1 Manning Depot, 14 March 1941. To Rockcliffe, 9 April 1941. To No.1 ITS, 21 June 1941;

graduated and promoted LAC, 26 July 1941; posted that dated to No.1 Manning Depot; to No.6 AOS, 1 August 1941; graduated 25 October 1941 when posted to No.5 BGS; graduated and promoted Sergeant, 6 December 1941 when posted to No.1 ANS; graduated and commissioned 5 January 1942. To "Y" Depot, 6 January 1942; to RAF overseas, 9 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 January 1944. Repatriated 24 November 1944. Retired 16 February 1945. No citation other than "...completed...may successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 21 February 1944 when he had flown 24 sorties (155 hours 25 minutes). Tour was three missions, 25 June to 8 September 1942; hit over target (Frankfurt) on the last, returned on three engines, baled out over Maidford. Tour resumed 9 January 1943 to 26 November 1943; on 21 January 1943 he had come home on astro navigation only with three engines running.

This officer is an intelligent, conscientious navigator who, under a calm and quiet manner, has a fine offensive spirit in action which inspires confidence. He is a willing worker who definitely promotes harmony in the squadron.

He has taken part in attacks on many of the major targets in the Ruhr Valley, as well as more distant objectives in Germany and Czechoslovakia. He joined the squadron as an experienced navigator, and was invaluable as an instructor on the latest types of navigational equipment.

In view of this officer's operational record, his thoroughness in all duties, and excellent example to all crews, I strongly recommend he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

25 June 1942 - Bremen (7.10)
26 July 1942 - Hamburg (7.00)
8 September 1942 - Frankfurt (7.00, hit over target, returned on three engines, baled out at Maidford)
9 January 1943 - Gardening, Frisians (4.35)
29 January 1943 - Lorient (6.35)
3 February 1943 - Hamburg (6.40)
14 February 1943 - Cologne (5.00)
16 February 1943 - Lorient (6.05)
19 February 1943 - Wilhelmshaven (4.50)
26 February 1943 - Cologne (5.15)
28 February 1943 - St. Nazaire (5.40)
5 March 1943 - Essen (4.55)

8 March 1943 - Nuremberg (9.10)
9 March 1943 - Munich (9.20)
3 April 1943 - Essen (5.05)
16 April 1943 - Pilsen (9.45)
26 April 1943 - Duisburg (4.40)
30 April 1943 - Essen (5.10)
19 June 1943 - Le Creusot (7.20)
3 October 1943 - Kassel (6.15)
3 November 1943 - Dusseldorf (5.15)
22 November 1943 - Berlin (7.00)
26 November 1943 - Stuttgart (8.050)
21 January 1944 - Magdeburg (7.35, came home on three engines; astro navigation only).

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HARRISON, F/O Allan Henry (J87593) - **Distinguished Flying Cross** - No.227 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Lamont, Alberta, 24 December 1919; home in Tofield, Alberta. Educated at University of Alberta (COTC). Enlisted in Edmonton, 2 April 1942. Granted Leave Without Pay until 22 June 1942 when posted to No.7 SFTS (non-flying duty). To No.4 ITS, 15 August 1942; graduated and promoted LAC, 23 October 1942; to No.5 EFTS on 7 November 1942; graduated 22 January 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 14 May 1943. To No.31 GRS, 28 May 1943. To "Y" Depot, 21 July 1943; to United Kingdom, 12 September 1943 (no explanation of long delay). Commissioned 13 June 1944. Promoted Flying Officer, 13 December 1944. Repatriated 8 February 1945. To No.2 Air Command, 19 February 1945. To Release Centre, 8 April 1945. Retired 14 April 1945. Administrator under Veterans Land Act, worked for Economics Branch, Canada Agriculture (Executive Director of CANFARM, Guelph). Wrote an autobiography (see Library and Archives Canada). Died in Calgary, 29 March 2011. 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 18 December 1944 when he had flown 31 sorties (30 successful, 182 hours 25 minutes) and one unsuccessful (three hours 30 minutes), totalling sorties.

* unsuccessful mission

23 July 1944 - Kiel (4.50)
25 July 1944 - St.Cyr (4.30)
26 July 1944 - Givors (9.15)
28 July 1944 - Stuttgart (7.40)

30 July 1944 - Cahagnes (4.10)
1 August 1944 - Mont Candon (4.30)
2 August 1944 - Bois de Casson (3.30)*
3 August 1944 - Trossy (4.30)
6 August 1944 - Bois de Casson (4.15)
7 August 1944 - Secqueville (4.10)
9 August 1944 - Chatellerrut (5.50)
11 August 1944 - Givors (7.50)
24 August 1944 - Darmstadt (8.10)
26 August 1944 - Konigsburg (10.20)
29 August 1944 - Konigsburg (10.45)
31 August 1944 - Rollencourt (3.40)
10 September 1944 - Le Havre (3.40)
11 September 1944 - Darmstadt (5.50)
16 September 1944 - Boulogne (3.25)
18 September 1944 - Bremerhaven (5.30)
19 September 1944 - Rheydt/Munchen-Gladbach (5.25)
5 October 1944 - Wilhelmshaven (7.35)
6 October 1944 - Bremen (5.05)
14 October 1944 - Brunswick (6.35)
28 October 1944 - Bergen (7.00)
1 November 1944 - Homberg (3.50)
6 November 1944 - Gravenhorst (6.20)
11 November 1944 - Harburg (4.40)
26 November 1944 - Munich (10.00)
4 December 1944 - Heilborn (6.46)
6 December 1944 - Giessen (6.20)

This officer has competed nineteen night and eleven day operational sorties and has always shown a marked determination to press home his attacks in the face of the heaviest opposition. As a captain of aircraft he has trained his crew to a high level of operational efficiency and they have obtained a high percentage of aiming point photographs.

He has taken part in attacks on such targets as Stuttgart, Konigsburg (twice), Bremen, Brunswick and Munich. His keenness to operate in any conditions has set a fine example to the less experienced pilots of his squadron.

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HARRISON, Sergeant Arthur (R111540) - **Distinguished Flying Medal** - No.101 Squadron - Award

effective 9 February 1943 as per **London Gazette** dated 12 February 1943 and AFRO 513/43 dated 26 March 1943. Born at Millon, Cumberland, England, 4 July 1922; educated in Cornwall, Ontario (employed there as photo finisher). Former member, Stormont, Dundas and Glengarry Highlanders, 5 September 1940 to 16 July 1941. Enlisted in Ottawa, 17 July 1941 as WAG trainee and posted to No.1 Manning Depot. To No.4 WS, 27 September 1941. Promoted LAC, 29 October 1941; to Trenton, 2 February 1942; reclassified as Air Gunner trainee, 10 February 1942; to No.6 BGS, 14 March 1942; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.7 AGS, Stoney Down, 27 June 1942. To No.22 OTU, 21 July 1942. To No.10 Squadron, 30 September 1942. Posted to No.1483 Flight, 27 March 1943. Commissioned 29 March 1943 (J18007). Attached to No.1481 Flight, 1 April to 7 May 1943. Finally posted to that Flight, 9 August 1943. To No.103 Squadron, 14 September 1943. Missing in action, 27 September 1943 with No.103 Squadron (Lancaster DV221). Cited with F/L T.D. Misselbrook (awarded DFC). RCAF photo PL-15929 (ex UK-3940 dated 20 May 1943) taken after investiture - FS A. Harrison (Cornwall), FS J.L. Matthews (Port Arthur, Ontario), FS E.J. Lowans (Gananoque, Ontario).

One night in January 1943, Flight Lieutenant Misselbrook and Sergeant Harrison were captain and rear gunner respectively of an aircraft which was attacked by an enemy fighter when near the northwest coast of Germany. By skilfully outmaneuvering the attacker, Flight Lieutenant Misselbrook enabled his rear gunner to shoot it down from close range. Although his aircraft sustained much damage and one of its engines failed, Flight Lieutenant Misselbrook flew the aircraft back to this country and landed it safely. On a previous occasion he flew his damaged aircraft back to base in most trying circumstances. Both these members of aircraft crew have always displayed outstanding determination and devotion to duty.

Public Record Office Air 50/292 has combat report for the night of 17/18 January 1943; Lancaster X/101, target Berlin; position 54.20 North 10.10 West, 17,000 feet, 168 I.A.S., 320 degrees heading. There was no cloud, a bright moon and excellent visibility. Searchlights were active ahead and to starboard over Kiel trying to locate aircraft and coned it at 2133 hours, holding it throughout the fighter attack and for a short period thereafter. First sighted at 800 yards, "Green quarter, a little below". The enemy aircraft (an Me.110) showed no lights. There were three attacks, as follows:

First attack: From astern and same height; fighter broke away to starboard below. "Captain saw tracer passing nose slightly below, pulled nose up and turned to starboard. Wireless Operator opened fire and ordered hard to starboard. As enemy aircraft broke off, Lancaster levelled and fived straight ahead." Both aircraft fired from 400 yards down to 100 yards.

Second attack: From astern and same height; enemy aircraft broke away to starboard. "Sighted by Rear Gunner [Harrison] turning to attack again at 400 yards; enemy aircraft came in to 200 yards, firing steadily. Rear Gunner opened fire at 300 yards and just before he broke away, enemy aircraft port motor was hit and smoke streamed from it. Just prior to start of this attack, Lancaster began to pull out of dive and turned to starboard. By then Lancaster starboard outer engine was showing fire."

Third attack: From astern and same height; enemy aircraft fell away to port. "Enemy aircraft came in as in second attack. Rear Gunner opened fire at 300 yards and enemy aircraft did diving turn to port; its port wing fell off."

The results to the ME.110 were described as "Enemy aircraft fuselage and motors hits and port wing shot off."

Damage to the Lancaster described thus: "Fuselage to mid-upper turret sustained bullet holes. Starboard wing a few bullet holes. Starboard fin a few bullet holes. Starboard outer motor probably damaged. No casualties."

In this action the Mid-Upper Gunner fired 1,000 rounds. Had a left-hand gun stoppage which he cleared and continued firing. Rear Gunner fired 6,000 rounds (no stoppages). Front Gunner did not fire.

F/L Rogers, Chief Gunnery Instructor, assessed the action as follows: "No indication as to who first sighted the enemy aircraft and apparently the captain had to take evasive action on his own initiative, until Wireless Operator took over fire control. After this a very good show."

The Front Gunner was a Flight Sergeant Wagner who had trained at No.7 BGS, Paulson, Manitoba and No.22 OTU. The Mid-Upper Gunner was a Sergeant Polden.

The website "Lost Bombers" gives the following on his last sortie. Lancaster DV221, No.103 Squadron (PM-K), target Hannover, 27/28 September 1943. DV221 was a Mk.III and was delivered to No.103 Squadron on 25 July 1943. It took part in the following operations: Hamburg, 2/3 August 1943; Peenemunde, 17/18 August 1943; Berlin, 3/4 September 1943; Mannheim, 23/24 September 1943; Hannover, 27/28 September 1943 (lost). When lost this aircraft had a total of 138 hours. Airborne at 1934 hours, 27 September 1943 from Elsham Wolds. Crashed at Mahlerten, 11 km W of Hildesheim. Crew (all killed) were S/L J.H.Kennard DFC; P/O T.C.Latham, DFM (formerly with No.61 Squadron); Sergeant J.E.G.Aston, DFM; P/O R.N.Faulkener; F/O S.A.Morey, DFC, RAAF; P/O A.Harrison, DFM, RCAF (formerly with No.101 Squadron); Sergeant A.Davidson.

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HARRISON, F/O (now F/L) Arthur Pratt (J14311) - **Commended for Valuable Services** - No.6 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 27 May 1918 at Owen Sound, Ontario (RCAF Press Release of 27 December 1943 announcing award).. Enlisted in Toronto, 20 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940; posted that date to No.1 EFTS; graduated 4 January 1941 and posted that date to No.2 SFTS; graduated and promoted Sergeant, 17 March 1941; posted to Trenton that day; to No.6 SFTS, 11 June 1941; promoted Flight Sergeant, 1 December 1941; promoted WO2, 17 March 1942; commissioned 18 August 1942; promoted Flying Officer, 15 January 1943. Promoted Flight Lieutenant, 1 August 1943. To No.1 GRS, 24 February 1944; to "Y" Depot, 8 May 1944; to No.4 (BR) Squadron, 7 August 1944; to No.2 OTU, 9 September 1944; to Moncton, 12 January 1945; to No.162 Squadron, 25 January 1945; to Summerside, 8 August 1945; to Release Centre, 15 September 1945; retired 4 October 1945. Died 8 January 2000 in Owen Sound, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000.

Flying Officer Harrison as an NCO and officer has been instructing for over two years during which time he has completed over 1,200 hours of flying instruction. He has always displayed great determination and enthusiasm and his devotion to duty has been outstanding.

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*HARRISON, F/L Donald (J13738) - **Air Force Cross** - No.426 Squadron (AFRO gives unit as Odiham) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Enlisted in Vancouver, 1 October 1941. Trained at No.4 ITS (graduated 27 February 1942), No.5 EFTS (graduated 24 April 1942) and No.7 SFTS (graduated 28 August 1942). Postwar member of the RCAF (33082). No citation found in Canada. Public Records Office Air 2/9670 has recommendation drafted when he had flown 1,502 hours, of which 306 were on operations (all in previous six months).

This officer is a deputy flight commander and captain of a transport aircraft. Previous to this he had completed two tours of duty, one on operations and one instructing at a heavy conversion unit in the Middle East. Throughout his flying career, Flight Lieutenant Harrison has proved to be a skilful and resolute pilot, who has set a high standard to the other members of his squadron.

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HARRISON, WO (now P/O) Francis Arthur (J88062) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 3 May 1917 in Cranbrook, British Columbia; home in Vancouver where he was a repairman, electrician and labourer. Enlisted in Calgary, 19 January 1942 and posted to No.2 Manning Depot, Brandon. To Station East Calgary, 11 April 1942. To No.4 ITS, Edmonton, 10 May 1942; posted to Composite Training School, Trenton, 2 July 1942; promoted LAC, 16 July 1942; to No.3 BGS, Macdonald, Manitoba, 14 August 1942; graduated and promoted Sergeant, 25 September 1942. To No.1 AAS, Mountain View, 3 October 1942 for Gunnery Instructor Course; to No.2 BGS, Mossbank, 20 October 1942 to instruct. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. To "Y" Depot, Halifax, 26 October 1943. Embarked 1 November 1943. Disembarked in UK, 9 November 1943. To No.3 PRC, Bournemouth, 11 November 1943. To No.22 OTU, 14 December 1943. To No.61 Base, 10 March 1944. Attached to No.1659 Conversion Unit, 22 April to 30 May 1944. To No.428 Squadron, 30 May 1944. Commissioned 2 July 1944. Missing, believed killed, 14 October 1944 (Lancaster KB780, No.428 Squadron).

As rear gunner Warrant Officer Harrison has completed numerous sorties, involving several minelaying missions and attacks on railway sidings and other heavily defended positions. Recently he was detailed for an operation in the Caen area. On the return flight his aircraft was engaged by a fighter but Warrant Officer Harrison drove it off. A little later another fighter closed in. Warrant Officer Harrison opened fire to good effect and the enemy aircraft burst into flames and fell to the ground where it exploded. This airman has invariably displayed great coolness and courage in action.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.A.G. McLeish dated 8 August 1944 when he had flown eleven sorties (63 hours ten minutes) as follows:

As tail gunner, Warrant Officer Harrison has completed a considerable number of sorties against the enemy. He has dropped mines in enemy waters and bombed marshaling yards and other strongly defended positions. One night early in August he was detailed to attack a target near Caen. Shortly after leaving the target a Ju.88 came in to attack his plane but he opened fire first and beat off this attack. A few minutes later a FW.190 turned in to attack from the rear. Warrant Officer Harrison again opened fire and saw tracer pass into the enemy fighter, which caught fire, went into a steep dive and exploded upon hitting the water. For a high standard of work at all times and outstanding gunnery on this occasion, I recommend the immediate award of the DFC.

The sortie list was as follows:

12 June 1944 - Gardening, St. Nazaire (7.30)
18 June 1944 - Gardening, St. Malo (4.00)
23 June 1944 - Gardening, St. Nazaire (7.45)
24 June 1944 - Gardening, Brest (6.25)
26 June 1944 - Gardening, Lorient (5.25)
28 June 1944 - Gardening, Brest (6.50)
1 August 1944 - Acquet (4.25)
3 August 1944 - Bois de Casson (5.20)
4 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu d' Esserent (5.15)
7 August 1944 - Caen area (4.50, two attacks by enemy aircraft, one FW.190 shot down)

The website "Lost Bombers" provides the following on his last sortie. Lancaster KB780, No.428 Squadron (NA-T), target Duisberg. It was delivered to 428 Squadron in July 1944. When lost this aircraft had a total of 180 hours. It had taken part in the following operations: Stettin, 29/30 August 1944; Bochum, 9/10 October 1944. Airborne at 0558 hours from Middleton St. George. The average age of the crew (all killed) was 29, above the norm for Bomber Command. They were F/L W.H. Janney, RCAF; Sergeant L. Brotherhood; P/O W.H. Killner, RNZAF (age 35, the oldest in the crew); P/O A.S. McFeetors, RCAF (who had taken his wife's maiden name in lieu of his own, Smith); F/O A.V. Batty, RCAF; Flight Sergeant P.R. Jones, RCAF; P/O F.A. Harrison, DFC, RCAF.

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HARRISON, Sergeant (now P/O) Harry William (R103848/C43643) - **British Empire Medal** - No.4 Squadron (and now overseas) - Award effective 8 June 1944 as per RCAF Routine Order 1380/44 dated 30 June 1944. Born in Calgary, 25 February 1918 (RAF Ferry Command records); educated in Alberta schools. Home in Cluny, Alberta. Enlisted in Calgary, 4 June 1941 and posted to No.1 Manning Depot. Reported to Ferry Command, Montreal, 28 March 1944. Departed for overseas, 15 April 1944 in Catalina JX306, via Goose Bay, arriving in Britain 22 April 1944. Repatriation date uncertain. To No.2 Air Command, 2 August 1945. To No.7 Release Centre, 2 September 1945. Retired 22 September 1945.

This NCO was a flight engineer during a test flight on a Canso aircraft when a fire broke out in the A.P. unit. Seeing that igniting gasoline was pouring from the drain cock into the bilges, he reached into the flames and tightened the drain cock, suffering first degree burns on his hands. Sergeant Harrison's determination, courage and disregard of extreme physical pain undoubtedly averted a serious fire in the aircraft.

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HARRISON, F/L Harvey William (J24956) - **Distinguished Flying Cross** - No.8 Squadron, RAF - Award effective 28 November 1945 as per **London Gazette** dated 11 December 1945 and AFRO 212/46 dated 1 March 1946. Born in Vancouver, 22 May 1922; educated in Fernie, British Columbia; then Edmonton (1928-1940) and University of Alberta (1940-1941, Arts and Law, COTC experience at the same time). Employed by Hudson Bay Company Transport, Fort Smith and Yellowknife, October to December 1941 (purser and steward). Enlisted in Edmonton, 12 December 1941. Posted to No.3 Manning Depot, 8 January 1942. To No.13 SFTS (guard duty), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 26 September 1942 (no explanation as to why he was there so long; to No.7 EFTS, 26 September 1942; graduated 5 December 1942 and posted that date to No.16 SFTS; graduated and commissioned on 2 April 1943. To No.1 GRS, 9 April 1943; promoted Flying Officer, 2 October 1943; to "Y" Depot, Lachine, 6 August 1944; to No.111 OTU, 20 August 1944; to No.45 Group, 13 December 1944; Emplaned from Dorval, 8 February 1945. Arrived in United Kingdom, 9 February 1945. Attached to RNAS Maydown, 25 February to 10 March 1945. To No.9 Personnel Despatch Centre, 19 March 1945. To Headquarters, ACSEA, 23 March 1945. To No.200 Squadron, 29 March 1945. Promoted Flight Lieutenant, 2 April 1945. To No.8 Squadron, 15 May 1945. To Worli, 15 September 1945. To United Kingdom, 3 October 1945, embarking that date from Ceylon. Disembarked in Britain, 26 October 1945. Hospitalized at No.22 Canadian General Hospital, 1 November to 10 December 1945, having already a two month history of diarrhea. Repatriated to Canada, 29 January 1946. Retired 20 March 1946. Died in Vancouver, 17 July 1968 as per British Columbia Vital Statistics.

Throughout many operational sorties this officer has proved to be an outstandingly keen and skilful pilot. The majority of his sorties have involved long flights over difficult, mountainous terrain and wide stretches of ocean. At all times his cheerful courage and exceptional keenness for operational flying have set an inspiring example to all.

NOTE: Public Records Office Air 2/9138 has recommendation dated 12 September 1945 when he had flown 15 sorties (240 or 250 operational hours; form uses both figures). The form gives his place of birth as Calgary and home town for next-of-kin as Edmonton.

This officer served with the squadron for a period of five months before being repatriated, and in that time completed a total of 240 operational hours on fifteen Special Duty sorties.

Throughout his service in the squadron, Flight Lieutenant Harrison proved himself outstandingly keen and efficient and brought every one of his long and

arduous sorties to a successful conclusion in spite of difficult flying in mountainous terrain, coupled with operating over very wide stretches of open ocean, with a minimum safety margin.

Flight Lieutenant Harrison's exceptional keenness and cheerfulness have been most inspiring to the rest of the squadron, and he consistently set the highest standards of courage and devotion to duty.

Training: Course at No.6 ITS was 6 July to 28 August 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 901 out of a possible 1,000 points. Placed fourth in a class of 90. "Above average trainee. Keen, steady and reliable. Showed excellent spirit here."

Course at No.7 EFTS was 28 September to 20 November 1942. Tiger Moth aircraft 32.25 day dual, 35.00 day solo, four hours night dual. Required 10.40 dual to first solo. Logged ten hours in Link. Ground courses in Navigation, Airmanship, Armament (written), Aircraft Recognition, Signals (practical). Scored 551 points out of possible 700. Placed 13th in a class of 27. "Average pupil pilot, young and inclined to be happy-go-lucky; could become ideal student if he applied himself. Conduct and deportment good. Link, 78 percent/"

Course at No.16 SFTS was 7 December 1942 to 2 April 1943. Anson aircraft (60.05 day dual, 66.55 day solo, 8.35 night dual, 6.35 night solo). On instruments for 23,05; logged 25.15 in Link; needed 4.40 dual to first solo. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 605 points out of possible 750. Placed 13th in a class of 48. "Good average ability, clean cut type, conscientious and willing. Conduct and deportment good. Recommended for commission."

Course at No.1 GRS, Summerside was 19 April to 18 June 1943. Anson aircraft (38 hours 45 minutes, all by day). Courses in DR Navigation, Intermediate (67/100), DR Navigation Final (210/300), DR Navigation Air Work (204/300), Reconnaissance (158/200), Reconnaissance Air Work (74/100), Astro Navigation (77/100), Compasses and Instruments (176/200), Meteorology (129/200), Signals (79/100), Coding (77/100), Ship Recognition (146/200), Photography (83/100) and Visual Signals (pass). Placed sixth in a class of 23. "A keen pupil who is being kept on as a staff pilot. This should give him the necessary experience to make him into a future G.R. pilot."

Application for Operational Wing: dated 7 February 1946, listed the following, all on Liberators:

9 February 1945 - No.45 Group - ferry flight - 9.35
9 May 1945 - No.200 Squadron, ACSEA - 7.40, special duty, Burma
12 May 1945 - No.200 Squadron, ACSEA - 8.35, special duty, Burma
15 June 1945 - No.8 Squadron, ACSEA - Malaya (duty not carried out).
18 June 1945 - No.8 Squadron, ACSEA - 17.45, Malaya
22 June 1945 - No.8 Squadron, ACSEA - 18.45, Malaya
2 July 1945 - No.8 Squadron, ACSEA - 19.00, Malaya
9 July 1945 - No.8 Squadron, ACSEA - 20.25, Malaya
13 July 1945 - No.8 Squadron, ACSEA - 18.00, Malaya
18 July 1945 - No.8 Squadron, ACSEA - 18.50, Malaya
24 July 1945 - No.8 Squadron, ACSEA - 17.55, Malaya
28 July 1945 - No.8 Squadron, ACSEA - 19.00, Malaya
2 August 1945 - No.8 Squadron, ACSEA - 19.00, Malaya
6 August 1945 - No.8 Squadron, ACSEA - 11.00, Malaya, recalled
12 August 1945 - No.8 Squadron, ACSEA - 18.50, Malaya
17 August 1945 - No.8 Squadron, ACSEA - 19.45, Malaya
29 August 1945 - No.8 Squadron, ACSEA - 19.20, Malaya

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HARRISON, F/L (now S/L) John Robert (J7786) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 27 September 1915. Enlisted in Hamilton, 20 September 1940. To Prince Rupert, 20 October 1940. To No.2 ITS, 20 December 1940; graduated and promoted LAC, 27 January 1941; to No.16 EFTS on that date. Ceased training and posted on 25 February 1941 to No.2 Manning Depot; to No.7 AOS, 24 April 1941; graduated 21 July 1941 and posted that date to No.7 BGS; graduated and promoted Sergeant on 1 September 1941. To No.1 ANS that date; graduated and commissioned 29 September 1941. To No.31 OTU, 15 October 1941; to No.9 (BR) Squadron, date uncertain. Promoted Flying Officer, 29 April 1942. To Western Air Command, 20 January 1943. To No.160 Squadron, 4 May 1943. Promoted Flight Lieutenant, 15 May 1943. To Eastern Air Command, 24 May 1944. Promoted Squadron Leader, 2 August 1944. To Release Centre, 24 August 1945. Released 5 September 1945. See **Air Force Magazine**, Volume VI, No.2 (June 1982), "The Long Patrol". Died in Vancouver, 1 October 1984 as per British Columbia Vital Statistics.

This officer, as navigator on anti-submarine operations, has displayed courage and determination under the most difficult weather conditions. As navigation leader his leadership has contributed greatly to the success of his squadron.

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HARRISON, F/O Michael (C20089) - **Mention in Despatches** - No.61 Base (AFRO gives unit only as "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Toronto, 1 September 1917. Attended Ryerson Primary School, 1922-1923, Agincourt Public School, 1923-1932, Agincourt Continuation School, 1932-1936, and Canada Business College (night school), 1938-1939. Home in Agincourt, Ontario; stock clerk, T. Eaton Company, 1937 to August 1939. Enlisted in Toronto, 14 August 1939 as Clerk and posted to Trenton. Promoted AC1, 14 February 1940. Promoted LAC, 14 May 1940. Promoted Corporal, 15 June 1940. Promoted Sergeant, 15 September 1940. To No.2 EFTS, 19 October 1940 (NCO in charge of Orderly Room). Attended course of administration, 9 December 1940 to 4 January 1941. Promoted Flight Sergeant, 5 May 1941. No.19 EFTS, Virden, 23 October 1941 to 20 May 1942 (NCO in charge of Orderly Room). To No.7 ITS, 21 May 1942 (NCO in charge of Orderly Room); to "Y" Depot, 26 October 1942. To "Y" Depot, 17 September 1942. To RAF overseas, 27 October 1942; embarked from Canada, 28 October 1942; disembarked in Britain, 5 November 1942. To Padgate, 6 November 1942. To Station Leeming, 13 November 1942. Commissioned 13 November 1942 in Administrative Branch at Station Leeming. Attended RAF School of Administration. To Headquarters Unit, No.6 Group, 15 April 1943 (Group Postings Officer). Promoted Flying Officer, 13 May 1943. To Middleton St. George, 26 May 1943 (Committee of Adjustments Officer). To Leeming, 1 February 1944 (Servicing Wing Adjutant and Committee of Adjustment Officer). To No.439 Squadron, 24 April 1944 (Squadron Adjutant and Adjustment Officer). Promoted Flight Lieutenant, 13 November 1944. Emplaned from No.439 Squadron, Germany, 28 August 1945, arriving in Britain the same day. To Rear Headquarters, No.6 Group, 3 September 1945. Attached to No.424 Squadron, 7 September to 7 October 1945 (Squadron Adjutant). To Station Odiham, 7 October 1945 (Passenger and Freight Officer). Detached to No.111 Wing, 28 February to 9 April 1946. Repatriated 13 June 1946. To No.1 Air Command, 26 June 1946. To Lachine, 28 July 1946. Retired 12 November 1946. Died in Vancouver, 19 November 1984, age 66 as per British Columbia Vital Statistics. No citation in AFRO. DHist file 181.009 D.2993 (National Archives RG.24 Volume 20634) has recommendation for an MBE dated 18 January 1944 when he was Assistant Base Adjutant.

This officer coming up through the ranks of the RCAF, as he has done, has had a wide experience in Administration and has been of inestimable assistance to his superior officers in administrative and organizational work. His outstanding qualities are perseverance and research. He has worked long and arduous hours whilst acting as Base Adjutant in an endeavour to correlate and coordinate all administrative functions in this base. His thoroughness and attention to detail have resulted in very careful organization of his department and he is considered as a much above average officer at this Base.

For reasons of his faithfulness, labour and pains taken in the interests of this Base and the service as a whole, it is felt he should be suitably rewarded by the MBE.

Notes: Course of Administration, 9 December 1940 to 4 January 1941, involved courses and examinations in the following: Air Force Law (83/100), Central Registry and Orderly Room Procedure (86/100), Financial Regulations and Instructions (88/100), Documentation and Publications (9/100), Armament (80/100), Drill and Oral (77/100), and Stores and Accounting Procedure (86/100). Also rated on Initiative (148/200), Reliability, Judgement, Deportment (78/100), Personality (81/100) and Zeal and Energy (83/100).

Assessments: "Hard working, capable, industrious. Should make a good junior NCO." (G/C J.A. Sully, Station Trenton, 8 August 1940)

Excerpt from letter dated 11 May 1942, F/L W.J. Wood (Chief Supervisory Officer, No.19 EFTS) to Air Officer Commanding, No.2 Training Command:

Flight Sergeant Harrison has been in charge of the Orderly Room on this station since October 24th, 1941, and during this period he has brought all Orderly Room duties up to a high point of proficiency, and it is chiefly due to his efforts that all matters pertaining to administration from the Orderly Room end are beyond criticism.

He is an intensely keen and capable NCO, very neat in his appearance and habits, well spoken and with good powers of command. He has a very sound knowledge of all publications pertaining to administration, and it was largely due to his efforts from a research stand-point that the recent amendment list to K.R. (Air) was compiled and sent from this station.

It is felt that Flight Sergeant Harrison, by his efforts in the past, and his considerations as stated above, is well suited for commissioned rank as Administrative Officer for operational duties.

"Was only on the station a few days when he suffered a mental lapse and went absent without leave. His medical history is such that I doubt his ability to assume heavy responsibility. Should be repatriated," (S/L A.D. Roy, Middleton St. George, 26 September 1943).

"This officer has only been on this base a short period. He has worked zealously and has taken a keen interest in Base Personnel matters and has attended to many intricate problems with commendable interest. Has an excellent working knowledge of administrative matters and applies himself diligently. With further Base experience I believe he will make an above

average administrative officer." (W/C B. Sparleys, No.61 Base, 2 October 1943)

"One of the most capable and efficient Adjutants that I have met. Very reliable officer, who goes out of his way to help the pilots and airmen. Very strong recommendation for his Temporary F/L due 13 November 1944." (S/L K.J. Fiset, No.439 Squadron, 3 November 1944)

"This officer is a very keen and capable Adjutant. Worked hard to keep a Squadron a smooth running organization by his fine character and good leadership. He is a conscientious promoter of sports and station activities." (S/L J.H. Beatty, No.439 Squadron, 1 July 1945)

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HARRISON, LAC Norman Albert (R133408) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 13 December 1918. Home in Vancouver; enlisted there 15 October 1941 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 28 November 1941 for training as an Aero Engine Mechanic. Promoted AC1, 28 February 1942. To No.13 OTU, 4 March 1942. Promoted LAC, 28 May 1942. To "Y" Depot, 11 January 1943; to RAF overseas, 2 February 1943. Repatriated to Canada, 5 September 1945. Discharged 19 October 1945. Died in Vancouver, 27 August 1978, age 59 as per British Columbia Vital Statistics. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 16 months in Canada, 23 months overseas.

This airman is of NCO calibre. He can be depended upon to complete any task set before him in the most satisfactory and dependable manner. He requires little or no supervision and may be counted on to strengthen the hand under those he serves. But for lack of vacancies, his outstanding abilities would long ago have advanced him in the ranks.

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HARRISON, F/O Norman Leonard (J18963) - **Mention in Despatches** - No.1666 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Toronto, 30 August 1920 (Bank of Commerce book of service); educated there. Joined Canadian Bank of Commerce, May 1939. Home in Weston, Ontario. Enlisted in Toronto, 25 February 1941. Granted Leave Without Pay until 19 April 1941 when posted to No.1 Manning Depot. To Technical Training School for unspecified duty, 4 May 1941. No.3 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941; to No.21 EFTS on that date; graduated 25 September 1941 and posted that date to No.9 SFTS; (graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941; to RAF overseas, 7 January 1942. Served in North Africa, returning to England in November 1942. Commissioned 1

September 1943. Flew a tour with No.411 Squadron, completing tour in August 1944. Subsequently to No.6 Group; repatriated 10 April 1945 and took up administrative duties in RCAF. Date of release not certain. Rejoined RCAF as a pilot (Flying Officer), 1 November 1950. Promoted Flight Lieutenant, 1 July 1955. Died in Ottawa, 26 March 2006. See War Service Records, 1939-1945 (Canadian Bank of Commerce, 1947). No citation.

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HARRISON, F/O Raymond Stanley (J20203) - **Distinguished Flying Cross** - No.144 Squadron - Award effective 12 March 1945 as per **London Gazette** dated 20 March 1945 and AFRO 721/45 dated 27 April 1945. Born 4 April 1919 in Vancouver; home there (or Pavilion, British Columbia). Signaller in First Battalion, Seaforth Highlanders, 1935-1937m and with Second Battalion, Seaforth Highlanders, 22 November to 21 December 1940. Employed by B.C. Electric as clerk (1935-1937) and Maintenance Electrician (1937-1941) and North Vancouver Ship Repairs (1941). Enlisted in Vancouver, 7 October 1941 and posted to No.3 Manning Depot. To No.3 SFTS (guard duty), 7 December 1941. To No.4 ITS, 31 January 1942; graduated and promoted LAC, 27 March 1942; posted 11 April 1942 to No.18 EFTS; to No.5 EFTS, 25 April 1942; graduated 4 July 1942 and posted to No.10 SFTS; graduated and commissioned, 23 October 1942. To No.31 GRS, 6 November 1942. To "Y" Depot, 30 January 1943. To RAF overseas, 8 March 1943; disembarked in Britain 17 March 1943. To No.18 (Pilots) AFU, 13 April 1943; attached to No.1533 Beam Approach Training Flight, 17-22 May 1943. Promoted Flying Officer, 23 April 1943. To No.132 OTU, 1 June 1943. To No.2 Torpedo Training Unit, 22 September 1943. To No.1 Torpedo Training Unit, 29 September 1943. To No.144 Squadron, 2 November 1943. Attachments included No.3 Armament Practice Camp (30 December 1943 to 18 January 1944), Leuchars (21-24 February 1944), No.53 OTU (29 June to 7 July 1944), Central Gunnery School (19 July to 23 August 1944) and No.5 OTU, Turnberry (7 October to 24 December 1944). Promoted Flight Lieutenant, 23 October 1944. Posted to No.3 Armament Practice Camp, 5 April 1945 (Rocket and Gunnery Instructor). Repatriated 2 August 1945. To No.8 Release Centre, Vancouver, 13 August 1945. Released 28 September 1945. Died in Vancouver, 3 March 1991, age 72 as per British Columbia Vital Statistics. Photo PL-35887 is a portrait. Photo PL-42940 (ex UK-19848 dated 30 March 1945) shows him; PL-42942 (ex UK-19850), 30 March 1945 shows F/L R.S. Harrison (pilot, Vancouver) and F/L H.E.L. Chapman (pilot, Maple Creek, Saskatchewan). RCAF photo PL-44965 (ex UK-22340 dated 29 June 1945) shows F/O J.W. Lewis, DFC and F/L R.S. Harrison, DFC, both of Vancouver, awaiting repatriation.

This officer has taken part in a large number of operational flights. He has flown on many anti-shipping sorties and on one occasion he flew his aircraft 300 miles back to base on one engine. Flying Officer Harrison has destroyed one enemy aircraft and by his clear and concise orders he was instrumental in the destruction of a medium-sized enemy merchant vessel. His combat films have

been consistently good and show that his guns have invariably inflicted serious damage on the enemy. Throughout this officer has displayed outstanding keenness, courage and devotion to duty.

NOTE: Public Records Office Air 2/9150 has recommendation dated 25 January 1945 when he had flown 42 sorties (168 operational hours out of a career total of 764 hours ten minutes). The text differs in some details worth noting:

Flight Lieutenant R.S. Harrison, since he joined the squadron in November 1943, has completed 42 operational flights. He has taken part in eight strikes on enemy shipping, shot down a BV.138 and on one occasion returned 300 miles to base on one engine.

Recently, while acting as Outrider to the Wing, by clear and concise orders, he was instrumental in bringing about the destruction of a medium-sized merchant vessel.

His combat films which have been consistently good throughout, show beyond doubt that his guns have invariably inflicted most serious damage on the enemy.

Flight Lieutenant Harrison is an exceptional operational pilot whose keenness and example have been outstanding.

Notes: On Repatriation Form dated 14 July 1945 he stated he had flown 49 sorties (200 hours 20 minutes, the last on 20 March 1945). Also 351.30 non-operational time. Types flown were Oxford (52.30), Master (3.25), Beaufort (10.30), Beaufighter (439.40), Spitfire (32.40) and Mosquito (13.05) Stated he had destroyed one enemy aircraft and taken part in ten shipping strikes,

Training: Interviewed in Vancouver, 9 September 1941. "Good appearance and likeable manner. Direct, concise and pleasant speech. Intelligent and obviously keen for enlistment. Record shows mechanical bent and studious mind. She be good pilot material."

Course at No.4 ITS was 2 February to 27 March 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, and Signals (written). Scored 916 points of a possible 1,000. Placed third in a class of 66. Visual Link score of 88 percent. "Electrician, quick, alert, courteous, ambitious with very good initiative. Better than average pilot material, has done exceptionally well at this school. Average sports ability."

Course at No.5 EFTS was 27 April to 3 July 1942. Tiger Moth aircraft - ten hours 25 minutes dual to first solo, 36.00 day dual, 47.35 day solo, four hours night dual. Was 12.05 on instruments and 12.10 in Link. Courses in Navigation, Airmanship, Airframes, Engines, Theory of Flight, Armament (written), Aircraft Recognition and Signals (practical). Scored 859 points of a possible 1,000. Placed 11th in a class of 90. "Good type and hard worker. High average in flying and Ground School. Neat appearance. Officer material"

Course at No.10 SFTS was 6 July to 22 October 1941. Crane aircraft - 54.55 day dual, 82.10 day solo, 8.30 night dual, 9.40 night solo. Was 25.15 on instruments. Logged 22.00 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 657 points of a possible 750. Placed fourth in a class of 49. "Distinctly above average. Dependable, serious, good worker. Neat and courteous at all times."

Course at No.31 GRS was 9 November 1942 to 16 January 1943, Anson aircraft on navigation training - 38.15 by day, 1.40 by night. Courses in DR Navigation Intermediate (91/100). DR Navigation Final (202/300), Astro Navigation (61/100), Compasses and Instruments (126/200), Meteorology (154/200), Signals (94/100), Reconnaissance (133/200), Coding (52/100), Ship Recognition (126/200), Photography (78/100) and Visual Signals (Pass). "This pupil worked well and obtained a fairly sound knowledge of his subjects, Unfortunately he was very careless in his examination work and was also probably inclined to rest on his laurels. His reconnaissance work in genera; is below standard and he will require further instruction in Coding, Reconnaissance and practical air reconnaissance."

Course at No.18 (Pilots) AFU was 13 April to 1 June 1943. Oxford aircraft (2.20 day dual to first day solo, total 21.00 day dual, 26.15 day solo, 1.20 night dual to first night solo, total 6.35 night dual, 5.25 night solo. Was 5.50 on instruments and logged 9.40 in Link. Flying tests in General Flying (270/400), Instrument Flying (170/250), Night Flying (65/100, and Link (36/50). "A capable and steady pilot and a good type of officer,"

Course at No,132 OTU was 27 July to 21 September 1943, Flew Beaufort and Beaufighters by day (4.00 dual to first solo, 10.00 total day dual, 5.10 day solo on Beaufort, 45.20 day solo on Beaufighter); night flying was 2.00 to first night solo (also total night dual), 1.05 night solo on Beaufort, 9.40 night solo on Beaufighter). Was 5.35 on instruments, 4.55 in formation, and logged 15 hours in Link. One accident - 30 August 1943, Beaufighter undercarriage collapsed (mechanical failure). Flying tests in General Flying (316/400), Applied Flying (156/200), Instrument Flying (195/250), Night Flying (76/100, and Link (48/50). Ground examinations in Airmanship (212/300), Armament (237/300), Ship Recognition (91/100), Navigation (104/200) and Signals (65/100). "Above the average. Tends to be over confident in flying. Very keen on flying but in other respects as an officer requires watching,"

Course at Central Gunnery School was 20 July to 23 August 1944. Involved in Drogue Firing, Fighter Combat, Bomber Combat, Rifle on ground, Fisher Trainer on ground, and ground subjects of Practical and Theoretical Gunnery. Rated AA as instructor, "An officer with a cheerful operational outlook. Displayed plenty of dash in his flying, and considering his lack of single-engined experience, put up a very creditable performance."

Assessments: "Of above average ability both as an officer and pilot. Exceptionably keen, reliable and efficient. A prospective Flight Commander." (W/C A. Gadd, 5 April 1945 when he had flown 816 hours 30 minutes, 121.10 in past six months).

"An outstanding operational pilot who has shown great powers of leadership." (G/C R.T. Corry, 9 April 1945)

"Should make an excellent Flight Commander and with experience as Squadron Commander. He is keen, level headed and possesses the ability to make decisions and carry them out." (S/L G.S. Henderson, 26 June 1945).

RCAF Press Release No. 3717 dated 15 January 1944 from F/O Moir reads as follows (aircraft was LZ220, Observer – Sgt. D. Wilkinson, RAF, Paisley, Scotland).

Flying Officer Raymond Harrison of 1715 West Twelfth Avenue, Vancouver, B.C., is the only Canadian on an R.A.F. Coastal Command Beaufighter squadron and for a long time he was the only pilot on the squadron who had scored a kill on the Germans.

Harrison earned that honor when the squadron was attacking a German convoy off the Norwegian coast. It was a 'shaky do' as they say in the air force.

The squadron had just attacked the German ships, and as Harrison broke clear he saw a German Bloem and Voss 138 – a three engine flying boat – directly ahead of him and about 800 feet above.

He turned in behind the German and, despite the fact that the Nazi machine fired a burst at him, caught it with a burst from his cannons at 300 yards. The BV138 disintegrated.

But Harrison's troubles were not over. His attack on the enemy aircraft had taken him right over the centre of the convoy again and he was the lone target for their massed ack-ack guns.

He managed to get clear of the flak all right but then he found two FW190's chasing him. The rest of his squadron had not seen him turn to shoot down the BV138 and by this time were well on their way home.

One of the FW190's gave up the chase almost at once but the other fired one burst at Harrison before quitting.

"I still don't know why they quit," Harrison says, "because we were sitters if they had kept on after us".

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HARRISON, F/O Roy (J16686) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1 October 1922 in Buenos Aires; home in Vancouver (clerk). Enlisted in Vancouver, 15 April 1941. To No.2 Manning Depot, 21 April 1941. To No.11 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 8 August 1941; posted that date to No.19 EFTS; graduated 25 September 1941 and posted to No.10 SFTS; graduated and promoted Sergeant, 16 January 1942. To "Y" Depot, 14 February 1942; to RAF overseas, 7 March 1942. Commissioned 15 January 1943. Promoted Flying Officer, 15 July 1943. Promoted Flight Lieutenant, 15 January 1945. Repatriated to Canada, 8 February 1945. To Western Air Command, 13 February 1945. To No.5 OTU, 21 April 1945. To No.5 OTU Detachment, 3 July 1945. To Release Centre, 19 September 1945. Released 21 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.5526 (RG.24 Vol.20667) has recommendation dated 18 October 1944 when he had flown 27 sorties (128 hours 25 minutes), 7 March to 28 September 1944.

Flying Officer Harrison, a captain of an aircraft, has completed twenty-six trips against the enemy, showing at all times a cool disregard for his own personal safety. This officer's steady, skilful flying and efficient leadership has set a splendid example to his squadron worthy of the highest praise. His great courage and determination in action has been a source of inspiration to his crew, who placed their trust in his ability.

The sortie list was as follows:

7 March 1944 - Rennes (4.35, nickel)
7 May 1944 - St. Valery (4.05)
8 May 1944 - Haine St. Pierre (4.20)

12 May 1944 - Louvain (4.50)
27 May 1944 - Le Clipon (4.00)
4 June 1944 - Calais (3.55)
5 June 1944 - Merville (4.45)
6 June 1944 - St. Lo (5.00)
9 June 1944 - Le Mans (5.55)
12 June 1944 - Arras (4.50)
14 June 1944 - Cambrai (4.50)
21 June 1944 - "Boomerang" (3.25)
24 June 1944 - Bonnetot (3.40)
25 June 1944 - Gorenflos (4.00)
28 July 1944 - Hamburg (5.00)
4 August 1944 - "Boomerang" (2.45)
5 August 1944 - St. Leu d'Esserent (5.05)
14 August 1944 - Falaise (4.10)
15 August 1944 - Soesterburg (3.40)
16 August 1944 - Kiel (5.05)
18 August 1944 - Bremen (5.55)
25 August 1944 - Brest (4.45)
9 September 1944 - Le Havre (3.55)
10 September 1944 - Le Havre (4.00)
12 September 1944 - Wanne Eickel (4.50)
25 September 1944 - Calais (4.40)
26 September 1944 - Calais (3.35)
27 September 1944 - Duisburg (4.55)
28 September 1944 - Cap Gris Nez (3.55)

RCAF Press Release 4965 dated 5 January 1945 has the following:

WITH THE RCAF BOMBER GROUP IN BRITAIN - When Canadian-built Lancasters of the Iroquois Squadron attacked railway yards at Hagen in the Ruhr recently, it was a big event in the squadron's history and a bigger one in the life of F/O Roy Harrison, 22-year old pilot from Vancouver (4237 Pince Crescent). He was in charge of the aircraft and crew that were making the squadron's 2,000th sortie against the enemy, and it was the last flight of his tour.

Later the handlebar-moustached Harrison admitted he was pleased to have the honour of ending his "ops" career with such a record, but he was even more pleased to finish the tour without any of the flying battles that marked its beginning.

A total of six night fighters tried to "get" his big aircraft during those early flights, but inexperience did not stop Harrison from corkscrewing out of trouble each time. One combat brought a clear-cut defeat to the Luftwaffe, for which the tall young captain gives credit to his mid-upper gunner, Flight Sergeant John Trout of Toronto (719 Old Weston Road).

Their bomber was flying toward Britain over the Channel, when a Me.110 above and in front dived head-on at them. There was a full moon and cloudless sky, so the four engined aircraft had no chance to take cover.

Harrison saw the attacker first and he did what could be done. Shouting orders over the intercom to Trout in the mid-upper turret, he turned the bomber in to meet the curving Messerschmitt, thus ensuring that his aircraft would present as small a target as possible.

The result was that the Nazi missed all shots while Trout hammered a beltful of bullets into him. It disappeared in a dive at terrific speed. Immediately afterward an explosion was observed in the Channel. Trout claimed the 110 as "destroyed."

The encounter with the night fighter was 12/13 June 1944, target Arras, Halifax LW432, P/431. Time was 0155 hours, height 3,000 feet, position 50 degrees 50 minutes North 02 degrees 38 minutes East, weather hazy. Attack described in Combat Report as being from starboard beam level, with Me.110 carrying wing lights, opening fire at 400 yards down to 200 yards. Rear Gunner (Sergeant Esler) did not fire; Sergeant Trout opened fire at 400 yards down to 200 yards and fired a total of 700 rounds with two stoppages. Narrative of Combat Report was handwritten and the following transcription may not be fully accurate:

Enemy aircraft appeared on port beam, crossed above and flew parallel course on starboard beam up at a range of 400 yards and finally attacked from starboard beam level and fired. The pilot carried out a diving turn to starboard as fighter attacked without waiting for advice from gunners. Mid-Upper returned fire. Three attacks in all were carried out; in each case enemy aircraft attacked from the starboard beam, moving out to starboard bow again after firing and being subjected to fire, until on the third attack enemy aircraft caught fire and passed below our bomber to the port, crashing into the sea where a fire continued to burn for about one minute, all this being seen by the pilot, bomb aimer and rear gunner.

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HARRISON, F/O Thomas James (J21996) - **Mention in Despatches** - 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 15 May 1920. Enlisted in Vancouver, 17 June 1940 as Aero Engine Mechanic. To technical Training School, 7 August 1940. To No.5 SFTS, 18 December 1940. Promoted AC1, 1 January 1941. Promoted LAC, 1 April 1941. To "K", 11 June 1941. To No.2 ANS, 21 July 1941. Remustered for aircrew and posted on 11 April 1942 to No.3 ITS; may have graduated 5 June 1942 but not posted to No.17 EFTS until 3 July 1942; graduated 28 August 1942 and posted to No.5 SFTS; graduated and commissioned 18 December 1942. To No.123 Squadron, 3 January 1943; promoted Flying Officer, 18 June 1943; to No.161 (BR) Squadron, 10 July 1943; promoted Flight Lieutenant, 18 December 1944 to Central Flying School, 5 May 1945; to No.2 Air Command, 21 June 1945; to Release Centre, 17 August 1945; retired 5 September 1945. Air Canada pilot, 1946-1980.

This officer has completed hundreds of operational flying hours on anti-submarine patrols. He has frequently flown through the most difficult weather conditions to carry out his missions. At all times he has exhibited courage, coolness and tenacity of the highest order. His devotion to duty is a source of inspiration not only to his crew but the whole squadron.

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HARROP, FS Albert Henry (R80335) - **Croix de Guerre with Bronze Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. No.126 Wing. Born 31 December 1921. Home in Winnipeg where, in 1940, he was a postal clerk, baker and truck driver. Had been a Cadet in Cameron Highlanders for three years. Enlisted in Winnipeg, 21 November 1940 as Nursing Orderly and posted to No.1 Manning Depot. To No.1 ANS, 6 January 1941. Promoted AC1, 21 February 1941. Promoted LAC, 21 May 1941. Promoted Corporal, 15 January 1942. To "Y" Depot, 10 March 1942. To RAF overseas, 11 March 1942. Taken on strength of No.3 PRC, 14 May 1942. To No.415 Squadron, 13 June 1942. Promoted Sergeant, 1 January 1943. To No.62 Base, 13 March 1944. To No.126 Wing, 13 December 1944. Described as a Medical Assistant; classified as Ward Master, 1 February 1945. Repatriated to Canada, 16 November 1945. Released 10 December 1945. Rejoined RCAF Auxiliary, 1 January 1949 with No.402 Squadron, Winnipeg. Commissioned 1 September 1951 and classified as Medical Orderly. Released 1 June 1953, having qualified as a Medical Doctor (University of Manitoba), 20 May 1953. A note on his file suggests that the award was for air crash rescue work (no details). A relation (possibly a brother), P/O Frank George Harrop, was killed in action 11 June 1944 as an Air Gunner with No.420 Squadron. Died 5 June 1988 in St. Andrews, Manitoba. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box

4140) has the following citation:

Flight Sergeant Harrop served with 126 Wing on the sick quarters staff throughout the French campaign and was attached to one of the advance surgical teams. His efforts, skill and prompt action were responsible on at least two occasions of crashes for probably saving pilots' lives and materially reducing suffering and the effects of injuries.

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HARROWER, P/O Howard George (J16415) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 8 December 1920. Home in Moose Jaw; enlisted in Regina, 5 March 1941. Granted Leave Without Pay until 15 March 1941 when posted to No.2 Manning Depot. To No.36 SFTS (guard duty), 2 May 1941; to No.2 ITS, 9 June 1941; graduated and promoted LAC, 26 July 1941; to No.6 EFTS on that date; to No.4 SFTS on 12 September 1941; graduated and promoted Sergeant, 5 December 1941; to "Y" Depot, 6 December 1941; to RAF overseas, 8 February 1942. Posted from No.14 OTU to No.101 Squadron, 14 September 1942, Commissioned 30 November 1942. Detached to Staff Pilot's Course on completion of operational tour, 12 May 1943. Promoted Flying Officer, 30 May 1943. Repatriated 22 December 1944; to "Y" Depot, 1 February 1945; taken on strength of No.3 PRC, Bournemouth, 10 March 1945. Repatriated 13 June 1945. Retired 11 September 1945. Died in Moose Jaw, Saskatchewan, 11 April 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006. RCAF photo PL-44794 (ex UK-22255 dated 21 June 1945) is captioned as follows: "Checking them off one by one at the railway terminus of Broubridge, Yorkshire is an RCAF staff officer aided by an English railway official. Going through the barrier with his worldly possessions is F/L H.G. Harrower, pilot, from Moose Jaw.

During a tour of operations, which included five attacks on Essen, Pilot Officer Harrower has set up a fine record by his keenness, cool judgement and determination to press home his attacks. He has always made his attacks with skill and has on several occasions displayed outstanding ability in dealing with hazardous situations. Twice his aircraft has been attacked by enemy night fighters, and on each occasion, by skilful evasive action, he has safely brought his aircraft back. On night in February 1943, this officer's aircraft was hit by a heavy shell and severely damaged. By superb airmanship he flew the bomber back and effected a masterly crash landing, causing only minor injuries to himself and one member of the crew. At all times his devotion to duty has been worthy of the highest praise.

Public Record Office Air 50/204 has Combat Report for 16/17 September 1942 on which occasion he was an "Under Training" Captain. The regular crew were listed as a Sergeant Waterhouse (captain), P/O Brodie (navigator), Sergeant Davies (WOP), Sergeant Clark (front gunner) and Sergeant Roberts (rear gunner).

Wellington Mark III, R/101,X3965 on Essen.

Bonn area

2255 hours

16,000 feet

heading 255 magnetic

I.A.S. 170 m.p.h.

Bombs already dropped.

No I.F.F., flak or searchlights.

Me.109 was seen by WOP from the astro hatch approaching from the starboard quarter at the same height. Enemy aircraft disappeared momentarily and then was observed by the rear gunner coming from dead astern. Rear gunner opened fire at 200 yards with a one second burst until enemy aircraft disappeared beneath Wellington. Enemy aircraft returned fire but Wellington was not hit. Enemy aircraft believed hit in wings and/or fuselage and is claimed as damaged.

Dave Wallace, consulting No.101 Squadron ORB, provides the following:

10 September 1942 - posted in from No.14 OTU

14 September 1942 - second dickie trip with to Wilhelmshaven with Sgt. Waterhouse

16 September 1942 - Essen, second dickie with Sgt. Waterhouse (see Combat Report)

5 October 1942 - Aachen, landed at Gravesend due to lack of petrol

11 October 1942 - Gardening - Forget-Me-Not area , two vegetables planted "very successful trip"

12 October 1942 - Gardening - Wallflower area, unable to pinpoint due to poor weather conditions. Vegetables were dropped at 55.20N 10.0E at 20:52 hours, fused since it was believed there was insufficient fuel to bring them home.

14 October 1942 - Gardening - Nectarines II area. Mission abortive, unable to pin point due to adverse weather conditions

15 October 1942 - Cologne - saw one aircraft go down and another explode in the target area, bombed at 21:03 from 13,000 feet.

20 December 1942 - [First Lancaster op] Duisburg - returned early due to all four engines overheating. "AA fire was experienced on return over this country in spite of I.F.F. and W/T identification but fortunately the shooting was more up to

the standard of local sharpshooters and no damage was done"

21 December 1942 - Munich - Bombs were dropped through 8/10ths cloud after pin pointing on the Wurnsee Lake turning point in brilliant moonlight. The aircraft was attacked at 23:20 by a Ju.88, 10 miles south of Brussels at 11,000 feet and received some damage. Aircraft landed away from Base at Marston Moor.

9 January 1943 - Essen - Bombs were dropped at 19:30 from 20,000 feet by PFF flares. The burst and numerous fires were seen in the target area; opposition was heavy but the Captain reported a very successful trip.

11 January 1943 - Essen - Bombs were dropped at 19:45 from 21,000 feet, cloud was 10/10ths. The Captain reported a good trip.

12 January 1943 - Essen - Bombs were dropped at 06:17 from 22,000 feet, cloud was 10/10ths. Aircraft received slight tail damage from flak which again was heavy.

16 January 1943 - Berlin - returned early due owing to Captain being taken ill.

21 January 1943 - Essen - Bombs were dropped at 19:47 from 20,000 feet through haze and 3/10th cloud on E.T.A. from red warning flare. Considerable icing but a good trip.

23 January 1943 - Dusseldorf - Bombs dropped at 19:55 from 20,000 feet through 10/10ths cloud by PFF markers, Good Trip

27 January 1943 - Düsseldorf - Bombs were dropped at 20:04 from 20,000 feet through 9/10ths cloud on ETA. PFF markers were seen going down shortly after bombing. Good trip.

30 January 1943 - Hamburg - Bombs were dropped at 3:17 from 20,000 feet through 9/10ths cloud by PFF markers.

2 February 1943 - Cologne - Bombs were dropped at 21:06 from 18,000 feet through 3/10ths low cloud by PFF markers, incendiaries seemed very well concentrated in the target area.

3 February 1943 - Hamburg - Bombs were dropped at 21:09 from 20,000 feet through 10/10ths cloud by PFF markers.

11 February 1943 - Wilhelmshaven - Bombs were dropped at 20:05 from 15,500 feet through 10/10ths cloud by PFF markers. A good effort

13 February 1943 - Lorient - Bombs were dropped at 00:36 from 11,000 feet by visual pinpoint and PFF markers. An excellent trip.

14 February 1943 - Milan - Bombs were dropped at 22:45 from 13,000 feet by PFF markers. A good trip in every way.

16 February 1943 - Lorient - Bombs were dropped at 20:48 from 11,000 feet visually and by PFF markers. A heavy shell passed through the aircraft damaging the controls and jamming the rudder and elevators, and as a result of this the aircraft crashed on landing and was burnt out. The crew escaped but the captain

and Engr. were injured.

2 April 1943 - Lorient - Bombs were dropped at 23:20 from 14,000 feet by PFF flares after pinpointing estuary. A satisfactory trip.

3 April 1943 - Essen - Bombs were dropped from 16,800 feet. Good fires, reflection of which were visible half-hour later. very good results if fires were an indication.

8 April 1943 - Duisburg - Bombs were dropped at 23:45 from 19,000 feet by ETA and reflection from searchlights. Nothing seen except for large explosion in target area in spite of cloud. 10/10ths cloud with tops at 19,000 feet. Not a very successful sortie.

9 April 1943 - Duisburg - Bombs were dropped at 23:08 from 20,000 feet by PFF markers. No results seen but a large red glow lit the target area immediately after bombing. A fairly good show but scattered..

13 April 1943 - Spezia - Bombs were dropped at 01:40 from 9,500 feet, visibility fair with smoke and haze, by PFF flares and pinpointing. Incendiaries burning on west side of port on leaving target. A satisfactory trip.

16 April 1943 - Pilsen - Bombs were dropped at 01:48 from 9,000 feet by PFF markers and white flares. There was no cloud but some smoke haze. Some 4000 lb. bombs were seen to burst in the target area, also a large fire. A very satisfactory trip with good concentration.

18 April 1943 - Spezia - Bombs were dropped at 02:10 from 8,000 feet by visual pinpointing. Own results were not seen but concentrated fires were seen in the target area. There was no cloud and only a slight smoke haze. A very satisfactory trip.

20 April 1943 - Stettin - Bombs were dropped at 01:19 from 12,500 feet by pinpointing and PFF flares. Own results were not seen but many fires observed in the target area. No cloud, good visibility with smoke and haze. a good trip.

12 May 1943 - detached to Staff Pilot's Course on completion of operational tour.

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HART, F/O Daniel Alexander (J22483) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 9 April 1919 in Fort William, Ontario; home in Port Arthur. Enlisted in Fort William, 15 August 1941. Granted Leave Without Pay until 19 September 1941 when posted to No.2 Manning Depot. To No.4 BGS (non-flying duty), 2 January 1942. To No.6 ITS, 28 February 1942; graduated and promoted LAC on 24 April 1942 but not posted to No.9 AOS until 9 May 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 23 September 1942; to RAF overseas, 27 October 1942; promoted Flying Officer, 11 March 1943;

promoted Flight Lieutenant, 11 September 1944. Repatriated 13 August 1945; retired 19 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 document Air 2/8827 has recommendation dated 11 August 1944 when he had flown 35 sorties (170 hours 23 minutes).

(* denotes sortie with No.10 Squadron)

29 July 1943 - Search (5.00)*
4 September 1943 - Search (4.15)*
5 September 1943 - Mannheim (8.20)*
September 1943 - - Munich (4.30)* DNCO, aircraft u/s
3 December 1943 - Leipzig (8.35)*
20 December 1943 - Frankfurt (6.20)*
19 November 1943 - Mannheim (7.55)*
10 April 1944 - Tergnier (4.50)
18 April 1944 - Tergnier (4.02)
20 April 1944 - Ottignes (3.59)
22 April 1944 - Dusseldorf (4.42)
24 April 1944 - Karlsruhe (6.49)
26 April 1944 - Essen (4.33)
27 April 1944 - Montzen (4.16)
6 May 1944 - Nantes-Gassicourt (4.12)
15 May 1944 - Lens (3.37)
22 May 1944 - Orleans (5.13)
24 May 1944 - Aachen (4.26)
27 May 1944 - Bourg Leopold (3.59) DNCO, aircraft damaged by Bf.110 attack; bombs jettisoned.
31 May 1944 - Trappes (4.56)
2 June 1944 - Haringzelles (2.46)
4 June 1944 - Herquelingue (3.04)
6 June 1944 - Chateaudun (5.46)
8 June 1944 - Alencon (5.09)
14 June 1944 - Douai (4.04)
15 June 1944 - Fouillard (5.20)
17 June 1944 - St.Martin (3.57)
30 June 1944 - Villers Bocage (4.11)
1 July 1944 - Oisemont (3.16)
4 July 1944 - St.Martin (3.37)
5 July 1944 - St.Martin (3.18)
9 July 1944 - Le Catelliers (3.31)

20 July 1944 - Bottrop (4.53)

23 July 1944 - Kiel (5.00)

24 July 1944 - Stuttgart (8.12)

This officer has completed 35 operational sorties with the squadron, and has proved himself to be a most skilful and courageous navigator. Targets deep into German territory, such as Mannheim, Leipzig, Frankfurt, Karlsruhe and Stuttgart, and the heavily defended targets of the Ruhr, as well as various attacks on precision targets have been successfully undertaken by this navigator with a courage and indifference to danger which has been an inspiration to his crew, and to all those with whom he came into contact.

He is a first class member of an excellent crew, and his work has at all times been of the utmost value to this squadron. On the ground he has proved himself to be an excellent officer, always willing to assist in the administration of the squadron, and in its activities.

His aggressive spirit infused those with whom he worked with a high standard of conscientious zeal, showing him to be an outstanding leader of men, and his efficiency in the air ensured the success of all he undertook. He is strongly recommended for the award of the Distinguished Flying Cross.

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HART, F/O Frederick Charles (J90792) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Montreal, 10 June 1924; home there (lithographer); enlisted there 13 July 1942 and posted to No.4 Manning Depot. To No.3 ITS, 24 October 1942; graduated and promoted LAC, 31 January 1943; to No.4 EFTS, 6 February 1943; may have graduated 16 April 1943 but not posted to No.1 SFTS until 1 May 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Commissioned 23 October 1944. Repatriated 31 March 1945. Promoted Flying Officer, 22 April 1945. To No.16 SFTS, 19 May 1945. To Release Centre, 3 June 1945. Retired 31 May 1945. Living in Terrebonne Heights, Quebec as of July 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 18 March 1945 when he had flown 36 sorties (210 hours 55 minutes), 28 July 1944 to 23 February 1945. Sortie list notes that he baled out once (Cologne, 28 October 1944) and reported "bags of fighters" on his last trip (Pforzheim).

Flying Officer Hart has completed a tour of operations totalling thirty-six sorties.

The majority of these were against heavily defended targets including Stuttgart, Munich and Dresden. He has at all times displayed courage, devotion to duty and a keen offensive spirit. On one occasion returning from a raid on Cologne he encountered engine failure and resultant fire. Despite being at very low altitude, Flying Officer Hart displayed coolness and excellent airmanship by carrying out a successful abandoning of the aircraft by the whole crew.

The complete sortie list was as follows:

28 July 1944 - Hamburg (5.15)
16 August 1944 - Kiel (5.15)
18 August 1944 - Bremen (5.50)
6 September 1944 - Emden (4.30)
10 September 1944 - Le Havre (4.30)
11 September 1944 - Castrop Rauxel (4.55)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (3.50)
18 September 1944 - Domburg (4.05)
19 September 1944 - Domburg (3.00, recall)
20 September 1944 - Calais (3.35)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (4.00)
27 September 1944 - Sterkrade (5.20)
28 September 1944 - Cap Gris Nez (3.45)
4 October 1944 - Bergen (6.25)
14 October 1944 - Duisburg (6.15)
15 October 1944 - Wilhelmshaven (4.50)
23 October 1944 - Essen (1.45, incomplete)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.25, baled out)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (5.30)
21 November 1944 - Castrop Rauxel (6.30)
27 November 1944 - Neuss (5.35)
24 December 1944 - Dusseldorf (6.45)
29 December 1944 - Scholven (7.10)
2 January 1945 - Magdeburg (8.55)
5 January 1945 - Hanover (6.00)
6 January 1945 - Hanau (6.40)
7 January 1945 - Munich (3.20, duty not carried out)
28 January 1945 - Stuttgart (7.25)

2 February 1945 - Wiebaden (6.25)
4 February 1945 - Bonn (6.25)
7 February 1945 - Goch (6.30, bombs brought back, target obscured by cloud)
13 February 1945 - Dresden (9.40)
21 February 1945 - Duisburg (6.10)
23 February 1945 - Pforsheim (8.25, bags of fighters)

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HART, Corporal Frederick John (R58030) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 23 August 1908. Home in Vancouver; enlisted there as an Armourer, 12 June 1940 and posted to Trenton. Posted elsewhere, 18 June 1940 but finally sent to Trenton again on 5 August 1940. Promoted AC1, 11 November 1940. To No.3 Repair Depot, 12 November 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 July 1941. To "Y" Depot, 24 November 1941. To RAF overseas, 12 December 1941. Repatriated to Canada, 15 February 1945. To No.3 Repair Depot, 26 February 1945. To Release Centre, 19 April 1945; released 24 April 1945. No citation in AFRO.

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HART, F/O James Dalton (J16311) - **Air Force Cross** - No.8 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 13 July 1914. Home in Rosalind, Alberta. Enlisted in Toronto, 11 February 1941. To No.1 Manning Depot, 16 February 1941. To No.5 SFTS, 24 March 1941 (guard duty). To No.3 ITS, 15 May 1941; graduated and promoted LAC, 30 June 1941; posted that date to No.16 EFTS; to No.3 SFTS on 19 August 1941; graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941; to RAF overseas, 8 December 1941. Commissioned 8 December 1942. Promoted Flying Officer, 8 April 1943. Repatriated to Canada, 14 November 1943. To No.31 OTU, 29 December 1943. To No.36 OTU, 10 February 1944. Unit redesignated No.8 OTU, 30 June 1944. Promoted Flight Lieutenant, 8 December 1944. To No.2 Release Centre, 15 December 1944 but returned to No.8 OTU, 8 January 1945. To Halifax, 31 July 1945. To Pennfield Ridge, 14 August 1945. To Eastern Air Command Headquarters, 10 October 1945. To Air Navigation School, 21 November 1945. To Eastern Air Command, 21 November 1945. To Composite Training School, 23 January 1946. To Release Centre, 8 March 1946. Retired 13 March 1946. British Columbia Vital Statistics record the death of James Dalton Hart, age 61, in Kelowna, 17 February 1979. This might be him (though actual age conflicts with a 1914 birth date). When recommended he had flown 949 hours, 241 as an instructor, 148 hours in previous six months. Had also flown 150 hours 55 minutes on operations (47 sorties).

This officer has proved himself a most capable and reliable instructor at this unit. His ability to impart knowledge and the great interest in his work that he has at all times shown have been exemplary. His untiring efforts and his devotion to duty have been in keeping with the highest traditions of the service and have contributed in a large measure to the successful operation of the unit.

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HART, Sgt (now P/O) Kenneth Algar (R116556/J92710) - **Distinguished Flying Medal** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 625/45 dated 13 April 1945. Born in London, Ontario, 11 February 1922; home there; enlisted there 8 July 1941 and posted to No.4A Manning Depot. To No.1 WS, 20 August 1941; to No.13 SFTS, 10 September 1941; to No.3 ITS, 25 September 1941; promoted LAC, 20 December 1941 and posted to No.4 EFTS that date. Ceased training and posted elsewhere, 19 January 1942; to No.4 BGS, 14 March 1942; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.7 Air Gunner School, 27 June 1942 (Whitley and Defiant aircraft, six hours and 15 minutes). To No.22 OTU, 21 July 1942 (Wellington, 47 hours). To No.405 Squadron, 24 September 1942 (53 hours on anti-submarine patrols). Reduced to LAC, 24 February 1943 and to AC2, 4 March 1943. Restored to rank of Sergeant, 21 April 1943. To No.22 OTU, 5 October 1943 (Wellington, 104 hours 45 minutes). To No.61 Base, 27 December 1943. Attached to No.1664 Conversion Unit, 3 January to 6 February 1944 (35 hours). To No.420 Squadron, 6 February 1944 (20 sorties, 83 hours). Promoted Flight Sergeant, 21 March 1944; to No.405 Squadron, 3 May 1944; attended Path Finder Night Training Unit before commencing operations; flew 190 hours with that squadron; promoted WO2, 21 September 1944. Commissioned 29 November 1944 Repatriated 1 December 1944. To No.3 Training Command, 20 December 1944. To No.9 BGS, 24 January 1945. To Release Centre, 28 March 1945. Retired 2 May 1945. Rejoined RCAF as a Primary Reserve Administrative (and later Supply) Officer, London, Ontario, 21 July 1953 in rank of Flying Officer (240171). Assigned 22 February 1954 to No.22 Wing (Auxiliary), London. To No.2420 Aircraft Control and Warning Squadron, 1 March 1957. Promoted Flight Lieutenant, 1 July 1959. Retired 31 May 1961. Died in London, Ontario, 5 December 1988 as per **Airforce Magazine** of July-August-September 1989. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October when he had flown 53 sorties (277 hours five minutes) as an Air Gunner.

* counted as ½ sortie

9 November 1942 - Anti-sub patrol (8.45)*

13 November 1942 - Anti-sub patrol (11.20)*
18 November 1942 - Anti-sub patrol (1.00, DNCO)
18 November 1942 - Anti-sub patrol (7.40)*
22 November 1942 - Anti-sub patrol (9.15)*
24 November 1942 - Anti-sub patrol (.45, DNCO)
24 November 1942 - Anti-sub patrol (10.10)*
6 November 1942 - Anti-sub patrol ((3.05, DNCO)
8 March 1944 - Le Mans (5.20)*
13 March 1944 - Le Mans (5.35)*
15 March 1944 - Stuttgart (8.00)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (6.20)
24 March 1944 - Berlin (8.20)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (8.10)
18 April 1944 - Paris (5.30)*
20 April 1944 - Lens (4.20)*
24 April 1944 - Karlsruhe (7.00)
26 April 1944 - Essen (5.00)
27 April 1944 - Aulnoy (4.40)*
30 April 1944 - St.Germain (4.20)*
19 May 1944 - Mont Couple (2.02)
21 May 1944 - Duisburg (3.41)
22 May 1944 - Dortmund (3.43)
24 May 1944 - Aachen (3.28)
27 May 1944 - Rennes Airfield (3.54)
28 May 1944 - Mardyck (2.00)
11 June 1944 - Toures (5.03)
15 June 1944 - Lens (2.36)
16 June 1944 - Renescoure (1.51)
23 June 1944 - Courrone (1.48)
24 June 1944 - Middle Straete (1.38)
27 June 1944 - Oisemont (2.14)
28 June 1944 - Metz (5.09)
30 June 1944 - Villers Bocage (2.28)
2 July 1944 - Oisemont (2.00)
5 July 1944 - Wizernes (1.45)
6 July 1944 - Coquereaux (2.34)
7 July 1944 - Caen (2.26)
9 July 1944 - L'Hey (1.41)

10 July 1944 - Nucourt (2.52)
12 July 1944 - Paris/Vaires (3.08)
15 July 1944 - Nucourt (3.17)
19 July 1944 - Rollez (2.57)
3 August 1944 - L'isle Adam (2.51)
4 August 1944 - St.Maximim (2.59)
5 August 1944 - Chausse (3.00)
7 August 1944 - TOTALIZE A/P 5
8 August 1944 - Lucheux (2.55)
12 August 1944 - Russelheim (4.29)
16 August 1944 - Stettin (5.02)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelsheim (7.13)
26 August 1944 - Kiel (5.27)
29 August 1944 - Stettin (8.32)
15 September 1944 - Kiel (5.00)
5 October 1944 - Saarbrucken (4.52)
6 October 1944 - Dortmund (4.49)
14 October 1944 - Duisburg (3.55)
15 October 1944 - Wilhelmshaven (4.02)
19 October 1944 - Stuttgart (5.24)

Sergeant Hart is a very keen and capable Air Gunner who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Berlin, Stuttgart and Frankfurt. Throughout his long operational career, this Non-Commissioned Officer has shown those fine qualities of courage and determination which are such a necessary factor in influencing the success of any crew. By his unselfish devotion to duty and will to carry out offensive actions against the enemy on every possible occasion, he has done much to ensure the continued successes attained by his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Note: Admonished, 13 February 1942 for being AWOL, two days ten hours 45 minutes while at Trenton. Admonished again, 15 June 1942 for being AWOL 18 hours at Bournemouth. Tried by District Court Martial, 24 February 1943, reduced to the ranks and sentenced to 56 days detention but ultimately released on 2 April 1943:

WOAS: Being guilty of neglect in relation to aircraft material which caused loss of life to a person, in that he, in the course of an operational flight on the 6 November 1942, when air-gunner in the mid-upper turret of His Majesty's

Halifax aircraft No.W7768 so negligently operated the mechanism of the port gun in the said turret as to cause the said gun to be discharged when deflected in the direction of the rear turret of the said aircraft, thereby causing loss of life to R95484 Sergeant H,C. Gillespie, the rear gunner in the said aircraft.

On repatriation he stated he had flown 61 sorties (250 operational hours), the last being on 2 November 1944.

In crew of F/O J.R. Coffey. At No.1664 Conversion Unit (4 January to 5 February 1944) he scored 38/40 in Sighting, 15/20 on Browning Gun, 22/30 on Boulton Paul turrets, 47/50 on Tactics, 38/40 on Aircraft Recognition and Range Estimation, and 14/20 on Harmonisation. Spent four hours in turret manipulation and two hours in fighter affiliation. Fired 100 rounds on 400-yard range, 20 clay pigeons. "Good air gunner with sound knowledge."

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HART, F/O Raymond Boyd (J10759) - **Air Force Cross** - No.1562 Meteorological Flight (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 2 November 1919 in Midland, Ontario; pre-war Assistant Surveyor in Midland for two years. Briefly a deckhand for Algoma Steel and CNR brakeman. Enlisted in Toronto, 10 March 1941. Granted Leave Without Pay until 16 June 1941 when posted to No.1 Manning Depot. To Technical Training School, St. Thomas for unspecified reasons. To No.5 ITS, 20 August 1941; graduated 9 October 1941 when promoted LAC; posted that date to No.11 EFTS; may have graduated 5 December 1941 but not taken on strength of No.8 SFTS until 7 December 1941; graduated and commissioned 27 March 1942. To "Y" Depot, 28 March 1943; to RAF, 30 April 1942 (date of embarkation from Canada. Disembarked in Britain, 12 May 1942. To No.5 (Pilots) AFU, 23 June 1942. To No.61 OTU, 14 July 1942. Promoted Flying Officer, 1 October 1942. To No.1562 Meteorological Flight, 20 October 1942. To No.297 Wing, West Africa, 25 October 1942. Hospitalized in November 1942 (appendicitis). To RAF Station Waterloo, West Africa, 15 February 1943. To Station Takoradi, 2 May 1943. Embarked from Freetown to Britain, 29 February 1944. Disembarked in Britain, 14 March 1944. Promoted Flight Lieutenant, 27 March 1944. To No.3 Armament Practice Camp, 1 April 1944 (tow pilot). Various attachments to avid Stow Moor (24 April to 10 May 1944), Station Roxborough (8-13 June 1944), Station Tain (14-17 June 1944), Headquarters Coastal Command (22-26 July 1944), Station Tain again (31 August to 19 September 1944 and again 25 September to 18 October 1944). Repatriated to Canada on 23 November 1944. To No.1 SFTS, 28 January 1945; to No.17 Equipment Depot, 23 February 1945; to Release Centre, 31 October 1945; retired 5 November 1945. RCAF photo PL-33112 (ex UK-15291 dated 27 September 1944) shows him outside Holyrood Palace after investiture. RCAF photo PL-33114 (ex-UK-15301 dated 27 September 1944 shows F/L J.R. Hughes (Northwood, Ontario, invested with Bar to

DFC), F/L R.B. Hart (Midland, Ontario, invested with AFC) and P/O W.F. Beals (Vernon, B.C., invested with DFC) outside Holyrood Palace after investiture. Died in Midland, Ontario, 25 December 1981 as per **Legion Magazine** of June 1982. Obituary notice erroneously credited him with both a DFC and AFC. No citation in Canadian sources. Public Records Office Air 2/9004 has recommended citation.

Flying Officer Hart has executed his duties as a meteorological pilot in a most conscientious manner. He has never failed to complete a sortie and during the rainy season displayed exceptional courage and devotion to duty when, on numerous occasions, he took off in visibility of less than 200 yards. He has carried out 241 sorties involving 269 flying hours.

Notes: Involved in an accident at Waterloo, 3 January 1943, Hurricane IIB, HV891, No.128 Squadron. Made a slow approach while practicing landings, stalled on final flattening out, starboard oleo leg came down and was damaged, and aircraft ground looped. Propellor damaged. Airspeed indicator was reading 10 m.p.h too fast but this was not deemed sufficient excuse. S/L Russell recommended he be sent to Takoradi for dual instruction on a Master.

Involved in another accident at Waterloo, 4 January 1943, Hurricane IIB, AG297, No.128 Squadron, non-operational flight. He was on a sector reconnaissance flight and became lost in haze. Finding himself short of fuel near Waterloo, he opted to land there rather than risk going on to Hastings. Overshot on landing and ran off edge of runway. To avoid running into an embankment, he applied full port brake and the undercarriage collapsed under the strain. Aircraft dug in on starboard wing, breaking it and the propellor. Although it was clearly "pilot error", S/L Russell of No.128 Squadron pointed out that Hart had only limited time on Hurricanes (two hours 25 minutes), that this was his second flight on type, and had been off flying for three months ("obviously very much out of practice.")

On 7 December 1944, on repatriation, he filed a form which indicated he had flown the following types at various units: at No.5 (Pilots) AFU, Hurricane and Master (15.05); at No.61 OTU, Spitfire (65.30); at No.1652 Meteorological Flight, Gladiators (no time shown); hospitalized for some time but then to No.128 Squadron, 1 January 1943 (Hurricanes, 1.65), Station Takoradi, 27 January 1943 (Harvard, 5.10), No.1652 Meteorological Flight, 1 May 1943 (Hurricane, Gladiator, Moth, other, 493.35) before return to United Kingdom. In all he stated he had flown 263 hours 40 minutes on meteorological work and 317 hours 45 minutes on other overseas flying training. Last sortie had been 4 February 1944.

Selected Assessments: "This officer started off with two flying accidents. He is a good type and is carrying out his flying duties entirely satisfactorily now. He is also accepting more responsibility on the ground." (W/C P.K. Stead, Station Waterloo, 17 July 1943).

“Should take more interest in sports and general activities on the station. A good pilot who has done his flying job well, has improved in his ground duties, but there is still room for improvement.” (W/C P.K. Stead, Station Waterloo, 8 March 1944; he had flown 630 hours, 236 in previous six months.)

“Improves his knowledge if not too much effort. Awarded AFC for duties on previous unit. His work on this unit has shown him to be a capable pilot and officer, slightly above the average. He has acted as RCAF Liaison Officer on this station. Shows keenness, expresses desire to fly single-engine aircraft in Far East.” (S/L D. Dow, No.3 Armament Practice Camp, 3 November 1944).

“Since being posted to this Depot, this officer has been Acting Officer Commanding No.17 Equipment Detachment, Arnprior, and in this capacity his services have been quite satisfactory.” (W/C C.R. Mills, 2 May 1945).

Training:

Course at No.1 ITS was 20 August to 6 October 1941. Placed 45th in a class of 143. “Good conscientious type, wants to be a fighter pilot. Fairly industrious, good sense of responsibility, methodical type, inclined to be retiring.”

Course at No.11 EFTS (13 October to 5 December 1941) was on Finch II aircraft (26.45 dual, 33.30 solo of which ten hours on instruments). Logged 10.15 in Link. “Good possibilities of commission material. Has his heart set on becoming a fighter pilot.” Placed 6th in a class of 34.

Course at No.8 SFTS was 8 December 1941 to 27 March 1942. Harvard II aircraft (48.45 day dual, 64.25 day solo, 4.15 night dual, 11.25 night solo). Of this, 20.05 on instruments. Also logged 20 hours in Link. “Taxying is rough and his judgement needs further development. He is inclined to be indifferent about airspeed. Fairly smooth and accurate instrument pilot.” Placed 7th in a class of 51.

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HARTFORD, P/O George Palmer (J86736) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Kamloops, British Columbia, 6 January 1923; home in Lytton or Hazelton; enlisted in Vancouver, 29 July 1941 as Aero Engine Mechanic and posted to No.2A Manning Depot. To No.3 Manning Depot, 19 August 1941. To No.2 BGS, 12 November 1941. To Technical Training School, 27 January 1942. To No.121 Communication Squadron, 6

May 1942. Remustered to aircrew and posted to No.3 ITS, 19 June 1942; graduated and promoted LAC, 15 August 1942 but not posted to No.11 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.8 SFTS until 5 December 1942; graduated and promoted Sergeant, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 26 May 1943. Promoted Flight Sergeant, 3 October 1943. Commissioned 20 May 1944. Promoted Flying Officer, 20 November 1944. Repatriated via Debert, 18 June 1945. Retired 18 September 1945. Teacher and health administrator in the Dawson Creek area. Died in Victoria, 16 January 2011. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 11 August 1944 when he had flown 39 sorties (195 hours 15 minutes), 2 March to 8 August 1944.

Pilot Officer Hartford has, as Captain of aircraft, completed 34 night and four daylight sorties against the enemy. His efficiency as Captain has been outstanding and his eagerness to attack the enemy has been an inspiration to those who came in contact with him. His fine fighting qualities have fired his crew, so that they have become a cohesive fighting unit that reflects great credit on his leadership.

I consider the many fine qualities displayed by this officer and his dauntless determination when attacking the enemy fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; initial operations on Halifax bombers; those from 19 April 1944 onwards on Lancasters.

2 March 1944 - Paris (5.10, second pilot)
3 March 1944 - Bordeaux, mining (7.15, second pilot)
7 March 1944 - Le Mans (6.05)
22 March 1944 - Kiel Bay, mining (7.15)
23 March 1944 - Laon (6.20)
25 March 1944 - Aulnoye (6.15)
26 March 1944 - Coutrai (4.40)
29 March 1944 - Vaire (7.00)
30 March 1944 - Heligoland, mining (5.50)
1 April 1944 - Frisian Islands, mining (3.35)
8 April 1944 - Frisian Islands, mining (3.30)
9 April 1944 - Lille (4.00)
19 April 1944 - sea search (4.55)
20 April 1944 - Lens (4.50)

27 April 1944 - Montzen (4.20)
9 May 1944 - St. Valery (3.50)
11 May 1944 - Boulogne (3.35)
12 May 1944 - Louvain (4.35)
22 May 1944 - Dortmund (4.50)
24 May 1944 - Aachen (5.10)
27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Mount Couple (3.30)
4 June 1944 - Calais (3.30)
5 June 1944 - Merville (5.00)
6 June 1944 - Coutances (5.25)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.15)
27 June 1944 - Foret d'Eawy (5.05)
4 July 1944 - Villeneuve (6.20)
6 July 1944 - Siracourt (4.15, day)
7 July 1944 - Caen (4.30)
15 July 1944 - Bois Desjardin (4.15)
18 July 1944 - Caen (4.10, day)
18 July 1944 - Wesseling (6.05)
23 July 1944 - Kiel (5.45)
4 August 1944 - Bois de Cassan (5.20, day)
5 August 1944 - St. Leu d'Esserent (5.10, day)
7 August 1944 - Caen (4.30)
8 August 1944 - Chantilly (5.25, day)

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HARTFORD, P/O John Frederick (J90173) - **Distinguished Flying Cross** - No.186 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born in Port McNichol, Ontario, 2 June 1919; home there; enlisted in Hamilton, 6 April 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard), 23 May 1942. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 24 October 1942; posted to No.11 EFTS, 21 November 1941; ceased training and posted to No.1 Composite Training School, 20 January 1943. To No.9 AOS, 5 March 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to RAF overseas, 25 August 1943. Commissioned 18 August 1944. Promoted Flying Officer, 18 February 1945. Repatriated 1 May 1945. Retired 16 June 1945. Photo PL-36269, taken at Lachine, shows F/O John Hartford, DFC, Mrs.A.A. Fraser, Miss Anne Fraser, F/O A.A. Fraser (Adjutant at Lachine) and F/O Russell W. Scott.

This officer has completed many operations against heavily defended German targets with excellent results. On one occasion the control surfaces of his aircraft were severely damaged by anti-aircraft fire. With great ingenuity and resource, Pilot Officer Hartford assisted his pilot to improvise repairs with ropes and then navigated the aircraft safely back to base. His excellent navigational skill, determination and devotion to duty at all times have been most noteworthy.

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HARTLEY, F/O James Raymond (J28134) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 9 May 1921 in St.Catharines, Ontario; home in Toronto (truck driver). Enlisted in Niagara Falls, Ontario, 21 October 1939 as Aero Engine Mechanic. To No.5 (BR) Squadron, 2 May 1940. Promoted LAC, 2 June 1941. To No.6 Coastal Artillery Cooperation Flight, 6 January 1942. To Halifax, 31 July 1942. Remustered to aircrew and posted to No.3 ITS, 26 September 1942; may have graduated 4 December 1942 but not posted to No.10 EFTS until 9 January 1943; may have graduated 12 March 1943 but not posted to No.5 SFTS until 20 March 1943; graduated and commissioned, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 9 January 1944. Promoted Flight Lieutenant, 28 February 1945. Repatriated with No.405 Squadron, 17 June 1945. To Greenwood, 1 October 1945. To Eastern Air Command Communications Flight, 12 December 1945. To No.8 Release Centre, 29 May 1946. Retired 31 May 1946. Living in St.Catharines, Ontario as of August 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 20 January when he had flown 39 sorties (168 hours 15 minutes), 16 June 1944 to 5 January 1945.

16 June 1944 - Sautrecourte (3.50)
9 August 1944 - Foret de Croc (3.40)
24 June 1944 - Bonnetot (4.25)
12 August 1944 - Montrichard (5.15)
25 June 1944 - Gorenflos (4.05)
15 August 1944 - Soesterburg (3.45)
27 June 1944 - Wizernes (3.35)
13 September 1944 - Gelsenkirchen (3.05)
28 June 1944 - Metz (6.25)
30 September 1944 - Bottrop (3.10)
4 July 1944 - Villeneuve St.Georges (6.20)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Sterkrade (3.00)

5 July 1944 - Siracourt (3.55)
12 October 1944 - Wanne Eickel (3.25)
9 July 1944 - Ardouval (3.50)
14 October 1944 - Duisburg (3.20)
20 July 1944 - Ferme de Forestal (4.15)
14 October 1944 - Duisburg (3.45)
23 October 1944 - Essen (4.00)
23 July 1944 - Donges (5.40)
28 October 1944 - Cologne (3.55)
24 July 1944 - L'Hey (3.25)
30 October 1944 - Cologne (4.10)
25 July 1944 - Stuttgart (8.35)
9 November 1944 - Wanne Eickel (3.35)
28 July 1944 - Hamburg (5.15)
16 November 1944 - Julich (3.35)
30 July 1944 - Villers Bocage (3.25)
21 November 1944 - Castrop Rauxel (4.20)
3 August 1944 - Foret de Nieppe (4.00)
27 November 1944 - Neuss (3.50)
30 November 1944 - Duisburg (4.15)
5 August 1944 - St.Leu d'Essereut (5.30)
2 December 1944 - Hagen (5.35)
18 December 1944 - Duisburg (4.25)
8 August 1944 - Lorient (5.25)
5 January 1945 - Hannover (4.30)
8 August 1944 - Foret de Chantilly (4.45)

Flying Officer Hartley has flown on many operational sorties against such heavily defended enemy targets as Saarbrucken, Duisburg and Essen. He has at all times displayed exceptional courage, skill and determination which has been an inspiration to his crew and squadron.

* * * * *

HARTMAN, F/L Bernard Conrad (J13400) - **Commended for Valuable Services** - No.3 ANS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 November 1916. Enlisted in Regina, 10 June 1936 as Aero Engine Mechanic. Promoted LAC, 13 October 1939. At Trenton as of 20 January 1940. Promoted Corporal, 1 February 1940. Promoted Sergeant, 15 October 1940. Remustered to aircrew and posted on 6 December 1941 to No.2 ITS; graduated 14 February 1942 when posted to No.15

EFTS; graduated 25 April 1942 when posted to No.1 SFTS; graduated and commissioned, 14 August 1942; to No.1 GRS, 28 August 1942. To No.14 SFTS, 9 November 1942. To No.4 SFTS, 7 December 1942. To No.3 ANS, 3 April 1945. Remained as pilot in postwar RCAF, still serving as of 1953. Four-time winner of world skeet shooting trophies and member, Canadian Sports Hall of Fame and Ottawa Sports Hall of Fame. Died in Ottawa, 30 October 2016. See PL-139152 for interesting photo of him with F/L J.R. Boucher and W/C A.C. Golab. At the time (about 1962), Hartman was Squadron Leader responsible for safety equipment in AFHQ Directorate of Aeronautical Engineering.

This officer's entire service record is outstanding and his devotion to duty is an inspiration to all who have worked with him. His keenness in flying instruction and his ability as an instructor has been outstanding.

NOTE: DND file 821-4-48 re McKee Trophy (National Library and Archives RG.24, Accession 92-93/155, Volume 17736) has a letter dated 31 March 1949, A/V/M E.E. Middleton (Air Officer Commanding, Central Air Command) to Chief of the Air Staff, re nomination of F/L B.C. Hartman for McKee Trophy; the document appears to be erroneous in some respects (i.e. year of enlistment; assertion that he was awarded an AFC).

1. Attached please find detailed briefs on the subject officer by his Commanding Officer at Goose Bay and the Group Commander, 10 Group.

2. F/L Hartman's career in the Air Force might well be divided into several periods, each one noteworthy in its own right for its contributions to the advancement of aviation. This officer began his career in the Air Force in 1938 as an Aero Engine Mechanic, and in the space of three years exhibited outstanding ability by achieving the highest grouping in his trade and rising rapidly to the rank of Flight Sergeant. In 1941 this officer was selected for aircrew training as a pilot, was commissioned and subsequently received a pilot navigation course all within a period of approximately 18 months. During this period he passed through his various courses in an exceptionally brilliant manner. In 1942 and for the next 2 ½ years this officer put in approximately 2,000 hours as a navigation instructor at an SFTS [sic]. For his excellent work during this period he received the Air Force Cross and the King's Commendation. He then took a navigation course and an instructor's course. In 1946 for a few months he was on the staff of No.1 Composite Training School in an administrative capacity, where his work again was of an outstanding nature. In May 1946 he attended the School of Flying Control, again in standing near the top of his class. Near the end of 1946 he was posted to RCAF Station Goose Bay to assume the duties of Flying Controller.

3. It was at Goose Bay that an entirely different phase of Flight Lieutenant Hartman's career began. After a brilliant career in the training side of Service work,, he now applied himself with equal ability in the operational part of Service duty. In addition to being a Flying Controller, this officer assumed the duties of Station Search and Rescue Officer. In 1947 he participated in six mercy flights and 22 Search and Rescue flight from Goose Bay, the majority of which he conducted himself. Many of these trips involved hazardous flights in poor flying conditions.

4. In 1948 F/L Hartman, as Search and Rescue Officer for Goose Bay, continued to excel in this most difficult work. He brought the Search and Rescue Section to a very high degree of efficiency and during the year carried out 15 mercy flights and three Search and Rescue flights.

5. During his flights F/L Hartman has been instrumental in acquiring a considerable amount of very valuable information about the areas over which he has flown. He has consistently studied procedures to be used under varying conditions of this type of work and has contributed many practical and useful methods towards increased efficiency and safety of this type of work.

6. He is a present in the process of preparing a paper on flight conditions encountered in the Northern Area where he has worked and there is no doubt that this paper when completed will be another valuable contribution towards aviation in this country.

7. It is considered therefore that F/L Hartman merits serious consideration for the award of the McKee Trophy.

This was accompanied by a letter dated 22 March 1949 (W/C A.B. Searle, Acting Group Commander, 10 Group Headquarters, to Air Officer Commanding, Central Air Command - Middleton):

1. Attached hereto is a report from the Commanding Officer, Goose Bay, recommending the above mentioned officer for the McKee Trans-Canada Trophy. In addition to this report, the following information has been obtained from the Commanding Officer outlining in more detail specific contributions made by F/L Hartman in the year 1948:

(a) Flight Lieutenant Hartman has pioneered landing area and produced vital data in the form

of landing conditions, maps and communication network facilities for numerous points in the North, providing information invaluable in reaching them by air both in winter and summer. Included are such places as Cape Hopes Advance, Hebron, Nain, Makkovik, Cape Harrison, Rigolet and Cartwright.

- (b) This officer has also developed a successful procedure for ski landing on virgin areas, considerably reducing the chance of misadventure.
- (c) He has developed a skilful system for directing ground search parties from the air, using a combination of all forms of conventional air to ground communications,
- (d) He has carried out sound research in the practical use of Arctic clothing and equipment and survival and rescue gear, thus furnishing excellent information and recommendations on the design of such equipment and employment in use.
- (e) F/L Hartman is in the process of preparing a paper on flight conditions encountered in this northern area, embodying a wealth of general information which should provide an invaluable reference to those carrying out operations in the north.

2. The Group Commander wishes to add the strongest personal recommendation to that of the Commanding Officer, Goose Bay, in full cognizance of the outstanding work which F/L Hartman has cheerfully performed under arduous conditions.

This, in turn was accompanied by a letter dated 9 March 1949 (G/C J.A. Verner, Commanding Officer Goose Bay, to Group Commander, 10 Group, Halifax).

1. It is desired to recommend the above named officer for the McKee Trans-Canada Trophy for aviation award during 1948 and the following information is submitted in accordance with para 2 of the referenced letter.

2. <u>Name</u>	<u>Rank</u>	<u>Number</u>	<u>Address</u>
B.C. Hartman	F/L	2415	RCAF Station Goose Bay, Labrador

3. Activities prior to 1 January 1948:

This officer enlisted in the Permanent Air Force on 10 June 1938 at the age of 21. He obtained his highest grouping as Aero Engine Mechanic a little over a

year later on 1 October 1939 and rapidly rose to the rank of Flight Sergeant (progressively), to which rank he was promoted on 1 July 1941.

He applied for and received training for aircrew during the period 6 December 1941 to 13 August 1942 at the conclusion of which he was granted a commission with the rank of Pilot Officer. He then attended the SNIP course between the periods 31 August to 25 October 1942. During the above course F/L Hartman distinguished himself by achieving the following training record:

ITS - Stood first in a class of 123 with 96 % average and was rated outstanding in reliability, sense of responsibility and leadership qualities.

EFTS - Stood second in a class of 38 with an average of 85 %

SFTS - Stood third in a class of 45 with an average of 76 %

SNIP - Stood second in a class of 20 with an average of 87.4 %

At the conclusion of this training he was employed as a Navigation Instructor and Flight Commander at No.4 SFTS, Saskatoon, during the period November 1942 to March 1945. His performance during this time was exemplary and in July 1945 he was recommended for the AFC with the following citation:

This officer's entire service record is outstanding and his devotion to duty is an inspiration to all who have worked with him. 2,000 of his 2,300 hours were flown over a period of three years as a Navigator Instructor at SFTS. His keenness for flying instruction and attitude toward the service are far above normal service requirements.

On 1 January 1946 this officer received the King's Commendation.

F/L Hartman then attended various courses including conversion course at No.1 CNS and the CFS course at Trenton as well as carrying out certain administrative duties. During the period 11 March 1946 to 25 April 1946 he was on the staff of No.1 Composite Training School and the Commanding Officer of this school reported as follows:

On the strength of this station from 11 March 1946 to 25 April 1946, F/L Hartman was in charge of the School Administration Precis Room. His

duties included the care and issuing of publications and amendments and the handling of all lecture precis, exercise settings and suggested exercise solutions. These duties entailed considerable work. F/O Hartman carried out these uninteresting duties with an excellent spirit of cheerfulness and willingness and brought the Precis Room up to a very high state of efficiency. It is felt that this Officer's most commendable service at this unit should be recognized.

From 9 May 1946 to 4 August 1946 he attended the School of Flying Control and stood second with an average of 89.9 %

On 5 October 1946 he was posted to RCAF Station Goose Bay to assume duties as a Flying Controller. In addition to these duties he assumed the duties of Station Search and Rescue Officer and during the year 1947 participated in, the majority of which he conducted himself, six mercy flights involving 22 flying hours and 26 search and rescue flights involving 74 flying hours. These flights involved hazardous trips in sometimes poor flying conditions to points such as Nain on the Labrador coast - 240 miles.

On 10 and 11 December 1947 F/L Hartman participated in the search rescue of a crashed USAF C-54 which occurred just off the Goose Bay aerodrome in rugged territory. On this occasion he acted in the capacity of Pilot of a Norseman which guided the ground party successfully and expeditiously to the scene of the crash.

4. Contributions During 1948:

During the year 1948 F/L Hartman, as Search and Rescue Officer for this unit, has done a most commendable job. He has brought his Search and Rescue section up to a very high degree of efficiency, takes meticulous pains and goes to any degree of trouble to ensure that his Search and Rescue equipment is kept available in a high degree of readiness and is adequate for any emergency that might arise.. During this year he carried out 13 mercy flight missions involving 75 flying hours and one search and rescue mission involving three flights over a total of 13 ½ hours.

While conditions were hazardous during most of the above trips, the majority of which were carried out in a Norseman aircraft, by a pilot who did not have benefit of instrument flying course, the undermentioned two trips are considered worthy of particular mention:

(a) Cape Hope Advance - April 20-21-22

A requirement arose to evacuate a seriously ill patient at Cape Hope Advance and it was decided that this could best be done by using the RCAF ski-equipped Norseman for the trip, accompanied by an RCAF Canso for air coverage. The trip involved a stop at Chimo en route for refuelling for the last leg of the trip from Chimo to Cape Hope Advance, a distance of some 200 miles. This trip was carried out under most trying conditions, the improvised landing field at Cape Hope Advance being shrouded in blowing snow and thus very limited visibility. The successful and skilful landing, however, was made and the patient was picked up. During the return trip to Chimo, F/L Hartman experienced severe carburettor ice and only by careful nursing of the engine was he able to successfully remain in the air. An overnight stop was made at Chimo to permit checking and testing the aircraft prior to returning to Goose Bay.

(b) Evacuation of Dangerously Injured Child from Goose Bay

A child was seriously injured at Goose Bay due to a fall and required immediate evacuation to a completely equipped hospital. The accident occurred late in the afternoon of May 7 and despite extremely unfavourable weather conditions and impaired radio reception due to weather, F/L Hartman who did not at this time have benefit of an instrument rating, captained an RCAF Dakota to fly the child to Montreal. Weather conditions en route progressively deteriorated to such an extent that the pilot was forced to return after having been in the air five hours.

5. Although the percentage of F/L Hartman's activities have been conducted in Labrador territory, he has contributed a tremendous amount to the progress and development of air transportation in the North. As a result, he has become highly experienced in conditions that are encountered and no doubt will be able to contribute in the future in the form of passing on his experience to others who will follow. The undersigned feels, therefore, that high recognition of this officer's exploits and continued devotion to duty in the interests of Canada's development, would be timely and warranted.

Notes: On 3 November 2016, Kelly Egan (Ottawa **Citizen**) published a long tribute in which he was described as "the Wayne Gretzky of skeet shooting." Growing up on a farm, it stated, "He learned to handle a gun and work a trap line, his daughter said, soon falling in love with flying and model-aircraft building. "He used to shoot on his way to school, then shoot on his way

home.” He took up skeet shooting in 1947 at Goose Bay, “where, in off-hours, there wasn’t much to do.

Hartman said in later interviews it was in Goose Bay that he began skeet shooting at a home-made range. The sport requires remarkable precision. Clay disks, about 12 centimetres in diameter, are fired at high speed from upper and lower stations. From no closer than about 20 metres, the shooter fires a shotgun at the moving target in an approximation of actual duck hunting.

He won his first competition in Halifax in 1949. Within seven years, he was Canadian champion in the 12-gauge division, a title he held for seven years. He turned pro in 1963 and, over his career, set 30 world records, amassing trophies and medals by the truckload.

Hartman said her father was an early practitioner of “pre-visualization” in sport and was quiet and subdued before competitions. “He didn’t shoot against people, really. He shot against himself. He was a very zen kind of guy.”

She described her father as a man with wide set eyes, which gave him superior “binocular” vision. He had a beautiful rhythm and tempo in the way he moved his upper body to track the target, she said.

Hartman, to say the least, was a perfectionist. His daughter said he had about 300 different sets of lenses that he used in six or seven eyeglass frames, depending on conditions, such as light levels and background colours. “He and Nelms Opticians were on a first-name basis,” she said Thursday. Her father was particular about the gloves he used (golf) and modified every single gun he owned.

As his fame grew — he was Ottawa’s athlete of the year in 1959 — so did his sway in the skeet world, including in Ottawa where he helped to build an early skeet club or two. Hartman said her father used to deal directly with Stelco about the kind of shot or pellet he liked to use. “They made him square shot, flat shot, copper shot, nickel shot, steel-coated shot.”

All the while, Hartman had a fulltime career in the air force, logging more than 5,000 hours and retiring in 1963 at the rank of squadron leader.

She said he eventually designed his own skeet jacket and, in 1967, published an influential instructional book, Hartman on Skeet. He was a sought-after instructor all over North America and amassed some amusing stories, including the time he spent 10 days in Colombia teaching a wealthy but little-known businessman

named Pablo Escobar.

It was only later that Hartman found out about the famous drug lord who controlled much of North America's cocaine trade.

Awarded Membership in Order of Canada, 21 October 1998 (invested 23 September 1999); citation as follows:

Recognized by his peers as the best skeet shooter in the world, for eighteen years he dominated the sport in North America, shattering records with the ease of a true pro. Over the course of his career, he won nine world titles and has been named to six sports halls of fame. In his quest for perfection, he has designed special tools, modified equipment and experimented with different kinds of shot. A top instructor, he has been an inspiring coach to fellow Canadians, encouraging them to aim for excellence and target success.

* * * * *

HARTMAN, F/O Paul Albert (J8419) - **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 in Grafton, Massachusetts, 25 November 1918. Attended Henley Grammar School, Portland, Maine, 1925 to 1933, Portland High School, 1933-1937 (Technical and Science), and took a pre-medical course at Alboin College, Alboin, Michigan, 1937-38 (finished first semester with 95 percent average but left for financial reasons). Worked before the war as a Hospital Laboratory Technician and even lathe operator. Enlisted in Montreal, 5 February 1941. On strength of No.1 Manning Depot, Toronto, 6 February to 23 March 1941; at No.1 BGS, Jarvis, 24 March to 16 May 1941 (non-flying duties). Trained at No.1 ITS (graduated 21 June 1941 and promoted Leading Aircraftman), No.1 EFTS, Malton (graduated 8 August 1941), and No.5 SFTS, Brantford (graduated and commissioned 24 October 1941). Posted to Charlottetown, 15 November 1941; to No.31 OTU, Debert, 18 January 1942, training there until 23 April 1942. Attached to Ferry Command and ferried Hudson FH372 to Britain, 22-25 April 1942. Taken on strength of No.3 PRC, Bournemouth, date uncertain; to No.7 (C) OTU, 13 May 1942; to No.1446 TTF, 11 August 1942; to Portwreath, 31 August 1942; to Middle East Pool, 6 September 1942 and joined No.69 Squadron. Left that squadron on 4 February 1943. Returned to Britain, 20 March 1943. Returned to Canada, 13 April 1943; to No.32 OTU, 26 May 1943 ; to No.165 Squadron, 23 November 1943 for purpose of attachment to US ARMY Air Base at Edmonton, 24 November to 2 December 1943, for instruction in Dakota weight and balance. Returned to No.32 OTU but on 31 May 1944 was transferred to No.6 OTU including its move to Greenwood in January 1946. At the Cassidy, British Columbia detachment (3 October 1944 to August 1945) he trained glider pilots. To Station Rockcliffe, 31 January 1946 for work at Test

and Development Establishment, initially on Waco glider "snatch" techniques. Took part in Exercise MUSKOX. To Station Camp Borden, 10 June 1947; to Station Trenton, 15 December 1947. Posted to RCAF Unit, Canadian Joint Staff, London, 15 February 1948. At Empire Test Pilot School, Farnborough, course from 1 March to 6 December 1948. To Central Experimental and Proving Establishment, Rockcliffe as test pilot, 9 December 1948; promoted to Squadron Leader while there, 1 January 1950. Attended RCAF Staff College, 1 September 1952 to 4 May 1953. Staff Officer at Air Operations Branch, AFHQ, 5 May 1953 to 31 July 1953 (promoted to Wing Commander, 1 July 1953). With Canadian Joint Staff, Washington as Staff Officer (Operational Requirements), 1 August 1953 to 17 August 1957; at AFHQ (Directorate of Maritime Training and Transport Requirements), 18 August 1957 to July 1960; continued at AFHQ in Directorate of Air Defence Requirements, July 1960 to 20 June 1961. Posted to Central Experimental and Proving Establishment, 21 June 1961 as Commanding Officer and Senior Test Pilot. Posted to United Nations Emergency Force (No.115 Air Transport Unit, El Arish), 3 July 1964; to CFB Uplands as Base Operations Officer, 21 June 1965; began terminal leave, 3 July 1967; released 8 February 1968. Later inducted into Canadian Aviation Hall of Fame. Died in Ottawa, 30 January 1990. See "Flying High Was His Way of Life", Ottawa **Citizen**, 18 February 1990 which mentioned (among other things) that he had obtained a private pilot's license in Maine (1938) and ultimately logged 7,000 hours on 200 types. Photo PL-48195 shows him in Ottawa after investiture (with wife); PL-50745 in cockpit of a CF-100; PL-50746 and PL-50747 shows him with E.L. Baudoux; PL-58615 in cockpit, 1949; PL-104255 is 1952 portrait; PL-114538 at controls of Silver Dart replica; PL-148557 in cockpit of Sopwith Snipe.

DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 14 February 1944. At No.31 GRS, November 1941 to January 1942; No.31 OTU, January to April 1942, then with Ferry Command (April 1942) and ferried a Hudson to Britain. To No.7 OTU (UK, Northern Ireland), May-August 1942, No.1 TTU in August 1942, and then to Malta and No.69 Squadron (September 1942). Claimed Wellington 32 sorties (245 hours) in Mediterranean, September 1942 to February 1943; two ships sunk while operating from Malta, including 7,000 ton vessel on 14 October 1942. To No.1 Repatriation Depot, April 1943; to Canada, May 1943. With No.32 OTU, May 1943 to May 1944; with No.6 OTU, May 1944 to December 1945. No crashes but baled out of a Hampden at No.32 OTU.

One night in October 1942, Flying Officer Hartman sighted a large enemy merchant vessel escorted by two destroyers. Despite intense anti-aircraft fire and a dense smoke screen he made five runs over the target before he was satisfied that his torpedo could be successfully aimed. Later reports revealed that the vessel was destroyed. On many other occasions this officer has participated in shipping strikes, exhibiting great initiative, courage and determination which have at all times been an inspiration to his fellow pilots and a great assistance to his squadron commander.

NOTE: Public Record Office Air 2/8940 has recommendation forwarded to Air Ministry from Headquarters, RAF Middle East, 12 February 1943 (provided courtesy of Sean Morrison) which reads:

The following recommendation for the non-immediate award of the Distinguished Flying Cross to Pilot Officer Paul Albert Hartman of No.69 Squadron is forwarded.

This officer arrived in Malta on 7th September 1942, and since that date has flown 210 operational hours in Wellington aircraft, including aircraft fitted with special equipment and torpedo carrying aircraft.

On the night of 15th/16th October 1942, Pilot Officer Hartman located a large enemy merchant vessel escorted by two destroyers. Despite intense flak from the destroyers and a heavy smoke screen which they had laid, this officer made five runs-in before he was satisfied that he could drop his torpedo with any success. According to later reports brought in by other aircraft this merchant vessel was destroyed by Pilot Officer Hartman.

He has flown on many shipping strikes exhibiting great initiative, courage and determination. At all times he has been an inspiration to his fellow pilots, and of untold assistance to his Squadron Commander.

HARTMAN, F/L (now A/S/L) Paul Albert, DFC (J8419) - **Air Force Cross** - No.6 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Recommended 18 July 1945 when he had completed 1,698 hours 25 minutes flying, 921 hours 55 minutes as instructor, 334 hours 25 minutes in past six months.

This officer initiated and directed all glider training on this Unit. By hard work and initiative above the average he made this unique phase of the Royal Canadian Air Force training a complete success both on the basis of results obtained and lack of delay or accidents. Throughout his lengthy flying career this officer has displayed devotion to duty that is most praiseworthy.

With an crew composed chiefly of RCAF personnel, at 1510 hours, 27 August 1942, he "put up a black". Flying Wellington HX574 of No.1446 Flight on a five-hour consumption test, he set course for Church Fenton but, observing two balloons ahead, he altered course, only to have port wing strike a cable. Aircraft spun and went on its back, but he righted it, only to strike another cable with the starboard wing. The balloon broke away. There was no damage to

controls or engines so he flew on to base He had blundered into the Sheffield balloon barrage (for which he had been briefed) and disciplinary action was suggested. The crew, besides himself, were 1292949 Sergeant O.S. Evans (RAF 2nd pilot), J9503 P/O R.R. Perry (Observer), R93375 Sergeant J.A. Perns (or Perna), R85943 Sergeant F.A. Phillips, and 50966 Sergeant S.J. Thomas. (all WOPs).

At EFTS he logged 26 hours 40 minutes dual and 31 hours ten minutes solo in Tiger Moths plus six hours ten minutes on instrument flying and ten hours in Link. He graduated first in a class of 31. The CFI wrote, "Above average pilot. Keen, confident and ambitious. Studious and analytical. Should prove very capable." The CGI wrote, "Intelligent, eager and ambitious. Above average in ground school. Good personality. Always willing to help any slower student. Definite officer material. Very good attitude. Dress, deportment and discipline good."

At SFTS (Ansons) he logged 24 hours 55 minutes (day dual), 53 hours 35 minutes (day solo), two hours 30 minutes night dual, seven hours 45 minutes night solo, 21 hours 35 minutes on instruments, 20 hours in Link. Graduated first in a class of 35.

The course at Charlottetown was entirely navigational (27 hours 50 minutes in the air). At No.31 OTU he logged the following on Hudsons - 12.10 (day dual), 48.35 (day, 1st pilot), 54.40 (day, 2nd pilot), 50 minutes (night dual), 19 hours (night, 2nd pilot), 11.55 (instrument and cloud flying), 25.00 (Link). He was able to drop only four bombs and fire 80 rounds as Bombing and Gunnery Ranges were not completed.

At No.7 OTU (13 May to 4 August 1942) he flew 1.55 (day dual), 43.30 (day, 2nd pilot), 85.55 (day, captain), 1.30 (night dual), 1.10 (night 2nd pilot), 24.00 (night, captain), 3.15 (instruments) and 5.00 (Link). Dropped 48 bombs, fired only 20 rounds in the air, and was assessed overall as "Very keen officer of average ability as a pilot."

Diary of Western Air Command, 31 July 1943 reads as follows: "A crash occurred at Sidney, B.C. adjacent to the Patricia Bay aerodrome, at 2040 hours and involved Hampden Mk.I aircraft P5427 of No.32 OTU Squadron (RAF), Patricia Bay, B.C. The pilot, Flying Officer Paul Albert Hartman, DFC (J8419, RCAF) was uninjured. This was a test flight, the aircraft was put into a turn to port. On straightening out, the pilot got no response from the elevators and aircraft commenced to dive from 2,000 feet. When no control had been gained at 1,000 feet the pilot abandoned the aircraft which crashed and burned out."

As of 30 August 1947 he recorded his flying as follows:

Tiger Moth (60.00), Harvard (8.00), Norseman (12.00), Waco CG4A (94.55), Mosquito (2.00), Anson (200.00), Hudson (158.00), Wellington (417), Hampden (122), Dakota (800), Goose (12),

Beechcraft (250), Bristol Freighter (1.00), Liberator (23.00), RY3 (5.45, Ventura (1.00).
 On completion of the Empire Test Flying School course, it was noted that, during the course he had flown seven single-engine types (50 hours), five twin-engine types (34 hours) and one multi-engine type (20 hours). His marks had been as follows: Flying (ability at test flying), 93 percent; Technical (test results, technical ability, power of expression), 85 percent; Personal Aptitude (industry and enthusiasm, ability to learn), 93 percent; Examinations (flying and technical), 79 percent. The Commandant wrote:

Achieved an excellent result and has shown marked ability in all aspects of course activities. Thorough reliable and painstaking. He should do exceptionally well in test flying.

As of 31 December 1952 he listed all his types to date with times:

Anson 1, 5 and 19	164.10
Auster 5 and 6	8.30
AN52 experimental flying wing jet	1.10
Bristol Freighter	15 minutes
Canso	1.50
Chipmunk	10.50
Canadair C-5	2.20
CF-100	47.45
Dakota	882.40
DH Beaver	30 minutes
DH Dominie	1.45
Expediter	667.30
Fairey Junior	10 minutes
Firefly I	11.15
Fiesler Storch	30 minutes
F-86A	1.35
F-86E	17.50
F-80C (T-33)	30 minutes
F-84E	40 minutes
Grumman Goose	6.35
Hadrian Glider	94.55
Hadrian powered glider	30 minutes
Harvard	102.35
Hampden	123.05
Hudson 3 and 5	160.20
Lancaster	52.25

Liberator		14.50
Liaster Kaufman sailplane		2.05
Lincoln	33.35	
Meteor 3 and 4		11.15
Mitchell		71.00
Mosquito		13.55
Mustang		81.40
North Star		121.50
Norseman		15.05
Olympia sailplane		1.20
Oxford	6.50	
Seafire 47		2.10
Sea Fury		1.25
Tempest		6.20
Texan		3.05
Tiger Moth		61.35
Tipsey "B"		10 minutes
Vampire 1 and 3		93.30
Wellington 8		418.05
Ventura		45 minutes
Jetliner C-102		1.00
DH Comet		2.00

On 12 July 1956, G/C J.B. Millward wrote a glowing appraisal in which he said, in part, "He is a keen airman in every sense of the word who quite literally lives flying and lives to fly."

In December 1956, reporting his flying to date, he stated he had flown 57 types to date including the following jets - Vampire (93.50), Meteor 2 and 4 (14.35), CF-100, Marks 1 to 5 (103.20), F-86A (2.35), Sabres 2 to 6 (70.50), T-33 (156.20), F-100A and F-100C (3.50), TF-86F (30 minutes), F-84E (40 minutes), AW.52 (1.10), C-102 (1.00), Comet 2 (2.00), Morane Saulnier (40 minutes).

On 28 June 1965, Major-General Syseno Sarmiento, Commander of UNEF, wrote t Air Commodore R.J. Lane, Air Officer Commanding, Air Transport Command:

As you know, Wing Commander Paul A. Hartmen has recently completed his one year tour of duty with UNEF as Commanding Officer, 115 Air Transport Unit, stationed at El Arish in Egypt and I wish to go on record in gratitude for the very fine service rendered by this officer to the work of this Force.

Apart from his personal attributes of friendliness, understanding and a natural wisdom and maturity of judgement, he displayed fairness, objectivity and lack of al prejudice in his dealings with the many national groups represented in UNEF as well as with the host authorities.

He is, of course, a man of great professional competence and experience and, combined with an appreciation and understanding of the political problems of this area, he was able to work in an atmosphere of maximum cooperation and goodwill.

He made many friends in the Force and by his exemplary performance won the respect and affection of all. I would mark Wing Commander Hartman as an excellent officer and an outstanding representative of the Royal Canadian Air Force and of his country.

As of December 1966 he reported that in that year alone he had flown the following types:

C-130 (25 hours)
Dakota (40 hours)
Bell helicopter (two hours)
Cessna 182 (five hours)
Sabre V (one hour)
T-33 (55 hours)
Tutor (two hours)
Twin Otter (one hour)

In the previous ten years he had logged the following times:

T-33 (829)
CF-104 (64)
C-45 (843)
Sabre (226)
Dakota (1,116)
Harvard (137)
CF-100 (64)
C-130 (35)
Cosmopolitan (5)
Yukon (4)
F-100 (4)
CF-114 Tutor (4)

Otter (178)
Caribou (135)
Snipe (5)
Cessna 182 (6)
Other (1,830)

As of December 1966 his **total** flying time was as follows:

Single engine: 79 hours (day dual), 1,490 hours (day solo), one hour (night dual), 202 hours (night solo)

Multi engine: 172 hours (day dual), 2,877 hours (day, captain), 221 hours (day, 2nd pilot), nine hours (night dual), 490 hours (night captain), 27 hours (night, 2nd pilot).

Instrument: 203 hours in simulator, 370 in cloud flying.

He was 64 inches tall, and in 1945 weighed 128 pounds - he probably never weighed more than 150 pounds. In a remarkable assessment, 1 August 1951, S/L E.L. Bauoux wrote:

This officer is small in stature but big in his ability, not only as a pilot but also to radiate his enthusiasm for all aeronautical matters. He vigorously tackles his duties and produces good results.

Other assessments were equally good:

Squadron Leader Hartman is, I believe, the most competent pilot in the RCAF in test flying and in aerodynamics associated with test flying (W/C J.R. Frizzle, CEPE, Rockcliffe, 31 July 1952)

A report on his course at Empire Test Pilots School dated 4 June 1948 notes that it began on 1 March 1948 and was to last 41 weeks. The Commandant at the time was G/C S.R. Ubee, AFC

and the Chief Test Flying Instructor was S/L R.E. Havercroft (later awarded AFC). The Chief Technical Instructor was Mr. G. Maclaren Humphreys, B.Sc., A.Inst.P, ARFAS. Tutors (Flying) were 70851 S/L E. Coton, DFC, AFC and 109525 S/L C.B. Brown, DFC, while Qualified Flying Instructors were 127133 F/L K.E. Walters, AFC and 128905 F/L P.F. Wingate, DFC.

It began with an intake of 24 pilots including two from the RCAF, S/ C.L.T. Sawle, AFC and F/L P.A. Hartman, DFC, AFC. The course overall consisted of six First Lieutenants (RN), one First Lieutenant (RCN), two Squadron Leaders (RAF), one Squadron Leader (RCAF), six Flight Lieutenants (RAF), one Flight Lieutenant (RCAF), four Flying Officers (RAF), one Captain (USAAF), one RAE civilian and one American CAA civilian.

The course entailed visits to the Institute of Aviation Medicine (problems of developing helmets, oxygen masks, clothing for ordinary wear, cold weather, anti-G problems and ejection seats. There were also visits to instrumentation divisions dealing with such matters as electro and mechanical instruments (direct and remote) recording observations, demonstrations of strain gauging, automatic observers, cameras, auto pilots, radio compasses, radio altimeters, experiments with control knobs, GCA methods, radio ranges, cargo carriage and dropping, and a visit to the Air Ministry Accident Investigation Division - "an outline of the procedure employed in this division was followed by a demonstration on the salvaged parts from a crashed Meteor to develop the theme of structural failure based on facts established from the conditions of the remains."

There were also visits to Handley Page (Hermes II, mockups of Hermes IV and Hastings), Hawkers (Sea Fury), Saunderson (Saro Fighter Flying Boat and SR.45), de Havilland (Dove, Hornet, Mosquito, propeller development and testing of Ghost Turbine plus flying demonstration of DH.108), plus Telecommunications Research Establishment at Great Malvern.

Squadron Leader Sawle, writing an interim report, stated, "The course to date has proven very interesting, All phases of instruction have been capable presented. The flying program has progressed steadily under favourable weather conditions." Unhappily, Sawle was killed on 30 August 1948 flying Meteor IV, EE568, Empire Test Pilot School, Farnborough. Took off at noon to test lateral and directional stability of aircraft, intending to go to 20,000 feet. At 1225 hours he dove into ground at 45 degree angle. At the that he had flown only five hours in Meteor.

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HARTMAN, P/O William Harold (J90546) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 15 November 1916 in Aurora, Ontario; home in Kincardine, Ontario (druggist apprentice). Enlisted in Hamilton, 21 April 1942 and posted to No.1 Manning

Depot. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 29 October 1942 but not posted until 5 December 1942 when sent to No.20 EFTS. Ceased training, 10 March 1943 and sent to No.1 Manning Depot. To No.9 AOS, 16 March 1943; graduated and promoted Sergeant, 23 July 1943; to "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 29 September 1944. Promoted Flying Officer, 29 March 1945. Repatriated, 3 May 1945. Retired 20 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." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 February 1945 when he had flown 29 sorties (167 hours 20 minutes), 15 August 1944 to 21 February 1945.

Pilot Officer Hartman, as a navigator of heavy bombers, has participated in twenty-nine sorties into enemy territory, including many heavily defended districts of the Ruhr. Throughout his tour he has always displayed a fine offensive spirit and by his cheerful co-operation has set a splendid example to other members of the crew. His skilful navigation has enabled his captain to keep on track, reach his objective and return safely to base. On the ground, Pilot Officer Hartman has been extremely helpful in assisting the Navigation Leader with the work in that section.

It is considered that this officer's operational record, his cheerfulness and devotion to duty throughout his operational career fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

15 August 1944 - Soesterburg (3.50)
16 August 1944 - Kiel (5.05)
18 August 1944 - Connantre (6.50)
25 August 1944 - St. Mathieu (5.10)
27 August 1944 - Marquis (3.25)
10 September 1944 - Le Havre (4.05)
12 September 1944 - Dortmund (5.15)
17 September 1944 - Boulogne (4.20)
28 September 1944 - Cap Gris Nez (3.40)
6 October 1944 - Dortmund (5.15)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (6.00)
25 October 1944 - Homburg (5.15)

30 October 1944 - Cologne (5.45)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (5.35)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.30)
4 December 1944 - Karlsruhe (6.35)
6 December 1944 - Osnabruck (6.25)
29 December 1944 - Oberlar (6.30)
2 January 1945 - Ludwigshaven (7.00)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Grevenbroich (6.10)
28 January 1945 - Stuttgart (7.25)
14 February 1945 - Chemnitz (8.45)
17 February 1945 - Wesel (6.05)
21 February 1945 - Worms (6.55)

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HARTRICK, F/O Walter Johnston (J15896) - **Distinguished Flying Cross** - No.120 Squadron - Award effective 12 March 1945 as per **London Gazette** dated 20 March 1945 and AFRO 802/45 dated 11 May 1945. Born 26 June 1922 in Vancouver; home there (packer); enlisted there 12 February 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 29 March 1941. To No.2 ITS, 4 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; graduated and promoted Sergeant, 13 October 1941 although posting to No.1 ANS was with effect from 11 October 1941; graduated 10 November 1941. To "Y" Depot, 11 November 1941. To RAF overseas, 8 December 1941. Commissioned 15 September 1942. Promoted Flying Officer, 15 March 1943. Promoted Flight Lieutenant, 15 September 1944. Repatriated 14 December 1944. To Western Air Command, 25 December 1944. To No.8 Release Centre, 14 March 1945. Retired 10 April 1945.

Flying Officer Hartrick has completed two tours of operational duty. During his first tour he flew on many air/sea rescue sorties and participated in the rescue of eleven aircrew members. More recently he has served as navigator/bomb aimer in an aircraft engaged on a/s patrols. On one occasion while on patrol near the coast of Norway an enemy submarine was sighted and attacked. In the ensuing engagement the aircraft was hit by anti-aircraft fire and one engine set on fire. Undeterred, Flying Officer Hartrick released the depth charges with accuracy and the U-boat was severely damaged. Whilst turning to observe the result of the action a second U-boat was sighted. Intense anti-aircraft fire was again encountered and the aircraft was badly damaged and both navigators wounded.

Despite this, Flying Officer Hartrick resumed operational flying at the earliest opportunity and has continued to display outstanding keenness, courage and determination.

NOTE: Public Records Office Air 2/9150 has recommendation dated 11 January 1945 when he had flown the following: first tour - 65 sorties (275 operational hours); second tour - 38 sorties (485 operational hours); total flying hours - 1,360. Rank given a Flight Lieutenant (presumably acting rank at the time):

Flight Lieutenant Hartrick has completed two operational tours, the first with No.280 Squadron on Air/Sea Rescue duties off the east coast of England and the second on anti-submarine patrols with No.120 Squadron in Iceland and the United Kingdom. He voluntarily carried on with the second tour immediately on completion of the first.

Whilst serving with No.280 Squadron he carried out 65 sorties and participated in the rescue of eleven aircrew.

He joined No.120 Squadron in September 1943, and on 6 March 1944 he was Navigator/Bomb Aimer of Liberator aircraft B/120 on anti-submarine patrol near the coast of Norway. In position 68° 57' North 03° 16' East, two enemy submarines in the vicinity of an important convoy were sighted and attacked. During the course of the action against the first submarine intense and accurate anti-aircraft fire was experienced. The aircraft was hit and the starboard outer engine set on fire.

The attack was pressed home, however, and Flight Lieutenant Hartrick operated the bomb sight with such coolness and accuracy that the explosion of the depth charges completely enveloped the U-Boat, the bows of which were seen to rise steeply out of the sea before disappearing. It was learnt in due course that this U-Boat was severely damaged and had to return to base.

The second U-Boat was sighted whilst turning to ascertain the result of the attack on the first. Intense and accurate anti-aircraft fire was again experienced during the run in to attack and a shell bursting in the nose wounded both navigators, Flight Lieutenant Hartrick severely.

The aircraft returned to base badly damaged, and as a result of his injuries, Flight Lieutenant Hartrick was in hospital and non-effective for two months.

At all times Flight Lieutenant Hartrick has set a high example of devotion to duty and in this particular instance it is considered he displayed outstanding courage and determination in the face of the enemy.

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HARTY, F/O James Caldwell (J16995) - **Distinguished Flying Cross** - No.405 Squadron (now POW) - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 625/45 dated 13 April 1945. American in RCAF; born 9 June 1921 in Dallas, Texas; home there. Enlisted in Windsor, Ontario, 8 May 1941 and posted to No.1 Manning Depot. To Trenton, 27 May 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.11 EFTS; graduated 12 September 1941 and posted next day to No.8 SFTS; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 7 January 1942. Commissioned 5 February 1943. Shot down and made prisoner, 11 June 1943 (see below). Promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Safe in United Kingdom, 15 May 1945. Repatriated 7 July 1945. To Lachine, 20 July 1945. Release proceedings stayed and posted to No.6 OTU, 25 October 1945. To Release Centre, 19 February 1946; retired 27 February 1946. Living in Vancouver in 1947. Cited with WO William N. Tatham (RCAF, FE, awarded DFC).

In June 1943, Flying Officer Harty and Warrant Officer Tatham were pilot and flight engineer of an aircraft detailed to attack Dusseldorf. When returning from the target the aircraft in which they were operating was engaged by an enemy fighter. The bomber was hit and caught fire. Warrant Officer Tatham, regardless of the danger of an explosion due to the proximity of several oxygen containers and in spite of the fact that he was suffering from intense pain from badly burnt hands, fought the blaze with dogged determination. The fire proved uncontrollable and the aircraft was forced down on to the sea. Although the aircraft was sinking fast this officer and Warrant Officer Tatham, with complete disregard for their personal safety, assisted the injured members of the crew into the dinghy and rendered first aid. The excellent example of coolness and courage displayed by Flying Officer Harty and Warrant Officer Tatham is worthy of the highest praise.

The website "Lost Bombers" has three entries bearing on his career. There is disagreement between that source and the citation respecting the loss of the aircraft in June 1943 - whether by flak or fighters. The information as given on the website, is as follows:

21 January 1943: Halifax JD674, mine laying in Frisians (Simonszand), took off at 1703 hours; hit by flak in both wings, the pilot was able to make a safe return to base and landed at 2149

hours. Many of those listed below were later posted to 405 Squadron. Pilot - F/Sgt James Caldwell Harty RCAF, of Dallas, Texas; Navigator - F/Sgt B. L Miller, RCAF; Bomb Aimer - Sgt John Edward Paterson, RAFVR (1346433); Wireless Operator - Sgt Richard Alexander Carney, RCAF, of Toronto, Ontario; Air Gunner - Sgt Norman Henry Arthur Taylor, RCAF (R84381), of St. Catharines, Ontario; Air Gunner - Sgt R. W. Stuart; Flight Engineer - Sgt William Norman Tatham, RCAF (R70700), of Kelliher, Saskatchewan.

4/5 May 1943: Halifax JB957 (LQ-A), target Dortmund. This was one of three No.405 Squadron, Halifaxes lost on this operation (the others were JB897 and JB904). Airborne at 2149 hours, 4 May 1943 from Gransden Lodge. Turned back after being badly damaged by flak crossing the Dutch coast and crash-landed at 0315 hours near Graveley Airfield, Huntingdonshire. No injuries reported. Crew consisted of P/O J.C.Harty, RCAF, Sergeant W.N.Tatham, RCAF, Flight Sergeant B.L.Miller, RCAF, Sergeant J.E.Patterson Flight Sergeant R.A.Carney, Sergeant N.H.A.Taylor, RCAF, Sergeant F.E.Mackay, RCAF.

11/12 June 1943: Halifax HR797 (LQ-A), target Dusseldorf. Airborne at 2300 hours, 11 June 1943 from Gransden Lodge. Hit by flak in the vicinity of Amsterdam and turned back, losing height. Subsequently, ditched while roughly 25 minutes flying time from the English coast. The survivors were able to clamber into their dinghy, but to their chagrin the tide took them back in the general direction of the Dutch coast and captivity. It is reported that F/O T.A. Fillingham (RCAF) baled out soon after the bomber was hit, but his body was never identified. along with Flight Sergeant N.H.A. Taylor (RCAF) he is commemorated on the Runnymede memorial. WO2 J. Somerville (RCAF, POW) was later repatriated, probably during 1944, after undergoing an operation to amputate one of his feet. Other crewmen were P/O J.C.Harty (RCAF, POW), Sergeant W.N.Tatham, (RCAF, POW), P/O B.L.Miller, (RCAF, POW), P/O J.E.Paterson (POW), P/O F.E.MacKay, (RCAF, POW).

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 18 May 1945. He stated at the time he had flown 22 sorties.

Dropped H.E. on target. Bringing Target Indicators back because of unserviceable bomb sight, Lost height to 10,500 feet to get below cloud. Here hit by flak in bomb bay which caused markers to explode at 10,500 feet on Dutch coast about 8-10 miles north of Amsterdam. Flew on with aircraft on fire for 13 minutes out to sea. The engineer put out fire in rest position but we could not get rid of markers. Fire spread to wireless room and out towards port inner engine. We had lost about 10,000 feet and decided to ditch before the tanks blew up. The WOP baled out immediately we were hit and the flames prevented anyone from entering the wireless room. The 2nd WOP, the mid-upper gunner

was killed, so no message went to base. The i/c and TR.9 were dead and after signalling crew I set the kite down on a fairly calm sea and all went well with the ditching. The aircraft floated for over an hour. The wounded were put into the dinghy. I checked the Mid-Upper and made sure he was dead, left him strapped in the turret, called the roll and shoved off.

Interrogator's Notes:

Dinghy came out O.K.

Second pilot in hatchway between pilot and seen sitting on step.

Rear gunner behind rear spar.

Pilot strapped in.

Navigator, Bomb Aimer and Engineer in rest position fighting fire,

Second pilot got leg caught in wireless aerial - was released by pilot.

Navigator got all out of aircraft except dinghy aerial.

Bomb bays were open, none blown off, but aircraft blister partly submerged with top out of water for an hour - sea was calm.

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*HARVEY, FS Albert (Can 14011A) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Calgary; enlisted there. No citation in AFRO.

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HARVEY, Corporal Edward Carl (R100637) - **Mention in Despatches** - No.527 Squadron (AFRO says only "RCAF Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born in Selkirk, Manitoba, 7 December 1916. Home in Gardenton (Gordonton ?) , Manitoba; radio repairs, dairy farm work and forestry work, Manitoba, 1936-1940; enlisted in Toronto, 3 April 1941 as Radio Mechanic. To No.1 Manning Depot, 23 April 1941. Promoted AC1, 21 July 1941. To Embarkation Depot, 24 May 1941. To RAF overseas, 14 August 1941. Promoted LAC, 31 August 1941. To Uxbridge, 4 September 1941. To No.1 Radio School, Aldergrove, 28 January 1942. To No.79 Wing, Ballymartin, 6 May 1942. Promoted Corporal, 1 July 1942. To No.21 STU (whatever that is), 16 February 1943. Promoted Sergeant, 1 April 1943. Attached Beckham, 4-15 April 1943. Attached Dundonald, 25 April to 14 May 1943. Attached Beckham, 14 May 1943. To RAF Chigwell, 11 June 1943. To Signals Wing, Malton, 5 September 1943. To No.527 Squadron, 30 October 1943. Attached to Biggin Hill, 22 November to 1 December 1943. Attached to Church Fenton, 18-20 December 1943. Attached to Digby, 28 April 1944. Repatriated to Canada, 7 August 1945. Released 23 September 1945.

Living in Toronto as of 1950. Died in St.Catharines, Ontario, June 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1996. A summary of his service stated, "Overseas August 1941. Had Radar courses there, lasting total of approximately a year. Served four years overseas. Repaired Radar equipment. Had considerable air experience operation Radar from aircraft. Was in charge of radio section on Squadron, for time overseas."

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HARVEY, P/O Harold Kenneth Campbell (J16420) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born 10 March 1920. Home in Kamsack, Saskatchewan; enlisted in Winnipeg, 12 May 1941. Trained at No.2 ITS (graduated 10 September 1941), No.14 EFTS (graduated 12 November 1941) and No.10 SFTS (graduated 13 March 1942). To "Y" Depot, 14 March 1942; to RAF overseas, 23 April 1942. Commissioned 2 June 1943. Repatriated 16 August 1945. Release date uncertain. Rejoined RCAF, 20 March 1953 as a pilot and Air Cadet Officer, serving to 21 March 1957. RCAF photo PL-33977 (ex UK-16364 dated 9 November 1944) shows him with wife and baby after investiture. RCAF photo PL-33985 (ex UK-16372 dated 9 November 1944) is captioned as follows: "Here is a family group outside Buckingham Palace following a recent investiture at which F/L H.K. Harvey, DFC, of Kamsack, Saskatchewan (holding his son, David, and F/L L.N. Brown DFC, of 9424 - 98th Street, Edmonton, Alberta (right) received their Distinguished Flying Crosses from King George. With them are their wives."

As captain of aircraft, Pilot Officer Harvey has completed many successful sorties. An efficient and reliable captain of aircraft, to ensure success he invariably makes more than one bombing run in order to release his bombs with greatest accuracy. He has obtained some excellent photographs. On two occasions this officer's aircraft has been attacked by night fighters but by skilful flying he evaded the attacker and enabled his gunners to seriously damage one hostile fighter.

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HARVEY, G/C James Borden (C790) - **Air Force Cross** - No.1 SFTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. - Born 14 August 1911 at Dauphin, Manitoba (RCAF press release announcing award) and educated at Kelvin High School; graduated from University of Manitoba, May 1932 and then to University of Toronto; working summers, 1928 to 1933 for CNR (hotel clerk). With Royal Bank of Canada, 1934-1938 (discounts and loans, foreign exchange); enlisted at Winnipeg, 18 June 1937 (Auxiliary) as Pilot Officer on Probation. Transferred to regular force, 3 January 1938. Qualified to wear pilot's

flying badge, 18 October 1938. Posted from Flying Training School to Air Armament School, 28 October 1938. Promoted Flying Officer 3 January 1939 with seniority from 3 January 1938. Posted from Trenton to No.120 Detachment, Winnipeg, 3 March 1939. To No.3 (Bomber) Squadron, 23 July 1939. To No.120 Detachment again, 10 July 1939. Employed in Western Canada testing pupils of Flying Clubs. To Western Air Command Headquarters, 15 November 1939, continuing to test Flying Club pupils. To Station Trenton, 21 April 1940 as Flight Commander at CFS. Promoted Flight Lieutenant, 1 May 1940. Promoted Acting Squadron Leader, 1 May 1941; confirmed in that rank, 1 June 1941. With No.1 Training Command as of 24 November 1941. To No.15 SFTS, 23 April 1942. To No.2 Flying Instructor School, Claresholm as Chief Flying Instructor, 2 August 1942. Promoted Wing Commander, 15 October 1942. Promoted Group Captain, 1 January 1944. Appointed CO, Camp Borden, 24 November 1944. Attended War Staff College, Toronto, 3 March to 12 May 1945. To Goose Bay, 25 September 1945. To AFHQ, 26 August 1946. Temporary Duty at USAAF University, Selma, Alabama, 2-16 November 1946. Retained rank of Group Captain as of 1 October 1946. To Canadian Joint Liaison Officer, London, 24 August 1948. To Station Trenton, 26 April 1949. To Canadian Joint Staff, London, 8 July 1953. To Headquarters, Station Trenton, 13 August 1955. Promoted Air Commodore, 1 September 1955. To Training Command Headquarters, Winnipeg, 13 September 1959. To Air Defence Command Headquarters, St. Hubert, 7 November 1959. Promoted Air Vice-Marshal, 15 August 1962. To Northern NORA Headquarters, North Bay, 13 May 1965. Retired 14 August 1966. Active in Boy Scouts of Canada, particularly in the eastern Arctic, and was Deputy Chief Scout, 1965-1970. In recognition of these services he was awarded the Bronze Wolf and the Vanier Medal. Also employed by Nordair (retired 1981). Died in Granby, Quebec, 17 December 1984. Awarded Queen's Coronation Medal, 23 October 1953. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 7) has citation, drafted when he had flown 1,920 hours, of which 970 were as instructor.

A trained flying instructor prior to the outbreak of hostilities, Group Captain Harvey has since been employed in various instructional and staff positions in the British Commonwealth Air Training Plan. At all times he has carried out these duties in a most commendable manner. Following tours of duty at Central Flying School, No.1 Training Command and No.1 Service Flying Training School, he assisted in organizing and later commanded No.2 Flying Instructor School. This officer continues to contribute to the maintenance of a very high standard of instruction. Over a long period he has made an outstanding contribution to flying training.

This recommendation was raised on 5 January 1945 by A/V/M A.T. Cowley when he was commanding No.1 SFTS, Camp Borden. Flying times recorded as 1,920 hours to date (58 in previous six months), 970 instructional hours (nil in previous six months). Text differed slightly from the final, viz:

A trained flying instructor prior to the outbreak of hostilities, Group Captain Harvey has since been employed in instructional and staff positions in the British Commonwealth Air Training Plan, which duties he has discharged efficiently. Following tours of duty at the RCAF Central Flying School and No.1 Service Flying Training School, he assisted in organizing and later commanded No.2 Flying Instructor School, and at all times has been influential in maintaining a high standard of Instructor and aircrew training.

Notes: In January 1940 Air Commodore A.E. Godfrey noted he was RCAF Examining Officer in Regina and was "satisfactory, average". However, as of December 1940 he was being described by Air Commodore G.E. Brookes as "Hard working, reliable Flight Commander. Keen and punctual. Smart on parade, good sense of humour. Good personality. Professional and all other, relatively above average."

In September 1942, W/C F.R. West wrote, "This officer has done an excellent organizing job at this school and has every instructor behind him. Recommended for promotion to rank of Acting Wing Commander."

In May 1945, G/C E.W. Kendrick wrote (War Staff College report), "This officer has shown that he is capable of assuming positions of Command or the responsibilities of a Staff Officer."

He was subsequently praised for his command of Station Goose Bay at a time of great difficulty - "The status of the Americans was unknown. The discipline of civilians was bad...The morale of many officers and men was not good owing to the necessary release policy. Under the circumstances he avoided serious trouble and did a good job." (Signature illegible, date not shown).

"This officer has carried out the duties of Director of Air Training to my entire satisfaction. During his term of office, much of the peacetime air training policy has been consolidated and his influence has been a real factor in these decisions. He keeps himself in good flying practice and sees to it that his staff does likewise. As a result of personal visits he has an intimate knowledge of all air training units (including Auxiliary Squadrons) in the RCAF. He keeps himself in good physical condition." (Air Commodore J.G. Kerr, AFHQ/AMOT, 5 August 1948).

"This officer displays firmness and sincerity in carrying out his duties. His staff work is thorough and accurate and he makes an effort to get round and visit those RAF formations of particular interest to the RCAF. He is active socially and has had a stimulating influence in organizing the Officers' Club. He has also been instrumental in organizing inter-service sports tournaments. He has more than normal personal ambition, but nevertheless he is always loyal to the Service."

(Air Commodore M. Costello, Air Member Canadian Joint Staff, London, 1 October 1953)

Training:

On 26 August 1938, S/L A.H. Hull wrote of his training to that date. "This pupil had completed 50 hours civilian and NPAAF flying before commencing this course. He had numerous faults which required correction. Progress has been satisfactory." By then he had flown 19 hours 50 minutes dual and 30 minutes solo. He was assessed in Taxiing and Handling of Aircraft (above average), Taking Off Into Wind (above average), Landing and Judging Distance (below average), Turns with Engine (average), Gliding Turns average), Spinning (average) and Elementary Forced Landings (above average).

Final assessment was by F/L J.G. Kerr, 18 October 1938 who described him as "Good average pilot in all respects." Flying by then had been on Fleets (10.05 dual to first solo, 45.45 advanced dual, 52.00 solo) and Moths (3.55 advanced dual and 13 hours solo). Courses and marks had been as follows: Navigation (168/200), Meteorology (31/400, Airmanship (123/1700, Engines, written (141/200), Engines, practical (216/300), Rigging, practical (199/300), Administration (74/100), Organisation (35/50), Law (70/100), History (19/25), Theory of Flight (33/500, Armament, written (47/65), Armament, practical (142/200), Signals, practical (99/100), and Drill (68/100).

Attended Instrument Flying Course at Trenton, 30 May to 10 August 1938 (19.50 dual on Fleets) and described thus: "This pupil flies with confidence and accuracy by instruments, turns onto course. Recoveries from spins and courses flown well." (S/L R.S. Grady, 29 September 1938).

Air Armament School course flown on Wapiti aircraft and used Vickers and Lewis machine guns, air and ground. Also bombing exercises from 6,000 feet.

Flying Instructor Course was 20 March to 14 April 1939 on Tiger Moth aircraft (36.45 solo, 19.15 dual plus test of 100 minutes. "Has a sound knowledge of sequences, excellent voice which would impart confidence to pupils. Inclined to be rough on controls in aerobatics. Considered that with more practice in aerobatics and actual experience in instructing this officer could obtain a 'B' rating with ease. 'C' category recommended at present."

Types Flown:

As of 31 December 1954 he reported he had flown the following types of aircraft:

Tiger Moth (236.50)

Fleet (563.20)

Atlas (5.45)
Wapiti (36.20)
Fairchilds 51/71 (21.55)
Norseman (53.50)
Harvard (442.55)
Oxford (25.20)
Lockheed (98.05)
Battle (3.00)
Boeing (3.50)
Yale (4.15)
Fleet (again - 1.00)
Maple Leaf (1.00)
Fairchild 62 (1.50)
Vega (1.30)
Avro Tudot (30 minutes)
Bellanca (1.35)
Beechcraft (266.55)
Dakota (206.25)
Anson (24.30)
Stinson (35 minutes)
Lysander (20 minutes)
Cessna (383.15)
Gypsy Moth (60.00)
Bolingbroke (1.20)
Cornell (99.20)
Hudson (6.05)
Mitchell (12.05 plus 213 as passenger)
Vampire (3.15)
Dove (1.00)
Meteor IV (35 minutes)
Balliol (30 minutes)
Prentice (30 minutes)
Chipmunk (15.40)
Sikorski S.51 (30 minutes)
Taylor Cub (50 minutes)
Lancaster (6.55)
C-45 (27.45)
North Star (11.00)
Provost (40 minutes)
Fokker (40 minutes)

As of 31 December 1957 the list had been modified or added to as follows:

North Star (220.30)
Provost (11.00)
Canberra (13.20)
T-33 (118.30)
Fouga (1.35)
Neptune (2.00)
Otter (8.45)

List for 31 December 1964 gave the following:

C-47 - 92 hours in previous 12 months, 1,071 total
T-33 - 57 hours in previous 12 months, 622 total
C-45 - seven hours in previous 12 months, 654 total
TF-102 - seven hours in previous 12 months
TF-106 - two hours in previous 12 months
Yukon - 20 hours in previous 12 months

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HARVEY, P/O John Douglas (J85081) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 19 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Swansea, Ontario, 7 August 1922; home there. Enlisted in Toronto, 7 November 1941 and posted to No.1 Manning Depot. To Technical Training School (general duties), 7 December 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.10 EFTS; graduated 19 June 1942 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned 12 February 1944. Promoted Flying Officer, 12 August 1944. Repatriated 9 November 1944. Date of retirement uncertain. Following the war he attended the University of Toronto, then rejoined the RCAF, 5 November 1948. Participated in photo operations in northern Canada. Reclassified Personnel/Public Information, 1 April 1954; became a staff officer in Public Relations (Ottawa, Montreal and Metz); promoted Squadron Leader, 1 January 1956 and rose to rank of Wing Commander. Retired in 1965; executive director of the RCAF Association and a founding editor of **Airforce** magazine. Author of **Boys, Bombs and Brussels Sprouts**, **The Tumbling Mirth**, and **Laughter-Silvered Wings**. Prominent character in **The Valour and the Horror** (TV documentary and Senate hearings). Died in Victoria, 16 January 1998.

This officer has participated in very many sorties, involving attacks on most of the enemy's heavily defended targets. He has invariably displayed great skill and courage and his example in pressing home his attacks has been worthy of much praise. In the course of his tour, Pilot Officer Harvey has attacked Berlin on eleven occasions.

Involved in crash of Lancaster DS724, night of 7/8 October 1943; see entry for Stanley Enos Campbell for details.

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HARVEY, Corporal Lloyd George (R50275) - **Air Force Medal** - No.11 Squadron (Canada) - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 16 October 1912. Home in Moncton; enlisted there 23 October 1939 as Wireless Electrical Mechanic. Posted to No.11 (BR) Squadron, 9 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 October 1941. Left No.11 (BR) Squadron, 15 February 1943. Promoted Sergeant, 1 April 1943. To No.5 Manning Depot, 29 September 1943. Remustered to aircrew and posted to No.6 ITS, 15 January 1944. To No.10 EFTS, 5 May 1944. Ceased training and posted to No.2 WS, 30 June 1944 to train as WOAG. To Mountain View, 24 October 1944. Commissioned 15 December 1944 (J50777). Record incomplete but remained in postwar RCAF (26434) as Radio Operator (Air); attained rank of Flight Lieutenant, 1 June 1952. Released 5 March 1958.

This NCO has completed 750 hours of flying, 500 of which were on actual war flights on coastal operations in the capacity of Wireless Operator and is considered the outstanding man of his class in the squadron. His duties have always been carried out in an exceptionally fine manner and he is strongly recommended for the award of the Air Force Medal.

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HARVEY, F/O Robert George (J87012) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 5 February 1923 in Grand Pre. Nova Scotia; home in Hortonville, Nova Scotia (postal clerk). Enlisted in Halifax, 4 June 1942. Trained at No.3 ITS (graduated 18 December 1942), No.11 EFTS (graduated 30 April 1943) and No.17 SFTS (graduated 20 August 1943). Commissioned 1944. Retired 18 December 1945. Rejoined RCAF, 7 May 1952 (40469), retiring again 8 February 1970 to live in Dartmouth, Nova Scotia. 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 18 February 1945 when he had flown 32 sorties (156 hours), 16 August 1944 to 3 February 1945.

16 August 1944 - Stettin
25 August 1944 - Russelsheim
26 August 1944 - Kiel
5 September 1944 - Le Havre
8 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
16 September 1944 - Rhiner aerodrome
20 September 1944 - Calais
14 October 1944 - Duisburg
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
25 October 1944 - Homberg
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
16 November 1944 - Julich
18 November 1944 - Munster
21 November 1944 - Aschaffenburg and Worms
27 November 1944 - Neuss
30 November 1944 - Duisburg
3 December 1944 - Heinbach Damn
4 December 1944 - Karlsruhe
17 December 1944 - Duisburg
23 December 1944 - Cologne
27 December 1944 - Cologne
28 December 1944 - Munchen Gladbach
29 December 1944 - Tros (Cologne)
30 December 1944 - Cologne
2 January 1945 - Nuremburg
6 January 1945 - Hanau
16 January 1945 - Magdeburg
17 January 1945 - Leuna
3 February 1945 - Bottrop

Flying Officer Harvey is captain of a successful Blind Marker crew which has carried out many excellent sorties, some under very difficult conditions. He has

always shown splendid qualities as captain, and by his keenness, courage and cool determination has set a magnificent example to his crew, and has greatly enhanced the effectiveness of their sorties under all conditions. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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HARVEY, P/O Roger Charles (J87004) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 29 April 1918 in New Westminster, British Columbia. Formerly in New Westminster Regiment. Enlisted in Vancouver, 2 September 1941 and posted to No.1 Manning Depot. To No.1 SFTS, 10 October 1941 (guard). To No.1 ITS, 13 November 1941; graduated and promoted LAC, 22 January 1942) but not posted to No.7 AOS until 13 February 1942; graduated 24 May 1942 and posted next day to No.3 BGS; may have graduated 18 July 1942 but not posted to No.1 ANS until 25 July 1942; graduated and promoted Sergeant, 5 September 1942. To No.2 AOS, 19 September 1942. To No.1 GRS, 26 November 1942. To No.32 OTU, 8 January 1943. Promoted Flight Sergeant, 5 March 1943. To "Y" Depot, 17 May 1943. To RAF overseas, 26 May 1943. Commissioned 14 May 1944. Promoted Flying Officer, 24 November 1944. Repatriated 23 November 1945. Retired 30 March 1946. Photo PL-35870 is a portrait. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 7 November 1944 when he had flown 34 sorties (155 hours 15 minutes), 9 April to 12 September 1944.

Pilot Officer Harvey has completed a tour of operations as navigator on four engined bombers in an exemplary manner. On many of these sorties he navigated with great accuracy to such heavily defended targets in Germany as Sterkrade, Aachen and Freidrichshafen, and on all occasions showed a cool disregard for any defences the enemy had to offer. On several occasions, Pilot Officer Harvey has navigated his aircraft to distant targets without the assistance of special equipment, yet by superior navigation he guided his aircraft to the target.

As a navigator, Pilot Officer Harvey has proven himself to be superior and with his cheerful disregard for any difficulties, was an inspiration to his crew. His splendid navigation fully warrants him the award of a Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

9 April 1944 - St. George Villeneuve (5.10)
27 April 1944 - Friedrichshaven (8.40)
1 May 1944 - St. Ghislain (4.10)
9 May 1944 - Calais (3.15)
19 May 1944 - Franceville (4.20)
24 May 1944 - Aachen (5.00)
27 May 1944 - Bourg Leopold (4.50)
31 May 1944 - Au Favre (3.55)
12 June 1944 - Cambrai (4.20)
14 June 1944 - St. Pol (3.55)
15 June 1944 - Cologne (3.55)
16 June 1944 - Sterkrade (4.15)
23 June 1944 - Bientques (3.45)
24 June 1944 - Bamieres (4.20)
26 June 1944 - Foret d'Eawy (4.05)
4 July 1944 - St. George Villeneuve (5.05)
5 July 1944 - Siracourt (3.50)
7 July 1944 - Caen (4.15)
17 July 1944 - Caen (5.00)
20 July 1944 - L'Hey (3.30)
5 August 1944 - St. Leu d'Esserent (5.10)
7 August 1944 - Caen (3.25)
8 August 1944 - Foret de Chantilly (4.55)
9 August 1944 - Foret de Nieppe (3.50)
10 August 1944 - La Pallice (6.00)
11 August 1944 - Montrichard (5.25)
15 August 1944 - Brussels (4.00)
25 August 1944 - Brest (5.05)
28 August 1944 - Ile de Cezembre (4.15)
30 August 1944 - Ile de Cezembre (4.30)
8 September 1944 - Le Havre (3.45)
9 September 1944 - Le Havre, Buick II (3.55)
11 September 1944 - Castrop Rauxel (5.10)
11 September 1944 - Wanne Eickel (4.50)

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HARVEY, W/C Roland John (J4895) - **Air Force Cross** - Station Pennfield Ridge - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 January 1920. Home in Cloverdale, British Columbia. Enlisted in Vancouver, 16 August

1940. To Trenton, 31 August 1940. To No.1 ITS, 13 October 1940; graduated and promoted LAC, 15 November 1940; posted next day to No.9 EFTS; graduated 4 January 1941 when posted to No.5 SFTS; graduated and commissioned 20 March 1941. To No.31 GRS 30 March 1941. To RAF overseas, 17 July 1941. Promoted Flying Officer, 20 March 1942. Repatriated via Rockcliffe, 24 April 1943. To No.31 OTU, 25 May 1943. Promoted Flight Lieutenant, 31 August 1943. Promoted Squadron Leader, 1 February 1944. To No.113 (BR) Squadron, 15 May 1944. To Pennfield Ridge, 12 August 1944. Promoted Wing Commander, 1 May 1945. To Release Centre, 4 September 1945. Retired 13 September 1945. Living in Cloverdale, British Columbia as of August 1950. Died 7 April 1999 in Surrey, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. As of award had flown 1,650 hours, of which 550 were as instructor, 160 in previous six months.

This officer has been holding the position of Officer Commanding Operational Training Squadron since August 1944. He took over this squadron when it was in a state of disorganization due to recent reforming of the school, inadequate equipment, and inexperienced personnel. Due to his untiring energy and persistence, he has built the squadron into an efficient working organization. His keen sense of duty throughout his lengthy flying career has been most outstanding.

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HARVEY, F/O Thomas Swindale Wilson (J35172) - **Distinguished Flying Cross** - No.226 Squadron - Award effective 18 January 1945 as per **London Gazette** dated 26 January 1945 and AFRO 471/45 dated 16 March 1945. Born 2 February 1924 in Victoria; home in Hines Creek, Alberta (railway watchman). Enlisted in Edmonton 26 June 1942. Granted Leave Without Pay until 27 September 1942 when posted to No.3 Manning Depot. To No.7 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.6 EFTS until 20 March 1943; graduated and posted on 15 May 1943 to No.7 SFTS; graduated and commissioned 3 September 1943. To No.34 OTU, 17 September 1943. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flying Officer, 3 March 1944. Repatriated 19 May 1945. To Edmonton, 27 May 1945. To Northwest Air Command, 1 June 1945. To No.1 Composite Training School, 4 October 1945. To Northwest Air Command, 15 November 1945. Released 12 June 1946. Re-engaged with RCAF Auxiliary (No.418 Squadron), 4 March 1947 (service number 120003); promoted Flight Lieutenant, 1 June 1949. Transferred from Pilot to Technical (Construction Engineering), 12 March 1954. Promoted Squadron Leader, 1 January 1963. Released 28 August 1966.

Flying Officer Harvey has completed numerous operational sorties. In August 1944, when over the target at Rouen, his aircraft was hit by anti-aircraft fire and

badly damaged. Nevertheless he continued with his allotted task and executed a successful crash landing. Throughout his operational career this officer has displayed outstanding ability, great courage and devotion to duty.

Public Records Office Air 2/9045 has recommendation dated 24 November 1944 when he had flown 50 sorties (110 operational hours) with text more detailed than that published:

Flying Officer Harvey has now carried out 50 operational flights in about three months. May of these have been flown as sub-formation leader and deputy Squadron and Wing Leader; he had led the squadron itself three times. In the short time he was in the squadron he showed himself to be above the average in every respect, and particularly as an operational pilot, both by day and by night.

During August 1944, whilst running up to a target at Rouen, his aircraft was hit by anti-aircraft fire and badly damaged. Nevertheless, he continued his job until forced to break formation after which he carried out a successful crash landing without severe injury to his crew. In November 1944, when leading the squadron against the road/rail bridge at Venlo, the anti-aircraft fire was accurate, heavy and intense. Despite this, however, he led his formation on an excellent steady bombing run, and, although he himself did not hit the target, the second box was enabled to do so, largely due to his good leadership.

In general, Flying Officer Harvey has shown outstanding qualities as an operational pilot and as a formation leader. His courage and skill have been of a high order. He is, therefore, recommended for the non-immediate award of the Distinguished Flying Cross.

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HARVEY, F/L William Stuart (J12062) - **Mention in Despatches** - No.402 Squadron (AFRO identifies 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 24 November 1919 (MI.9 report). Home in Vancouver (travelling salesman). Enlisted in Vancouver, 8 April 1941. To No.11 Equipment Depot, 15 May 1941. To No.2 ITS, 28 June 1941. Promoted LAC, 7 August 1941 and posted that date to No.2 EFTS. To Trenton, 27 August 1941. To No.1 EFTS, 22 November 1941. To No.2 SFTS, 31 January 1942. Graduated and commissioned, 5 June 1942. To Trenton, 22 June 1942. To No.4 BGS, 5 July 1942. To No.123 (Army Cooperation) Squadron, 6 June 1942. Attained rank of Flight Lieutenant, 5 June 1944. Back of card not microfilmed so further postings not evident, although MI.9 report states he trained at No.58 OTU, Grangemouth. However, it appears he was back in the RCAF as of 10 September 1948, serving in Nos. 410 and 416 Squadrons and

No.1 Air Division; promoted Flight Lieutenant, 14 June 1951; promoted Squadron Leader, 4 March 1955; retired 10 November 1955 (postwar number 12917). Died 8 December 1998 at Qualicum Beach (Comox), British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999.

His MI.9 report states that he was flying a Spitfire XIV from airfield B.88, 25 February 1945, taking off at 0830 hours. He came down northeast of Heiden. His parachute, harness and mae west were taken by the Germans, and he did not have the opportunity to destroy all secret papers and equipment. The narrative read as follows:

On 25 February 1945 at 0920 hours, I was flying a Spitfire Mk. XIV and after attacking a munition train near Haltern (635) I was hit by 20-mm flak in the engine and wing. I was flying at about 50 feet, firing, and I felt the hit. My glycol temperature went off the clock.

My engine continued to function until I reached 7,000 feet. Here the engine seized and caught fire. I lost height and baled out at 4,000 feet and landed approximately northeast of Heiden (4561) in the middle of a ploughed field.

Seeing a woman I ran in the opposite direction towards a wood but I was fired at by farmer with a shot gun whom I had not seen. He was only 30 yards away behind me but he did not hit me and held me covered and took me prisoner. Within a few minutes there were about 20 people present including a German Corporal who took me in charge and marched me to his Company Headquarters at Heiden.

The farmer had searched me and taken my escape aid, map and flying map on which was my name and the number "402". On the way we were met by a German officer who interrogated me but I refused to answer except my name, rank and number.

I was interrogated again at Company Headquarters with the same result. He took and kept my 1250.

I was then taken to the local police jail and put into a cell with several Russian and Pole workers. I remained here until 13 March 1945. During the period I was again interrogated by a German officer who came two or three times to try and get me to enter into conversation but I refused to play.

There were next door three American officers and I joined them after three days. The foreign workers had gone and two USAAF NCOs and one RAF Warrant

Officer had come.

After making certain of my fellow prisoners we planned escape and had cut half through a window in each cell with our escape hack-saws (my map purse had been overlooked) but were discovered.

On 13 March 1945 we were all taken to Bockolt (2362) to a POW cage but found it evacuated and returned to Heiden.

On the way an American officer (1st Lieutenant Lloyd Droller) nearly persuaded the guards to throw their hands in but they were too afraid of reprisals on their families. When we got back to Heiden it was 2300 hours and very dark.

On marching out of the Company Headquarters approach we had to turn to the right for the jail. I was just behind the guard carrying the torch and managed to slip behind him as he stepped left to shine his torch on the POWs. He then marched away leaving me behind.

I ran to open country and evaded the following search with dogs. I travelled by night and lay up by day, using my escape compass and map. By dawn on 15 March 1945 I had reached Holland near Winterswijk.

I knocked up a farm and was taken in, fed and hidden. From this point on my journey was arranged for me.

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HARVIE, F/O Murdoch (J24818) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Montreal, 27 November 1920. Home in Westmount. Formerly in COTC. Enlisted in Montreal 30 June 1942 and posted to No.3 Manning Depot. To No.3 ITS, 3 September 1942; graduated and promoted LAC, 26 September 1942; posted that date to No.11 EFTS; graduated 20 November 1942 and posted next day to No.13 SFTS; graduated and commissioned 19 March 1943. To No.1 GRS, 19 March 1943; to "Y" Depot, 19 June 1943. Taken on strength of RAF overseas, 29 June 1943. Promoted Flying Officer, 19 September 1943. Repatriated 2 February 1945. Released 5 April 1945. In real estate financial management with Prudential Insurance. Died in Oakville, Ontario, 19 March 2013. Photo PL-33882 (ex-UK-16259 dated November 1944) shows two members of No.434 Squadron (F/O Bill Thompson, Toronto, navigator and F/O M. Harvie, pilot, Westmount) reporting to Intelligence Officer, F/L C.H. Brown (Winnipeg) after raid on Essen. No citation other than "completed...numerous

operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 15 January 1945 when he had flown 33 sorties (180 hours 35 minutes), 1 July to 27 November 1944.

Flying Officer Harvie has successfully completed a tour of operations, the majority of which were sorties against heavily defended German targets. He has always pressed home his attacks with grim determination despite harassing circumstances, displaying high skill, courage and devotion to duty at all times. His fine offensive spirit has been an example to all other crews in the squadron.

The sortie list was as follows:

1 July 1944 - Biennais (4.25, second pilot)
4 July 1944 - Biennais (4.15, second pilot)
18 July 1944 - Caen (4.40)
1 August 1944 - Acquet (4.05)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Casson (5.30)
7 August 1944 - La Hogue (4.40)
8 August 1944 - Foret de Chantilly (5.10)
9 August 1944 - La Breteque (3.25, duty not carried out)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Brunswick (5.55)
14 August 1944 - Falaise (3.35)
15 August 1944 - Soesberburg (3.35)
16 August 1944 - Kiel (5.20)
18 August 1944 - Bremen (5.50)
25 August 1944 - Brest (6.00)
28 August 1944 - Forfay (3.55)
29 August 1944 - diversion (4.00)
15 September 1944 - Kiel (6.25)
18 September 1944 - Domburg (4.05)
27 September 1944 - Sterkrade (5.20)
4 October 1944 - Bergen (6.55)
6 October 1944 - Dortmund (7.00)
9 October 1944 - Bochum (6.45)
23 October 1944 - Essen (6.15)
25 October 1944 - Homburg (4.30)
28 October 1944 - Cologne (6.15)

30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (5.45)
6 November 1944 - Gelsenkirchen (5.25)
18 November 1944 - Munster (5.55)
21 November 1944 - Castrop Rauxel (6.30)
27 November 1944 - Neuss (5.45)

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HARVIE, AC1 Robert Noel (R223242) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 4 June 1921. Home in Toronto; enlisted there 18 February 1942 as "Tradesman". Remustered to Clerk (General), 25 February 1943. To Halifax, 1 April 1943. To No.1 GRS, 14 April 1943. To Newfoundland, 13 June 1943. Remustered as Clerk (Administration), 24 October 1944. To Gander, 20 April 1945. To Uplands, 17 October 1945. Released 6 November 1945.

For over a year this airman has devoted long hours of work in the organization and programme management of the radio broadcasting station on his squadron. This has been done at the sacrifice of his own trade and thereby the forfeiture of all opportunity for advancement. Because of his unflagging interest these programmes have proved a great morale builder and one of the most important projects on the station.

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HARVILLE, F/L Charles Gaylon (C2719) - **Air Force Cross** - No.437 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. American in the RCAF. Born in Corinth, Missouri, 4 February 1905 (RCAF press release announcing award). Attended high school and worked in an advertising agency, 1924-1936; later joined Los Angeles Water and Power Company. Enlisted in Ottawa, 7 September 1940 and commissioned as Flying Officer. As of 4 August 1941 he was at No.3 BGS. Promoted Flight Lieutenant, 1 June 1942. To No.5 BGS, 13 January 1944. To No.164 Squadron, 22 January 1944. To "Y" Depot, 24 August 1944. Promoted Squadron Leader, 6 August 1945. Repatriated 14 June 1946. Released 21 June 1946, apparently settling in Ottawa. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 13 April 1945 when he had flown 1,568 hours, 180 in previous six months.

This officer joined the squadron shortly after its formation and it is due in no small amount to his efforts that the standard of flying in the squadron has been

maintained at a high level. He would always be most painstaking in checking out new crews in his flight and by his exceptional skill and leadership would guide the junior pilots until he was sure that they were sound and steady transport captains.

Prior to joining this squadron Flight Lieutenant Harville has flown on all the major internal routes in Canada, and whilst flying with this squadron has always set an extremely high standard by safely flying his aircraft through most adverse weather conditions. This officer's keenness, determination and outstanding devotion to duty has at all times been an inspiration to the remainder of the squadron.

Public Record Office Air 2/8771 (courtesy of Steve Brew) has a shorter, edited citation drafted when he had flown 1,568 hours, 180 in previous six months.

Flight Lieutenant Harville is a Deputy Flight Commander. He joined this squadron shortly after its formation and it is largely due to his efforts that the standard of flying has been maintained at a high level. By his exceptional skill and leadership he has assisted and guided junior pilots until he was sure they were capable transport captains. Prior to joining 437 (RCAF) Squadron this officer has flown over all the major internal routes in Canada. An efficient Deputy Flight Commander, Flight Lieutenant Harville's keenness and determination have set an inspiring example to the members of his Squadron.

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HASENPFLUG, W/C William Alfred (J3752) - **Air Force Cross** - No.1 SFTS - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 6 November 1916. Enlisted 3 July 1940 at Toronto. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.1 EFTS; graduated 11 November 1940 and posted to No.2 SFTS; graduated and commissioned 27 January 1941. Retained there as instructor. Promoted Flying Officer, 29 January 1942. Promoted Flight Lieutenant, 15 May 1942. Promoted Squadron Leader, 1 May 1943. To AFHQ, 8 August 1943. To Composite Training School, 23 January 1944. To No.1 Training Command, 7 September 1944. To No.16 SFTS, 7 December 1944. Promoted Wing Commander, 1 February 1945. Retired 17 August 1945. Died in Owen Sound, Ontario, 21 May 2011. Total of 2,547 flying hours to date of award, 1,684 flying hours as instructor, and 22 hours in previous six months.

This officer, as a chief instructor, has demonstrated at all times a great resourcefulness, determination and initiative in the execution of his many

responsible duties. His natural leadership, ability and devotion to duty have always been much in evidence and have set a fine example to the personnel with whom he has served. He has made a valuable contribution to the training of aircrew.

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HASKETT, P/O Clayton Arthur (C45063) - **Air Force Cross** - No.14 SFTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. - Born 30 August 1919 at Biddulph, Ontario. Educated in Lucan. Farming but took flying lessons, 1938-1940. Enlisted in London, Ontario, 6 September 1940 as Elementary Flying Instructor (home in Lucan). To Trenton, 26 October 1940. Granted rank of Sergeant, 13 December 1940 and posted to No.9 EFTS. Promoted WO2, 13 December 1941. To No.12 EFTS, 1 December 1942. To No.5 Manning Depot, 6 February 1943. To No.6 SFTS, 5 March 1943. To No.1 Flying Instructor School, 11 June 1943. Promoted WO1, 13 June 1943. To No.14 SFTS, 8 August 1943. Commissioned 2 December 1943. Promoted Flying Officer, 2 June 1944. To Release Centre, 7 September 1945. Retired 23 October 1945. Died in Clandeboye, Biddulph Township, Middlesex Township. 1975. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 3,212 hours - all as instructor.

This officer has been instructing since the outbreak of hostilities and has put great effort into his work. His keen spirit while a non-commissioned officer instructor was an inspiration to all who came in contact with him. Since commissioning he has set an example as an industrious and keen officer and instructor and has gone beyond service requirements to inspire his fellow officers to greater effort in the training of pilots. The results he has achieved in training have been outstanding.

Recommendation raised 8 November 1944 by W/C A.D. Forster, text as above. Endorsed 14 February 1945 by A/V/M A. Raymond.

Training: Interviewed 29 August 1940 by F/O J.W. Roberts. Stated to have a commercial pilots license with 16 hours dual and 1000 hours solo. "Good average type. Would appear to have plenty of backbone. Well spoken. Good appearing. He should be a good candidate for Flying Instructor."

Although he is shown as posted to Trenton on 26 October 1940, there is a report in his file of a Flying Instructor course taken 8 October to 28 November 1940. He had 35 hours earlier flying (from St. Catharines who provided a report on him) and on this course flew Fleet aircraft, 35 hours dual and 112 hours solo. "Conscientious type - average pilot - instrument flying good -

aerobatics need practice - a good knowledge of patter - with more experience should make a good instructor.' (F/O A.G. Hobbs). Ground courses in Airframes (84/100), Airmanship (74/100) and Air Navigation (88/100). Tested on a Finch, 28 October 1940 by F/L H. Bryant and assessed as follows: Sequence (Fair), Voice (cracks), Manner (hesitant), Ability to Impart Knowledge (fair), and Ability as Pilot (Low Average). "Requires plenty of practice on general flying and aerobatics. This instructor must be given a thorough check before his category is made permanent." Rated Class II (Temporary).

Course at No.12 EFTS (dates nor defined) saw him on Tiger Moths - 9.50 day dual, 20.58 day solo, ten minutes night dual, 39.55 night solo). Logged 28.30 on instruments. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, and Signals, written. Placed tenth in a class of ten. "A good, steady instructor. Could show more initiative and interest in Service matters, Flying ability good high average. Pupils are well trained."

Course at No.6 SFTS was 8 March to 28 May 1943. Harvard aircraft - 39.30 day dual, 33.45 day solo, 4.40 night dual, 5.30 night solo. Flew 16.35 in formation and 15.20 on instruments. Logged 16 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals, written and Signals, practical. Placed 23rd in a class of 23. "Flying - high average ability, steady and reliable pilot. GIS - very capable student. Department good.:

Course at No.1 Flying Instructor School, 16 June to 7 July 1943. Flew single engine elementary type (6.15 dual and 5.30 solo) and single engine advanced type (24.25 day dual, 12.55 day solo, 3.00 night dual, 2.00 night solo). "Has had previous instructional experience. Tends to use too much elementary patter. Has a good knowledge of sequence. Voice good. Should be high average instructor." (F/O E.H. Ellis). Examined in Airmanship (654/1000). Examined on a Harvard II by F/O E.A. Alexander who graded as follows: Sequence (Excellent Knowledge), Voice (Clear), Manner (Deliberate), Ability to Impart Knowledge (High Average), and Ability as Pilot (High Average). "High average instructional ability." Rated as Category "B". Elementary and Single Engine.

Retested 20 January 1944, at which time he had flown 2,300 instructional hours; category raised to A-2.

Selected Assessments: "A capable and conscientious Flying Instructor. Strongly recommended for retention in the Service." (S/L S.V. Broadbent, No.14 SFTS, 17 May 1944).

"This officer's performance of his duties as an examining officer has been outstanding," (W/C A.D. Forster, 18 January 1945).

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HASLOP, F/L George Kenneth Alfred (J16353) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 26 March 1920 in Edmonton (obituary says 25 March 1920); home there (farmer at Ferintosh). Enlisted in Edmonton, 3 May 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot (guard), 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 8 August 1941 when posted to No.19 EFTS; graduated 25 September 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 22 December 1941. To RAF overseas, 25 January 1942. Promoted Flight Sergeant, 19 June 1942. Commissioned 1 December 1942. Promoted Flying Officer, 1 June 1943. Promoted Flight Lieutenant, 1 December 1944. Repatriated 7 February 1945. Retired 2 April 1945. Died in Salmon Arm, British Columbia, 27 January 2010. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 16 December 1944 where he is credited with 31 sorties:

As captain and pilot of aircraft this officer has completed many attacks on important, heavily defended targets. During an attack on Duisburg on 14th October 1944, Flying Officer Haslop's aircraft collided with another aircraft, and his machine suffered severe damage which made it very difficult to control. Despite these trying conditions, Flying Officer Haslop, with inspiring courage and skill, brought his aircraft safely to this country where he made a masterly landing. Flying Officer Haslop's successes are a tribute to his great skill and fighting qualities...

The sortie list was as follows:

5 August 1944 - St. Leu d'Esserent (5.05)
16 August 1944 - Kiel (5.35)
18 August 1944 - Connantre (6.25)
27 August 1944 - Marquis Mimocquois (4.15)
28 August 1944 - Anderbelch (3.25)
31 August 1944 - Ile de Cezembre (4.50)
3 September 1944 - Volkel (3.45)
6 September 1944 - Emden (4.16)
9 September 1944 - Le Havre (4.20)
25 September 1944 - Calais (4.00)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.20)
28 September 1944 - Cap Gris Nez (5.00)

4 October 1944 - Bergen (7.05)
9 October 1944 - Bochum (6.25)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (3.00, duty not carried out)
21 October 1944 - Hanover (3.30, duty not carried out)
23 October 1944 - Essen (6.25)
25 October 1944 - Hamburg (5.05)
28 October 1944 - Cologne (6.30)
30 October 1944 - Cologne (1.50, duty not carried out)
1 November 1944 - Obenhausen (6.10)
2 November 1944 - Dusseldorf (5.45)
4 November 1944 - Bochum (5.10)
6 November 1944 - Gelsenkirchen (5.00)
21 November 1944 - Castrop Rauxel (7.15)
27 November 1944 - Neusse (5.10)
30 November 1944 - Duisburg (7.25)
2 December 1944 - Hagen (6.55)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (6.30)
6 December 1944 - Osnabruck (6.26)

Notes: Assessed 21 January 1945 when he had flown 1,842 hours 55 minutes (240.05 in past six months) - "An average officer who has completed a satisfactory tour." (W/C W.G. Phelan).

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HASSAN, FS Ahmed Hamid (R53822) - **British Empire Medal** - AFHQ, Postings and Careers - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Ottawa, 7 March 1916; educated in Hull, Quebec (1920-1933) and also took a course in Shorthand, 1933-1934. Employed in teaching at E.J. Larocque Business College (stenography, business correspondence, secretarial studies, commercial law, business psychology), 1934 to 1940. Enlisted in Ottawa, 15 May 1940 as a Clerk. To AFHQ, 1 July 1940. Promoted AC1, 15 August 1940. Promoted LAC, 15 November 1940. Reclassified as Clerk Stenographer, 1 March 1941. Promoted Corporal, 15 March 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 March 1942; reclassified Clerk Administration the same day. Promoted WO2, 1 November 1943. Promoted WO1, 1 August 1945. To Release Centre, 1 March 1946. Retired 11 March 1946. Name changed to Albert Hamid Hassan, 4 January 1955. Died in Ottawa, 30 October 1993 at which time he was described as having been a retired officer of the Department of Supply and Services, past president of the Ottawa Shrine Club, and former executive officer of the Ottawa Masons.

Flight Sergeant Hassan has been employed as NCO in charge of the Officer' Resignations and Retirements Branch for over two years. He has shown initiative in the performance of his duties, possesses leadership of a high order, and every confidence and trust can be placed in his integrity and honesty. This NCO's civilian experience as a teacher has been freely given to the service in off-duty hours, organizing and teaching both service and civilian clerical courses.

Selected Assessments: "An ambitious, confident, conscientious, diligent, punctual and willing worker. Neat in appearance. Has a likeable personality. Possesses a good working knowledge of Headquarters procedures but is not sufficiently familiar with Service procedure as a whole. Would benefit by the Senior NCOs administrative course at School of Administration, Trenton. Requires more drill." (G/C F.A. Sampson, AFHQ, 15 December 1941)

"This NCO is honest, dependable in every way, punctual, willing, and possesses a likeable personality. His knowledge of service procedure as a whole is increasing and he has an excellent knowledge of Headquarters administrative procedure, He recently completed NCO's Refresher Drill course. He is well qualified for his present rank. Specialist in Stenography and has had considerable experience in this and clerical work. Holds Senior Gregg's Teachers Certificate. He organizes all Clerks Training courses with excellent results. Speaks and writes English and French fluently; possesses knowledge Syrian and Arabian. He has been a teacher of commerce and has taken special courses in psychology, philosophy and Commercial Law. The outstanding features of his trade are stenography, service correspondence, reports, gazettes, Board Proceedings supervision of staff." (F/L A. Mac - - ? illegible, 8 August 1944).

"Acting Warrant Officer Hassan is very reliable, conscientious and a willing hard worker. He has done an excellent job in the Officers Retirement Section and is highly recommended for conversion to Temporary Rank of WO1." (W/C G.L. Lumsden, AFHQ, 9 January 1945)

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HASTINGS, F/O Albert Donald (J35540) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 7 November 1915 in Amherst, Nova Scotia. Home in Springhill (foreman). Enlisted in Moncton, 20 July 1942 as WETP. To No.7 Manning Depot, 20 September 1942. Accepted for aircrew and posted to No.6 ITS, 5 December 1942. Promoted LAC, 19 February 1943 and posted to No.12 EFTS on 20 February 1943. Ceased training on 11 April 1943 and posted to No.1 Manning Depot. To No.1 AOS, 1 May 1943. Graduated and commissioned 17 September 1943. To "Y" Depot on 1 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 9 February 1945. Released 30

March 1945. Living in Amherst again in 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 15 January 1945 when he had flown 31 sorties (140 hours 48 minutes), 10 September to 21 December 1944.

* denotes daylight sortie

10 September 1944 - Le Havre (4.25)*
11 September 1944 - Kamen (4.26)*
16 September 1944 - Moerdijk (2.41)
17 September 1944 - Martet (2.53)
20 September 1944 - Calais (4.04)*
23 September 1944 - Neuse (4.47)
24 September 1944 - Calais (2.27)*
25 September 1944 - Calais area (2.57)*
27 September 1944 - Calais area (2.53)*
4 October 1944 - West Kapelle (2.08)*
5 October 1944 - Saarbrucken (6.01)
6 October 1944 - Dortmund (5.22)
7 October 1944 - Kleve (4.14)*
18 October 1944 - Bonn (5.15)*
19 October 1944 - Stuttgart (6.17)
22 October 1944 - Neuse (4.21)*
23 October 1944 - Essen (4.59)
26 October 1944 - Leverkusen (4.10)*
28 October 1944 - Cologne (4.23)*
30 October 1944 - Cologne (4.56)
31 October 1944 - Bottrop Welheim (4.47)*
2 November 1944 - Homberg (4.19)*
5 November 1944 - Solingen (4.51)*
15 November 1944 - Dortmund (5.18)*
20 November 1944 - Homberg (4.43)*
21 November 1944 - Homberg (4.19)*
26 November 1944 - Fulda (5.37)*
5 December 1944 - Merseburg (7.40)
11 December 1944 - Oberhausen (4.22)*
12 December 1944 - Witten (4.15)*
15 December 1944 - Siegen (2.43 by day)
21 December 1944 - Trier (4.15)*

This officer's cheerful attitude and highly efficient performance as a navigator have always been a source of inspiration to his crew and the squadron as a whole. Even in the face of the heaviest opposition - in some instances extremely severe - he has continued to work calmly at his task of navigating the aircraft with precision, always being absolutely certain of his accurate position at any time. This high standard of navigation has made him an extremely valuable asset in his crew, and his worth has been enhanced by the many other fine qualities which he has displayed. His worth as a squadron member has been increased by his willingness at any time to assist his less experienced colleagues with advice and valuable tuition. A modest and courageous officer who is recommended for the award of the Distinguished Flying Cross.

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HASTINGS, F/L Frederick (J20124) - **Air Force Cross** - No.113 South Atlantic Wing Transport - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born in Hamilton, Ontario, 22 September 1922 (RCAF press release 4910 announcing award); raised in Santa Barbara, California (attended Southern California Military Academy and UCLA; member of California National Guard); enlisted in Vancouver, 2 August 1941 and posted to No.2A Manning Depot. To No.38 SFTS (guard), 18 August 1941. To No.4 ITS, 9 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.16 EFTS; may have graduated 13 February 1942 but not posted until 28 February 1942 when he went to No.3 Manning Depot; to No.7 SFTS, 14 March 1942; graduated and commissioned 3 July 1942. Posted to Ferry Command, 17 July 1942, with which he served until 20 July 1945. Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 3 July 1944. Postings within Ferry Command as follows: Dorval, July 1942 to March 1943 (ferrying); No.45 Group, North Bay, March-May 1943 (Captain's course); No.113 South Atlantic Wing, September 1943 to December 1944 (ferrying); No.45 Group, Dorval, December 1944 to July 1945. To Western Air Command, 22 July 1945, To No.6 OTU, 12 October 1945. As of 30 November 1944 he claimed to have flown Tiger Moths (75 hours), Hudson (150), B-26 (220), Harvard (10), C-47 (230), Ventura (160), Anson (125), Baltimore (160) and Mosquito (70). Enrolled in RAF, 21 February 1946 and served to 22 October 1951; RAF postings included No.2 Radio School (staff pilot, 27 January to 20 April 1948), Air Headquarters of British Air Force of Occupation, Buckeburg (staff pilot on Mosquitos, 27 April to 15 November 1948), No.1 Central Flying School (air traffic control, 22 February 1949 to 15 May 1950), No.7 Flying Training School (air traffic control, 15 May to 28 September 1950), and No.205 Advanced Flying School (28 September 1950 to October 1951). Joined RCAF, Vancouver, 22 October 1951; flew CF-100s with No.428 Squadron; released 10 May 1967. Died in Vancouver, 22 January 1985. Public Record Officer Air 2/8959 (material provided courtesy of Steve Brew) has citation which was raised when he had flown 992 hours (256 in previous six months).

This officer has been employed as a pilot in No.7 Ferry Pool since September 1943 and has been ferrying delivery aircraft. He has delivered 16 aircraft to

West Africa, Cairo and India without mishap. He has at all times set a fine example to the personnel of the Unit by his enthusiasm, skill and devotion to duty.

NOTE: His Ferry Command crew card shows him on the following deliveries: **Mitchell EX909**, departed Montreal 11 May 1943 to Goose Bay, Reykjavik and Britain, arriving 14 May 1943; returned to North America by C-54; **Baltimore FW397**, departed Nassau 14 September 1943 to Accra, arriving 18 September 1943; **Baltimore FW416**, Nassau to Accra, 26-30 September 1943; **Baltimore FA592**, Nassau to Belem (Brazil), 15-16 October 1943; **Baltimore FA153**, from Belem to Natal, 16 October 1943; **Baltimore FW439**, Nassau to Accra, 3 November 1943; **Dakota FL567**, Nassau to Accra, 16 December 1943; **Ventura JS954**, Nassau to Takoradi, 9-14 January 1944; **Dakota FZ559**, Nassau to Accra, 26 January 1944; **Marauder FB513**, Nassau to Accra, 19 February 1944; **Baltimore FW712**, Nassau to Accra, 27 February 1944; **Baltimore FW752**, Nassau to Accra, 18 March 1944; **Marauder HD438**, Nassau to Accra, 17 April 1944; **Marauder HD451**, Nassau to Accra, 5 May 1944; **Venture JS981**, Trinidad to Accra, 17 May 1944; **Marauder HD596**, Nassau to Accra, 3 June 1944; **Dakota KG755**, Nassau to Accra, 24 July 1944; **Marauder HD629**, Nassau to Accra, 29 August 1944; **Marauder HD665**, Nassau to Accra, 24 September 1944; **Dakota KJ963**, Nassau to Accra, 25 October 1944.

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HASTINGS, AC1 (now Cpl) Sidney Frederick (R110667) - **Commended for Valuable Services** - No.3 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 6 May 1915. Home in Winnipeg; enlisted there 18 June 1941 for General Duties. Posted to No.2 Manning Depot on enlistment. To No.3 BGS, 7 July 1941. Promoted AC1, 18 September 1941. Promoted LAC, 18 December 1941. Promoted Corporal, 1 August 1943. To "Y" Depot, 3 September 1944. Taken on strength of No.3 PRC, Bournemouth, 13 October 1944. Repatriated 21 September 1946. Released 11 March 1946.

This airman has cheerfully and willingly carried out all assignments as a drogue operator working long hours under trying conditions and by his fine example and devotion to duty, added greatly to the efficiency of his section.

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HATCH, S/L John Angus (J11307) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Toronto, 1 May 1913. Home there. Enlisted in Hamilton 5 September 1940. He must have had previous flying experience, for he was sent to Central Flying School, Trenton (26 September to 24 October 1940), after which he was promoted Sergeant but granted Indefinite Leave Without Pay, 25 October 1940 to 29 January 1942, apparently to act as a civilian instructor at No.3 EFTS and No.10 EFTS. At No.1 Manning Depot, Toronto, 1-28 February 1942. Posted to No.6 SFTS on 1 March 1942 (graduated 24 April 1942 and commissioned; promoted Flying Officer on 24 October 1942; to Flight Lieutenant, 5 January 1944; to Squadron Leader, 27

December 1944). At No.8 Bombing and Gunnery School, Lethbridge, 9 May to 23 November 1942; at "Y" Depot, Halifax, 23 November to 29 December 1942. Arrived in Britain, 14 January 1943; to No.12 (P) Advanced Flying Unit, 9 February 1943; to No.54 OTU, 23 March 1943. In No.409 Squadron, 22 June 1943 to 11 January 1945 (61 sorties); credited with the following victories (all with F/O Eames as navigator: **18/19 June 1944**, one Do.217 damaged; **12/13 July 1944**, one Bf.110 damaged; **10/11 August 1944**, one FW.190 destroyed; **18/19 August 1944**, two Ju.88s destroyed. From No.409 Squadron he was posted to Britain on 11 January 1945; with No.51 OTU, 30 January to 11 June 1945; to Canada, 23 July 1945; released 6 September 1945. Photo PL-41339 shows him. RCAF photo PL-42250 (ex UK-19107 dated 27 February 1945 is captioned as follows: "Two members of the RCAF attached to an RAF Mosquito OTU are shown above. Left is Flight Lieutenant Bill Marr of Langley Prairie, B.C. and S/L D. Hatch, DFC of 145 Douglas Drive, Toronto." Caption errs in initial of Hatch's name. PL-42251 (ex UK-19108) also shows them with an OTU Mosquito behind. In air ambulance work, British Columbia, 1946.

This officer has set a fine example of courage and devotion to duty. He is a highly efficient flight commander whose sterling qualities have been reflected in the high standard of operational efficiency of the flight he commands. Within a short period recently, Squadron Leader Hatch has destroyed three enemy aircraft at night.

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HATTON, W/C Richard Francis (C18638) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 3 September 1945 as per **London Gazette**, 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 15 April 1916. From London, Ontario; RAF, 1937 (40298). Transferred to RCAF 12 October 1943, while overseas. Commanding Officer of No.409 Squadron; credited with the following: **18/19 August 1944**, one Do.217 destroyed, Neufchatel; **30/31 December 1944**, one Ju.88 destroyed, Schoonhoven; **24/25 April 1945**, one Ju.290 destroyed.. Repatriated to Canada, 7 August 1945. To No.1 Air Command, 15 August 1945. To Mountain View, 17 September 1945. Remained in postwar RCAF, reverting to Squadron Leader, 1 October 1946. Promoted Wing Commander, 1 July 1954. Died 14 March 2008 in Blenheim, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008.

This officer has completed two tours of operational duty. He has flown on sorties in defence of the United Kingdom, the Normandy bridgehead, and front line areas in France, Belgium, Holland Germany. Wing Commander Hatton has also completed numerous night fighter patrols during which he has destroyed three enemy aircraft. At all times he has shown a high standard of keenness to engage the enemy whatever the difficulties might be and has set a fine example to the rest of the squadron.

HAUGEN, F/O Elvert John (J9521) - **Distinguished Flying Cross** - No.202 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August

1943. Born 15 March 1919 in Pelly, Saskatchewan; home there; enlisted in Saskatoon, 15 April 1941. To No.2 Manning Depot, 21 April 1941, To No.33 FTS (guard), 3 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 21 July 1941 when posted to No.3 AOS; graduated 11 October 1941 and posted next day to No.5 BGS; graduated and promoted Sergeant, 21 November 1941; posted next day to No.1 ANS; graduated and commissioned, 22 December 1941. To "Y" Depot, 23 December 1941. To RAF overseas, 19 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 22 December 1943. Repatriated 12 November 1944. Remained in postwar RCAF, retained rank of Flight Lieutenant as of 1 October 1946 (21993). Promoted Squadron Leader, 19 June 1951. Postings included Summerside; navigator and navigation instructor. On retirement he taught at Sansome Junior High, Assiniboia School Division, until a brain tumor forced him into retirement in 1978. Died in Winnipeg, 12 February 2014.

A highly skilled officer, Flying Officer Haugen has at all times devoted his entire energies to his duties. As navigator he has taken part in three determined attacks on U-Boats, one by night and two by day. His calmness and devotion to duty have been a splendid example to all.

NOTE: Public Record Office Air 2/8961 has recommendation drafted 16 April 1943 when he had flown 62 sorties.

Flying Officer E.J. Haugen has served in No.202 Squadron since 29th June 1942, and has completed 962 operational flying hours.

He was Navigator on each of the occasions when three determined attacks on U-boats, one by night and two by day, in the face of severe opposition were carried out. By his calmness and devotion to duty he has set a high example to the other members of the squadron.

At one period when the squadron was hard pressed, Flying Officer Haugen completed 360 operational hours in just over five weeks. He has always shown exceptional ability as a Navigator and has been one of the most outstanding Navigators that the squadron has had.

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HAUGHN, WO1 Elliott Wesley (R65432) - **Mention in Despatches** - EAC Marine Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 30 September 1904 in Le Have (Lunenburg County), Nova Scotia. . Home there. Educated in Nova Scotia to Grade VIII level and then worked his way up from Fireman to Marine Engineer, Third Class. Fireman with Beacon Dredging, Company, 1925-1930; Engineer with Himmelman Supply Company, 1931-1940. Enlisted in Halifax, 12 September 1940 as Marine Specialist and assigned to Eastern Air Command in rank of WO2. Promoted WO1, 1 July 1941. To Eastern Air Command again, 31 May 1942. Reclassified as Marine Engineer, 17 December

1942. Reclassified as Seaman, Group A, 1 June 1943. To Station Dartmouth, 2 July 1943. Temporary Duty, Reykjavik, Iceland, 12 January to 17 March 1944. Temporary Duty, Labrador Bases, 28 July to 26 August 1944. Temporary Duty, Reykjavik via St. John's, 4 October to 12 November 1944. Temporary Duty, Seven Islands and Gaspé, 29 June to 6 July 1945. Temporary Duty, Port aux Basques, St. Paul's Island and Sydney, 11-22 October 1945. To Release Centre, 16 November 1945. Retired 20 November 1945. Died in Lunenburg County, Nova Scotia, 6 January 1967.

On a return trip from Reykjavik, Iceland, in the winter of 1944, a Royal Canadian Air Force supply and salvage vessel encountered and weathered one of the worst storms to lash the North Atlantic within recent years. Warrant Officer Haughn, acting as chief engineer aboard this marine craft, remained at his place of duty, keeping the engines running despite a continuous downpour of water and with the engine room flooded throughout eleven trying days of pounding seas until the ship was brought into harbour. By maintaining the closest co-operation with the captain, he made it possible to keep the vessel headed into the seas and eventually reach base and safety. This Warrant Officer displayed outstanding courage and devotion to duty in the most trying circumstances.

The recommendation, almost identical to above, was raised on 12 January 1945 by S/L John Howell, Officer Commanding, Eastern Air Command Marine Squadron.

Notes: In applying for 1939-1943 Star (27 September 1944) he stated he had served on vessels **M-361 OK Service**, 10 October 1940 to 3 September 1942 and **M-456 Eskimo**, 1 January to 31 December 1943.

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HAULT, S/L George Christie (C2036) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in North Sydney, Nova Scotia; enlisted in Halifax, 15 May 1940 in Works and Buildings Branch. Initially with Eastern Air Command Headquarters. Promoted Flight Lieutenant, 1 March 1941. Promoted Squadron Leader, 1 February 1942, To "Y" Depot, 22 March 1942. Taken on strength of RCAF Overseas Headquarters, 30 March 1942. Repatriated 1 January 1945. To Moncton, 11 January 1945. To No.8 Construction and Maintenance Unit, 13 February 1945. To No.1 Release Centre, 9 October 1945. Retired 10 October 1945.

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HAUNTS, FS Lorne Weller (R67197) - **Distinguished Flying Medal** - No.40 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born in Kingston, Ontario, 10 December 1918; home there (mechanic). Enlisted Kingston, 30 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.3 EFTS (ceased training 30 December

1940 and posted to No.2 Manning Depot). To No.3 AOS, 3 February 1941; to No.2 BGS, 26 May 1941; graduated and promoted Sergeant, 7 July 1941; to No.1 CNS, 8 July 1941; graduated 5 August 1941 when posted to "Y" Depot. To RAF overseas, 19 August 1941. Promoted Flight Sergeant, 7 January 1942. Promoted WO2, 7 July 1942. Commissioned 16 September 1942. Repatriated 28 February 1943. Promoted Flying Officer, 16 March 1943. To No.1 CNS, 1 April 1943. To No.8 AOS, 30 April 1943. Promoted Flight Lieutenant, 16 September 1944. To Rockcliffe, 22 April 1945. To Release Centre, 26 March 1946. Retired 29 March 1946. Commanded No.58 Squadron, Royal Canadian Air Cadets, 1949 to 1969. Died in Kingston, 6 December 2008.

Since May 1942, Flight Sergeant Haunts has taken part in many attacks on shipping at Tobruk and enemy transport at El Daba. In August 1942, when detailed for an attack on Tobruk, he made a straight bombing run over an enemy merchant vessel despite extremely heavy defences. On leaving the target area a huge fire was seen to be burning. On another occasion in September 1942, this airman attacked a concentration of enemy motor transport in the battle area. He released his bombs from a low level causing a fire in a petrol dump and scoring several hits on motor transport vehicles. The work of this navigator has been outstanding. He has always performed his duties with quiet daring and courage.

NOTE: Public Record Office Air 2/9612 has recommendation for a non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 14 December 1942:

This Canadian Flight Sergeant joined No.40 Squadron at the end of May last and since that time has carried out 27 operations against the enemy comprising a total of 178 operational hours. His targets have consisted in the main of attacks on shipping at Tobruk, enemy transport at El Daba and various targets in the battle area.

The work of this navigator has been outstanding and he has always carried out every task imposed on him with a display of quiet daring and courage. He carries out his bombing with utter contempt for his own personal safety and the results which he has obtained have been extremely successful. For example, on the night of the 18/19th August, when detailed to attack Tobruk, he made a straight bombing run over a merchant vessel, which could plainly be seen in the path of the moon, in spite of extremely heavy anti-aircraft fire. A vivid flash was seen and although the destruction of the vessel itself was not confirmed, nevertheless, on leaving the target, a fierce fire was seen to be burning. Again, on the night of 1/2nd September, when detailed to attack concentrations of motor transport in the battle area, Flight Sergeant Haunts bombed from 3,000 feet in four attacks and a fire was started in a petrol dump, which caused several explosions while direct hits were obtained on enemy motor transport vehicles.

This Non-Commissioned Officer has at all times displayed a high sense of duty and has set a high example to the remainder of the squadron.

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HAUS, F/L Harry James (J25151) - **Distinguished Flying Cross** - No.601 Squadron - Award effective 9 April 1945 as per **London Gazette** dated 20 April 1945 and AFRO 918/45 dated 1 June 1945. Born 23 January 1921 in Kitchener, Ontario; home there (factory supervisor). Enlisted in Hamilton, 11 February 1942 and posted to No.1 Manning Depot. To No.6 SFTS (guard), 28 March 1942, To No.6 ITS, 6 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.12 EFTS until 29 August 1942; may have graduated 23 October 1942 but not posted to No.1 SFTS until 7 November 1942; graduated and commissioned, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 15 May 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 22 September 1944. Repatriated 5 August 1945. Released 9 August 1945. Long employed by Uniroyal, Kitchener. Died in Kitchener, 8 May 2006.

Flight Lieutenant Haus has proved himself to be a courageous and successful fighter bomber pilot. He has completed a large number of operational sorties and has led his squadron on many missions with excellent results. The coolness which he has shown in all emergencies has won the confidence and admiration of all who have flown with him.

NOTE: Public Records Office Air 2/9072 has recommendation by Squadron Leader C.T. Stimpson dated 1 February 1945 when he had flown 146 sorties (170 operational hours). It is more detailed in some respects:

Since joining the squadron on 16th April 1944, this officer has taken part in 108 fighter-bomber missions and 38 bomber escorts. His bombing on almost every occasion has been extremely accurate, often in spite of intense anti-aircraft fire. His excellent qualities of leadership have gained for him the full confidence and respect of all who fly with him. Flight Lieutenant Haus has set a fine example to all and I strongly recommend him for the award of the Distinguished Flying Cross.

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HAW, Sergeant (now P/O) Victor Alfred (R 52890/J10355) - **Air Force Medal** - No.11 SFTS, Yorkton, Sask. - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830 dated 13 November 1942. Born 16 November 1918, Dauphin, Manitoba, home in Eganville., Ontario. Attended Queen's University, 1937-40, taking Mechanical Engineering. Applied to join RCAF as early as 13 October 1939. Enlisted Kingston, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940; posted that date to No.3 EFTS;

graduated 7 October 1940 when posted to No.31 SFTS; graduated 30 October 1940 and promoted Sergeant. To Trenton 8 January 1941 for Instructors Course from 3 February to 28 March 1941, at which time he was assessed as "A serious, hard working student. Flying is average and voice is clear and confident. Should concentrate on forced landings" To No.11 SFTS, Yorkton 11 April 1941. Commissioned 1 March 1942; promoted Flying Officer, 1 October 1942; . To "Y" Depot, 1 November 1942; to RAF Trainees Pool, 19 November 1942; disembarked UK, 6 December 1942; to No.7 (P) Advanced Flying Unit, 22 December 1942; to Station Eshott, 2 March 1943; to No.411 Squadron, 4 May 1943. Missing in action, 19 September 1943 (on Ramrod 232, seen in tight turn with two enemy aircraft on tail.). Later held in Stalag Luft III; promoted Flight Lieutenant, 1 March 1944; safe in UK, 26 May 1945. Repatriated 31 May 1945; released 30 August 1945 Completed mining engineer studies as Queens, 1947, MSc, 1948; employed by International Nickel and then by Department of Mines and Technical Surveys. When he retired he was Director of a program dealing with control of uranium mine waste. RCAF Auxiliary, 25 January 1955 to train as Flying Controller, 2416 Aircraft Control and Warning Squadron to 13 September 1955. Died on Ocho Rios, Jamaica, 14 March 2003.

Sergeant Pilot Haw has been employed as flying instructor on this station for a period of eleven months. During that time he has shown qualities of steadiness, patience, perseverance, and reliability to an unusual degree. As a pilot and an instructor his work has been outstanding. His conduct and deportment have been excellent. He has consistently set for himself a high standard and his efforts toward that standard have served as an excellent example to other Sergeant Pilots.

NOTE: Recommended for Air Force Medal 18 February 1942 by S/L W.R. Irwin, CO No.2 Squadron, No.11 SFTS. G/C G.R. Howsam, CO 11 SFTS wrote same day, "An outstanding NCO pilot". Air Officer Commanding, No.2 Training Command (Air Commodore A.B. Shearer) recommended him 2 May 1942. On 2 September 1942 the Deputy Chief of Air Staff (illegible) wrote. "This NCO has been untiring in his efforts as a Flying Instructor. His devotion to duty, flying ability and conduct have been outstanding at all times. I strongly recommend that he be awarded the AFM."

CIRCUMSTANCES OF BEING SHOT DOWN . Letter, F/L J.D. McFarlane to Dorothy Haw (wife), 21 September 1943:

By this time you will have received advice that your husband has been reported missing after air operations. You will no doubt be wishing to learn of the circumstances surrounding this very sad loss.

On the 19th of September, at 11..30 a.m., your husband was engaged in air combat against the enemy when he was attacked by a number of enemy aircraft. He was last seen taking evasive manoeuvres in an attempt to shake off the attacking aircraft and has not since returned. In the interest of security this

information should be treated confidentially.

“Vic” was very popular with the boys and a very good pilot and his loss is a very deep one to the members of the squadron and the service. There is a possibility that he may have been able to make a parachute descent and is now a Prisoner of War; however, we do not wish to build up your hopes unduly in this respect. Should any further particulars be received from the International Red Cross you will be advised by Air Force Headquarters.

Your husband’s personal effects are being forwarded to the Royal Air Force Central Depository and you will no doubt hear from them concerning disposal of these effects.

Report by S/L K.L.B. Hodson dated 21 September 1943 of loss of Spitfire VB BL422, 1130 hours, 19 September 1943:

No.411 Squadron, as a unit of No.17 Fighter Wing, acted as close escort to a formation of bombers bombing the Lille-Nord aerodrome.

Just after the first box of bombers had turned to starboard, four miles west of Courtland, No.411 Squadron turned to port and set course. Blue 3 (F/O R..Orr J9930) reported four FW.190s coming in at six o’clock from below at 7,000 to 8,000 feet. He gave the order to prepare for break and then called for break as Blue 4 (F/O V.A. Haw J.10355) had already started his break.

Blue 3 broke hard to stay with Blue 4 getting into position to port and behind the four FW.190s which had commenced to attack Blue 4. Blue 3 gave two short bursts at 400 yards in an attempt to distract the FW.190s from their attack on Blue 4. At this time two FW.1090s came in on Blue 3 firing from behind at 7 o’clock slightly above from the clouds. Blue 3 was forced to break.

The last Blue 3 saw of Blue 4 he was still in a tight turn with two FW’s on his tail at five to six thousand feet. Blue 4 was not seen after this incident and has failed to return to base.

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HAWES, FS William Robert (R85235) - **British Empire Medal** - Station Fort St.John - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 April 1916. Home in Regina; enlisted there 15 January 1941 for General Duties. To No.2 BGS, 10 February 1941. Promoted AC1, 15 April 1941. Promoted LAC, 15 July 1941 Classified as Tractor Operator, 16 March 1943. To Northwest Staging Route, 27 April 1943. To No.2 Staging Unit, 2 May 1943. Promoted Corporal, 1 January 1944. Promoted Sergeant, 1 June 1944. Promoted Flight Sergeant, 1 April 1945. To No.6 Release Centre, 1 October 1945. Retired 3 October 1945.

This non-commissioned officer has rendered meritorious service, carrying out his duties diligently and with the greatest determination and perseverance under very trying and difficult circumstances. This has entailed consistent, conscientious devotion to duty, during many long hours of essential overtime. Only through the outstanding leadership displayed by Flight Sergeant Hawes has the Motor Transport Section of this station been able to maintain a high degree of efficiency and serviceability both in aerodrome and motor transport maintenance.

* * * * *

HAWKES, WO Earnest Stewart (R109508) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 21 June 1920 in Leamington, Ontario; home there (time keeper). Enlisted Windsor, 13 June 1941 for General Duties. To No.4A Manning Depot, St. Hubert, 13 June 1941; to No.14 SFTS, Aylmer, 14 July 1941; promoted LAC, 13 December 1941; remustered to aircrew and posted to No.4 BGS, Fingal, 5 July 1942; promoted Sergeant, 25 September 1942; to "Y" Depot, 27 September 1942; embarked 27 October 1942. Disembarked in Britain, 5 November 1942; to No.7 AGS, 16 January 1943; to No.23 OTU, 23 February 1943; promoted Flight Sergeant, 25 March 1943. to No.426 Squadron, 14 May 1943. Attached to No.1674 Conversion Unit, 26 June to 15 July 1943 before return to No.426 Squadron. Promoted Warrant Officer, 25 September 1943. Commissioned with effect from 20 January 1944 as per ordered dated 3 July 1944 (J86265). DFC Incident occurred 23/24 September 1943. Rear gunner to F/L L.N. McCaig. Killed in action 20/21 January 1944 (Lancaster LL628 of No.426 Squadron; buried in Germany).

In September 1943, during an attack on Mannheim, this Warrant Officer was rear gunner in an aircraft which was twice engaged by enemy fighters. While illuminated by searchlights over the target a Junkers 88 was driven off by accurate fire. A few minutes later the second attack took place and the bomber was hit by cannon fire. Although wounded in the leg, Warrant Officer Hawkes continued his fire and also gave his captain instructions for evasive action. As a result the enemy aircraft was destroyed. Since that mission this Warrant Officer has participated in other sorties, displaying coolness and courage of a high order.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation drafted by S/L R.F. Epps, 24 December 1943 when he had flown five sorties (34 hours ten minutes) as follows:

27 August 1943 - Nuremberg (8.10)
30 August 1943 - Munchen Gladbach (4.45)
23 September 1943 - Mannheim (5.50)
18 November 1943 - Berlin (8.25)

22 November 1943 - Berlin (6.50)

WO2 Hawkes has taken part in operational sorties against the most heavily defended targets in Germany. During the attack on Mannheim on the night of the 23rd September 1943 he was rear gunner of a Lancaster bomber which was twice attacked by enemy fighters. While coned by searchlights over the target a Ju.88 attacked but determined accurate fire forced the enemy to break off. A few minutes later a second enemy fighter attacked and cannon [and] machine gun shells registered hits on the bomber, WO2 Hawkes being wounded in the left calf. Despite his wounds he continued to fire and instructed the captain in evasive action, [and] by his determination and coolness under fire coupled with accurate shooting, had the satisfaction of sharing with the mid-upper gunner the destruction of the enemy fighter. WO2 Hawkes has since participated in two of the devastating raids on Berlin. He has at all times displayed a keenness and devotion to duty worthy of the highest praise. I strongly recommend he be awarded the Distinguished Flying Medal.

This had been preceded by a recommendation by W/C W.H. Swetman on 28 September 1943 when he had flown only three sorties (18 hours 55 minutes):

During the attack on Mannheim on the night of the 23rd September 1943, Flight Sergeant Hawkes and Sergeant Ketcher were rear and mid-upper gunners respectively of a Lancaster bomber which was twice attacked by enemy fighters. While coned by searchlights over the target a Ju.88 attacked but determined and accurate fire from both gunners forced the enemy to break off. A few minutes later a second enemy fighter attacked. Despite return fire the enemy persisted and cannon and machine gun shells registered hits on the bomber. Flight Sergeant Hawkes was wounded in the left calf and Sergeant Ketcher in the right thigh. Both gunners despite their wounds continued to fire and instructed their captain in evasive action, and by their determination and coolness under fire coupled with accurate shooting had the satisfaction of destroying the enemy fighter. Only after the aircraft was out of danger did the gunners leave their posts to secure attention to their wounds.

By their gallant conduct these two Non-Commissioned Officers undoubtedly saved their crew and destroyed an enemy aircraft. I consider this gallantry worthy of the award of the Distinguished Flying Medal.

A report in his service file, dated 26 September 1943, describes the events associated with Lancaster II DS714:

At 1917 hours on the night of the 23rd September 1943, the above named aircraft, piloted by J.14907 F/L L.N. McCaig, took off from this aerodrome [Linton-on-Ouse] to carry out a bombing attack on Mannheim, Germany. This aircraft entered the target area at 2201 hours and shortly after dropping its bomb load it was attacked by a Ju.88. Both gunners opened fire and the enemy aircraft broke away without returning fire. A second Ju.88 attacked the aircraft and both gunners opened fire at 600 yards. The enemy aircraft opened fire at 500 yards and as it closed in hits were observed and pieces fell from it. When the enemy aircraft broke away at 200 yards, smoke was seen coming from the fuselage. This aircraft was claimed as destroyed.

The aircraft sustained severe damage during the attack; the hydraulics were damaged, port fin rudder shot off, rear turret damaged, mid-upper turret unserviceable, port wing damaged, two petrol tanks damaged, port elevator damaged, inter-com and radio transmitter unserviceable.

The rear gunner, Can R.109508 Flight Sergeant Hawkes was slightly injured, receiving a gunshot wound in the calf of the left leg, and is at present in St. Richards Hospital, Chichester. The mid-upper gunner, RAF 1890019 Sergeant G.R. Kercher was also slightly injured receiving a gunshot wound in the right thigh and is at present in Station Sick Quarters, RCAF Station Linton-on-Ouse, Yorkshire.

Despite the damage sustained by the aircraft and the injuries received by the gunners, the Captain succeeded in making a successful crash landing at RAF Station Thorney Island.

The crew were further identified as follows:

J.14907 F/L J.N. McCaig. - pilot - seven operational trips (38.05)
R.139152 FS R.J. Orr - navigator - five operational trips (28.50)
R.117165 FS T.J. Preece - WOP/AG - five trips (28.50)
R.140273 Sergeant R.D. Polson - Air Bomber - five trips (28.50)
1723173 Sergeant H.W. Wooding - Flight Engineer - three trips (18.55)
1890019 Sergeant G.R. Ketcher (injured) - Mid-Upper Gunner - three trips (18.55)
R.109508 FS E.S. Hawkes - Rear Gunner - three trips (18.55)

This was essentially the crew lost on the night of 20/21 January 1944 which consisted of the following:

J.14907 F/L J.N. McCaig, DFC. - pilot - 15 operational trips (95.20)
J.19009 P/O R.J. Orr - navigator - 13 trips (85.05)
R.117165 FS T.J. Preece - WOP/AG - 13 trips (85.05)
J.18921 P/O E.D. Polson - Air Bomber - 12 (76.40)
162597 P/O E.W. Elliott - Flight Engineer - 18 trips (122.30)
168963 P/O G.R. Ketcher - Mid-Upper Gunner - nine trips (62.05)
R.109508 WO2 E.S. Hawkes - Rear Gunner - nine trips (62.05)

German witnesses stated that it was shot down by a German fighter, and that only about 40 seconds elapsed between the attack and the crash. Three who attempted to bale out did not have time for parachutes to deploy and were killed; the others died in the crash.

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HAWKES, F/O Robert Campbell (J27535) - **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 Toronto, 27 April 1923; home in Vancouver (truck driver). Enlisted Vancouver 13 June 1942. To No.3 Manning Depot, 12 July 1942. To No.11 Equipment Depot, 11 September 1942. To No.4 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.5 EFTS until 9 January 1943; graduated 5 March 1943 and posted next day to No.3 SFTS; graduated and commissioned, 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Repatriated 3 December 1944. To Western Air Command, 18 January 1945. To No.122 Squadron, 8 February 1945. To "Y" Depot, 20 April 1945. To United Kingdom, 8 May 1945. Repatriated 15 February 1946. Retired 9 April 1946. RCAF photo PL-46427 (ex UK-23888 dated 28 December 1945) is captioned as follows: "F/O W.C. MacNeil, DFC of Vancouver married a Vancouver Leading Airwoman, L. Barlow at St. Saviors Church in London in December. The bride is the daughter of Mrs. Mina Barlow of Vancouver and the groom the son of Mr. D.H. MacNeil. LAW D.E. George of Toronto and F/O R.C. Hawkes of Vancouver acted as attendants." RCAF photo PL-46427 (ex UK-23888 dated 28 December 1945) is captioned as follows: "F/O W.C. MacNeil, DFC of Vancouver married a Vancouver Leading Airwoman, L. Barlow at St. Saviors Church in London in December. Thye bride is the daughter of Mrs. Mina Barlow of Vancouver and the groom the son of Mr. D.H. MacNeil. LAW D.E. George of Toronto and F/O R.C. Hawkes of Vancouver acted as attendants."

This officer has an outstanding record of exceptional skill and determination. As pilot and captain of aircraft he has led his crew with great success and has completed sorties against such targets as Kiel, Stuttgart and Brunswick. On one occasion in August 1944 his aircraft was detailed to attack Stettin. When over

the Baltic sea an attack was sustained from two Junkers 88s and his aircraft was severely damaged. Two engines were rendered unserviceable and fire broke out. One on the enemy aircraft flew alongside but by skilful manipulation of the mid-upper turret by hand the enemy aircraft was engaged and destroyed. Throughout Flying Officer Hawkes has displayed great coolness and gallantry.

The website "Lost Bombers" provides the following on the mission when he was interned: Lancaster ME742 coded UM-B2, target Stettin, 29/30 August 1944. ME742 was delivered to No.12 Squadron on 22 April 1944, joining No.626 Squadron on 24 June 1944. Took part in the following operations: with No.12 Squadron as PH-O, Mailly-le-Camp, 3/4 May 1944; with No.626 Squadron as UM-B2, Vierzon, 30 June/1 July 1944; Stettin, 29/30 August 1944 (lost). When lost this aircraft had a total of 246 hours. Airborne 2051 hours, 29 August 1944 from Wickenby. Shot down by a pair of Ju.88s. With no hydraulics at the turret the mid-upper gunner, observing one Ju.88 flying parallel at a range of 75 yards, hand-cranked his guns on to it and gave a burst of fire. The Ju.88 was seen to catch fire and dive into clouds. ME742 was abandoned successfully and crashed in Sweden. Crew (all interned and released in October 1944) consisted of F/O R.C.Hawkes, RCAF, F/O H.D.McPhail, RCAF, Sergeant C.G.Ockwell, F/O R.J.Williams, F/O R.M.Mackay, Flight Sergeant G.Langdon, Flight Sergeant H.D.C.Allison, RCAF.

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HAWKINS, F/L Alfred (J18020) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Toronto, 9 October 1918; home there (carpenter). Enlisted Toronto, 18 February 1941 and posted to No.2 Manning Depot. To No.5 Equipment Depot, 25 March 1941. To No.1 Wireless School, 25 May 1941; promoted LAC, 25 June 1941; posted to No.6 BGS, 8 November 1941; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941. To RAF, 7 January 1942. Commissioned 30 June 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 4 August 1944. Repatriated to Canada, 31 March 1945. Released 30 May 1945. Died August 1991. Photo PL-35895 is a portrait. Photo PL-40543 (ex UK-17248 dated 8 December 1944) taken on conclusion of second tour; described as being in charge of Squadron Wireless Section. Photo PL-40853 shows him in aircraft. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (National Archives RG.24 Vol.20607) has recommendation dated 18 August 1944 when he had flown 43 sorties (271 hours 40 minutes). First tour had been 28 June 1942 to 2 August 1943; second tour had commenced 13 March 1944. He was Squadron Signals Leader.

Flight Lieutenant Hawkins as Squadron Signals Leader has now completed fifteen

sorties of his second operational tour. His fine offensive spirit and keenness on operations have set a high standard of morale in his section and have enabled him to keep pace with existing tactics. With this knowledge and his fine qualities of leadership, Flight Lieutenant Hawkins has proven himself to be an outstanding member of this squadron, and it is strongly recommended that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

28 June 1942 - Hamburg (7.20)
21 November 1942 - practice sweep and anti-submarine patrol (5.30)
23 November 1942 - anti-submarine patrol (6.05)
25 November 1942 - anti-submarine patrol (11.05)
28 November 1942 - anti-submarine patrol (10.00)
1 December 1942 - anti-submarine patrol (10.25)
4 December 1942 - anti-submarine patrol (7.40)
9 December 1942 - anti-submarine patrol (8.45)
13 December 1942 - anti-submarine patrol (4.00, recalled)
17 December 1942 - anti-submarine patrol (9.35)
3 April 1943 - Essen (5.10)
4 April 1943 - Kiel (5.00)
10 April 1943 - Frankfurt (7.10)
14 April 1943 - Stuttgart (7.15)
16 April 1943 - Pilzen (10.00)
20 April 1943 - Stettin (8.35)
13 May 1943 - Bochum (5.50)
23 May 1943 - Dortmund (6.05)
25 May 1943 - Dusseldorf (5.05)
27 May 1943 - Essen (5.20)
29 May 1943 - Wuppertal (5.20)
11 June 1943 - Dusseldorf (5.15)
12 June 1943 - Bochum (5.00)
28 June 1943 - Cologne (5.10)
4 July 1943 - Cologne (6.25)
13 July 1943 - Aachen (5.05)
15 July 1943 - Mont Beliard (8.25)
2 August 1943 - Hamburg (5.00)
* * * * *
13 March 1944 - Le Mans (5.15)
18 April 1944 - Noisy-le-Sec (5.45)

8 June 1944 - Mayenne (7.10)
10 June 1944 - Versailles Matelots (5.40)
12 June 1944 - Cambrai Junction (4.35)
20 July 1944 - Ferme de Forestel (3.50)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.25)
29 July 1944 - Amye sur Seulles (4.40)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St.Leu d'Esserent (4.40)
7 August 1944 - La Hogue (4.25)
10 August 1944 - La Pallice (6.35)
14 August 1944 - Bons Tassily (4.30)
16 August 1944 - Kiel (5.20)

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HAWKINS, FS Henry Robert (R96873) - **Mention in Despatches** - No.53 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 17 May 1906. Home in Ottawa; enlisted there 10 April 1941 as Radio Mechanic. To University of Toronto, 25 May 1941. Promoted LAC, 30 August 1941. To No.31 Radio School, 14 September 1941. To "Y" Depot, 19 October 1941. To RAF overseas, 7 November 1941. Reclassified in Radar Trade, 12 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Promoted Flight Sergeant, 8 March 1944. Repatriated 21 August 1945. Released 4 October 1945.

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HAWKINS, WO1 Walter (R98864) - **Distinguished Flying Cross** - No.7 Squadron (deceased) - Award effective 14 February 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 24 April 1918, Naicam, Saskatchewan; home there (farmer, tractor operator). Enlisted Saskatoon, 2 May 1941. To No.2 Manning Depot, Brandon, 16 June 1941. To No.12 SFTS, Brandon, 20 July 1941 (guard duty); to No.3 WS, Winnipeg, 2 September 1941. Promoted LAC, 1 October 1941; graduated 14 March 1942 and next day taken on strength of No.5 BGS, Dafoe; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, 15 April 1942; to RAF Overseas, 30 April 1942. Taken on strength of No.3 PRC, Bournemouth, 12 May 1942. To No.4 Signal School, 5 June 1942. To No.2 (Observer) Advanced Flying Unit, 4 July 1942. To No.29 OTU, 4 August 1942. To No.1651 Conversion Unit, 8 January 1943. To No.7 Squadron, 9 March 1943. Attached for a time to No.206 Squadron, St. Eval, 29 May 1943 to unstated date before returning to No.7 Squadron. Killed in action 15 February 1944 (Lancaster ND365); buried in Denmark.

This Warrant Officer has completed as wireless operator (air) many successful operations against the enemy in the course of which he has invariably displayed high skill, fortitude and devotion to duty.

NOTE: Public Records Office Air 2/9149 has recommendation dated 12 February 1944 which has sortie list and a slightly more expansive text; he had flown 37 sorties (231 hours).

2 April 1943 - St.Nazaire (5.15)
6 April 1943 - GARDENING (6.50)
20 April 1943 - Stettin (9.00)
26 April 1943 - Duisburg (4.30)
4 May 1943 - Rhein (5.00)
13 May 1943 - Bochum (5.10)
25 May 1943 - Dusseldorf (4.25)
11 June 1943 - Munster (4.40)
19 June 1943 - Le Creusot (6.00)
21 June 1943 - Krefeld (3.25)
24 June 1943 - Elberfeld (2.25)
24 July 1943 - Hamburg (6.10)
27 July 1943 - Hamburg (5.35)
2 August 1943 - Hamburg (5.50)
10 August 1943 - Nuremburg (7.05)
12 August 1943 - Milan (8.30)
23 August 1943 - Berlin (7.45)
27 August 1943 - Nuremburg (7.35)
6 September 1943 - Munich (8.30)
15 September 1943 - Montlucon (5.30)
22 September 1943 - Hanover (5.15)
27 September 1943 - Brunswick (5.45)
2 October 1943 - Munich (7.45)
3 October 1943 - Kassel (6.00)
8 October 1943 - Hanover (4.55)
22 October 1943 - Kassel (5.35)
10 November 1943 - Modane (7.40)
17 November 1943 - Mannheim (5.35)
18 November 1943 - Mannheim (6.10)
16 December 1943 - Berlin (7.30)
20 December 1943 - Frankfurt (5.40)
24 December 1943 - Berlin (7.30)

29 December 1943 - Berlin (7.05)
2 January 1944 - Berlin (7.00)
20 January 1944 - Berlin (7.00)
21 January 1944 - Magdeburg (6.45)
27 January 1944 - Berlin (8.40)

Warrant Officer Hawkins has completed 37 operational sorties with the Pathfinder Force, 35 of which have been as a Marker. This Warrant Officer has taken part in all the recent bombing operations against many of the heavily defended targets in Germany. His devotion to duty and ability have proved a valuable asset to the squadron. His cooperation and coolness have contributed in a large measure to the success of the many operational flights carried out by his crew. Warrant Officer Hawkins has at all times displayed the most commendable courage and devotion to duty.

The website "Lost Bombers" has the following on his last sortie. Lancaster ND365, No.7 Squadron (MG-L), target Berlin, 15/16 February 1944. This aircraft was delivered to No.7 Squadron in December 1943. When lost the aircraft had a total of 110 hours and had taken part in the following operations: Berlin, 29/30 December 1943; Berlin, 1/2 January 1944; Brunswick, 14/15 January 1944; Berlin, 27/28 January 1944; Berlin, 30/31 January 1944. ND365 was one of three No.7 Squadron Lancasters lost on this operation; the others were JB224 and JB414. Airborne at 1701 hours, 15 February 1944 from Oakington. Attacked by a night-fighter and exploded over the Baltic, throwing clear the two survivors. Crew were F/L P.K.B. Williams DFC (POW), F/L A.J. Sayer (second pilot, killed); Flight Sergeant N.B. Sefton (killed); P/O J.M. Alexander, CGM (killed); Flight Sergeant G.S. Staniforth (repatriated 6 February 1945, arriving at Liverpool aboard the **Arundel Castle**; he had sustained serious leg injuries and had spent most of his time in captivity undergoing medical treatment); WO1 W. Hawkins, DFC, RCAF (killed); F/L R.B.S. Ballantyne, DFM (killed); Flight Sergeant L.G. Glaus (killed).

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HAWKINS, W/C Wilfred Joseph (C1751) - **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. Home in Langham, Saskatchewan; enlisted in Regina, 7 March 1940 in Navigation Branch. Promoted Flight Lieutenant, 1 March 1941. With No.6 AOS as of 17 March 1941. To No.1 ANS, 12 April 1942. To No.7 AOS, 18 March 1943. Promoted Squadron Leader, 15 April 1943. To No.1 CNS, 16 June 1944. Promoted Wing Commander, 1 August 1944. To No.4 Release Centre, 15 September 1945. Retired 29 September 1945. DHist file 181.009 D.1283 (RG.24 Vol.20597) has recommendation dated 1 August 1945 for an AFC. At time of recommendation he had flown 484 hours, 64 hours in previous six months.

By his example and devotion to duty this officer has increased the navigation knowledge of the Royal Canadian Air Force. In maintaining a high degree of training efficiency at this unit he has made possible the raising of instructional standards throughout the Service.

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HAWKINS, F/O William Harvey (C4161) - **Member, Order of the British Empire** - No.2 SFTS - enlisted at Ottawa, 17 February 1941. Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 31 May 1892 in Norton, Derby, England; educated at Sheffield University. Draughtsman, Albion Works, England, 1907-1912; Draughtsman, Polson Works, Toronto, 1913-1914, Canadian Expeditionary Force, 1916-1918 (Lieutenant, Surveys and Bridging and Canadian Railway Troops). Architectural businesses, 1920-1930; Dominion Government, 1930 to enlistment, Structural Engineer. Enlisted in Ottawa, 17 February 1941 in Works and Buildings Branch with rank of Flying Officer. To No.2 SFTS, 5 November 1941. Promoted Flight Lieutenant, 15 January 1942. To Station Uplands, 15 April 1945. To Material Command Headquarters, Uplands, 1 October 1945. To No.2 Release Centre, 26 June 1946. Retired 2 July 1946.

This officer has been employed as the Works and Buildings Engineer at this unit for the past two years, during which time he has performed his duties in a most proficient and meritorious manner. His outstanding ability, together with his foresight and prompt actions, has on several occasions been responsible for the saving of considerable time and labour. It has been necessary, from time to time, for this officer to assist in the supervision of the engineering works of nearby stations and two relief fields. This officer personally directed the opening of snow-bound roads leading to No.10 Elementary Flying Training School and, in addition, he assisted in keeping open the roads to other Government Departments in the vicinity.

Recommended 25 January 1943 by S/L F. Belway, No.2 SFTS, Uplands, as follows:

For the past two years this officer has been Works and Buildings Engineer at RCAF Station Uplands, Ontario. His devotion to duty and initiative in the accomplishment of every necessary and emergency task under all conditions has not only been an inspiration to those who serve under him,, but to those privileged to serve with him. His foresight and promptness of action has on many occasions resulted in considerable saving of monies to the people of Canada, represented by both material and labour.

Not only does his responsibilities rest with the maintenance of Works at No.2 SFTS, but he has undertaken cheerfully considerable extra duties assisting in the supervision of engineering works of nearby Stations and two relief fields.

On two occasions, December 30, 1942 and January 20, 1943, when RCAF Station Pendleton was snow bound, this officer personally directed the opening up of the roads from the main highway to Pendleton. In addition to this, his efforts were given to helping keep open the roads to Research Enterprise Field Station at Ottawa, and RCN Signal Station at Bowesville.

Note: Interviewed on 4 February 1941 by F/L E.L. O'Leary. Although O'Leary deemed him satisfactory and recommended him for Works and Buildings, his description of Hawkins was remarkably frank - "This applicant is well known to the undersigned. Very aggressive, active man with wide experience, initiative, and would be more valuable if he exercised more diplomacy. Loquacious, opinionative, and shows little respect for views of superiors. Does not work well with others." He sported a Hitler-type moustache when enlisted and appears to have kept it as it is shown on his ID card.

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HAWLEY, F/O Howard Joseph (J85775) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 20 February 1922 in Semans, Saskatchewan; home in Regina (clerk). Enlisted Regina, 10 November 1941. To No.2 Manning Depot, 1 December 1942. To No.5 Personnel Holding Unit, 31 January 1942. To No.2 BGS, 14 February 1942 (guard duty). To No.2 ITS, 18 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS until 4 July 1942; graduated 28 August 1942 and posted next day to No.12 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 6 January 1943. Disembarked in Britain, 15 January 1943. Attached to White Bay, March 1943. Attached to No.9 EFTS, 19 March to 8 April 1943. To No.15 (Pilots) AFU, 19 April 1943. Promoted Flight Sergeant, 18 June 1943. To No.28 OTU, 8 June 1943. To No.1662 Conversion Unit, 14 September 1943. To No.1659 Conversion Unit, 10 November 1943. To No.434 Squadron, 11 December 1943. Commissioned 5 April 1944. To No.64 Base, 15 July 1944. To No.434 Squadron again, 24 August 1944. Promoted Flying Officer, 5 October 1944. To No.1666 Conversion Unit, 18 November 1944. Attached to Bomber Command Flying Instructor School. Repatriated 8 June 1945. To No.10 Repair Depot, 20 June 1945. Released 24 September 1945. Rejoined RCAF in Calgary, 15 February 1951 as LAC in Service Police (37782). Promoted Corporal, 15 February 1951. Remustered to Pilot, 16 January 1952 when commissioned and

posted to Primary Reserve Training School, Calgary. To No.4 Flying Training School, Calgary, 14 March 1952. To Greenwood, 28 March 1952. To No..2 (Maritime) OTU, 4 August 1952. To No.404 Squadron, 22 November 1952. To No.107 Rescue Unit, Torbay, 9 April 1954. To No.111 Communications and Rescue Flight, Winnipeg, 10 September 1954; to Air Navigation School, Winnipeg, 31 May 1955. Released on expiry of Short Service Commission, 9 October 1956. Died in Swan River, Manitoba, 15 June 1992.

Flying Officer Hawley has completed a tour of operations which has included attacks against many well defended targets. On one occasion during a sortie against Arras his aircraft was illuminated by searchlights and then attacked by enemy fighters. Damage was sustained and two engines of his aircraft were rendered unserviceable. Despite these hazardous circumstances Flying Officer Hawley's fine airmanship and excellent tactics enabled his gunners to fire at the enemy aircraft, one of which was destroyed. He then flew his aircraft safely back to this country. A keen and determined pilot and captain of aircraft, this officer has always shown great courage.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 10 December 1944 when he had flown 36 sorties (180 hours 25 minutes), 29 November 1943 to 2 November 1944.

29 December 1943 - Berlin (7.15, second pilot)
20 January 1944 - Berlin (8.10, second pilot)
19 February 1944 - Leipzig (6,30; heavy flak; four attacks by Ju.88s.
22 February 1944 - Operational diversion (3.25, recalled)
25 February 1944 - Gardening, Kiel Bay (6.00)
2 March 1944- Meulons-les-Meureaux (5.50)
6 March 1944- Trappes (5.15)
7 March 1944- Le Mans (5.05, starboard outer unserviceable)
27 April 1944 - Montzen (5.25)
30 April 1944 - Somain (5.00)
1 May 1944 - St. Ghislain (4.50)
7 May 1944 - Gardening (3.40)
9 May 1944 - Calais (3.25)
22 May 1944 - Sea search (2.55)
27 May 1944 - Le Clipon (4.25)
7 June 1944 - Versailles (5.15)
9 June 1944 - Le Mans (6.25)
12 June 1944 - Arras (4.25 - flak and searchlights; rear gunner shot down Ju,88; lost starboard motors)
16 June 1944 - Gladbeck (2.30, duty not carried out)
21 June 1944 - St. Leu d'Esserent (4.20)

24 June 1944 - Bonnetot (4.05)
26 June 1944 - Gorenflos (4.20)
27 June 1944 - Wizernes (4.05)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (3.55, hit by flak)
19 September 1944 - Domburg (2.35, recalled)
20 September 1944 - Calais (3.30)
25 September 1944 - Calais (3.35)
26 September 1944 - Calais (4.00)
27 September 1944 - Duisburg (5.00)
4 October 1944 - Bergen (6.25)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Wilhelmshaven (5.20)
28 October 1944 - Cologne (5.45)
1 November 1944 - Oberhausen (5.40, heavy flak)
2 November 1944 - Dusseldorf (5.45, heavy flak)

Pilot Officer Hawley has completed a tour of operations, many sorties of which were attacks against heavily defended targets. On one occasion during an attack on Arras his aircraft was coned by searchlights and then attacked by enemy fighters, which resulted in two engines becoming unserviceable. Despite these harrasing circumstances, Pilot Officer Hawley's accurate flying and sterling airmanship enabled the crew to claim an enemy aircraft destroyed. He then brought his aircraft and crew safely back to this country. The successes obtained throughout his tour are a fine tribute to his unfailing devotion to duty and fine offensive spirit.

Notes re Flying Times: On application re join postwar RCAF he listed his types and times as follows:

No.19 EFTS - 6 July to 26 August 1942 - Tiger Moth (85.15)
No.12 SFTS - 3 September to 15 December 1942 - Crane (197.05)
No.9 EFTS, Ansty, England - 22 March to 8 April 1943 - Tiger Moth (13.05)
No.15 AFU - 20 April to 7 June 1943 - Oxford (69.00)
No.1516 BAT Flight - 12-16 May 1943 - Oxford (21.00)
No.28 OTU - 28 June to 26 August 1943 - Wellington (94.55)
No.1662 Conversion Unit - 21 September to 3 November 1943 - Lancaster (12.30)
No.1659 Conversion Unit - 10 November to 10 December 1943 - Halifax (32.55)
No.434 Squadron, Croft - December 1943 to November 1944 - Halifax (180.45)
No.1666 Conversion Unit, Wombleton - 20 February to 8 March 1945 - Lancaster (20.00)
No.3 FIS - 31 December 1944 to 20 February 1945 - Oxford (38.15)

Bomber Command Instructor School, 12-26 March 1945 – Lancaster (24.45)

As of 30 June 1954 he had accumulated 818.30 on Lancasters, 111.15 on Expeditors and 1.15 on Canso.

As of 30 June 1955 he had added 12.20 on Otters and 333,05 on Dakotas.

Postwar Assessment: "Flying Officer Hawley has been a cheerful and willing worker. He possesses above average ability as a captain of an aircraft and accepts the responsibilities of an Air Force officer well. He is willing to carry out extra duties and has proven reliable. There have been times, however, when he has indicated a lack of interest in the service but readily recovers and displays strong intentions. His service experience has been an asset to this unit, and he is considered a valuable member of the Flying Wing. Should this officer show more personal enthusiasm towards the RCAF he would be well recommended for a Permanent Commission." (F/L D.N. Brooks, No.2 ANS, Winnipeg, 24 October 1954).

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HAWLEY, S/L Karl Tomkins (C4728) - **Mention in Despatches** - No.64 Base (given in AFRO as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Ormstown, Quebec, 16 December 1909. Educated at Regina Central Collegiate. Attended University of Manitoba, 1930-1934 (Bachelor of Science. Electrical Engineering). Worked for Saskatchewan Government Telephones, 1927-1941 (Maintenance of Communications). Militia experience with Canadian Signal Corps, 1934-1941 (Second Lieutenant). Enlisted 14 March 1941 in Saskatoon in Aero Engineer Branch with rank of Pilot Officer. To No.1 Manning Depot, Toronto on enlistment. To Aero Engineer School, Montreal, 29 March 1941. Promoted Flying Officer, 30 August 1941. To AFHQ, 8 September 1941. Promoted Flight Lieutenant, 1 September 1942. To "Y" Depot, Lachine, 19 February 1944. Embarked from Halifax, 5 March 1944; disembarked in Britain 14 March 1944. To No.1664 Conversion Unit, 28 March 1944. Promoted Squadron Leader, 21 November 1944. To No.64 Base, 21 November 1944. Repatriated 31 May 1945 via Scoudouc. To No.428 Squadron, 10 June 1945. To Scoudouc, 14 July 1945. To Eastern Air Command Headquarters for Very Long Range group, Yarmouth, 23 July 1945. To No.6 Release Centre, 12 September 1945. Retired 24 September 1945. Died in Regina, 23 October 1970 ; reported to be "Deceased, date unknown, place not known" as per DVA letter of 19 December 1970. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945. Base Electrical Engineering Officer.

This officer has shown outstanding interest in the Electrical Engineering Sections of the Base and has maintained a high degree of efficiency in all sections. His

profound knowledge of his profession has been a considerable asset to the maintenance of the Base's aircraft.

Notes: Interviewed by F/O J.M. Macdonald in Saskatoon, 21 January 1941. "Good appearance. Slender, healthy build. Quiet appearing, well educated, well spoken. Has had good training and is well qualified as an engineer but has had no practical Aeronautical experience. He is a good candidate for the course in Aeronautical Engineering. Highly recommended."

Course in Aeronautical Engineering was 31 March to 20 August 1941. Examined in the following subjects - Written Organization and Administration (68/100), Written Theory (36/50), Written Aero Engines (29/50), Written Airframes (34/50), Oral, all subjects (154/200), Practical Trade Test, Fitting (40/50). "Excellent type of officer. Good personality. It is anticipated he will do a good job in any capacity."

Selected Assessments: "He has been a Temporary Flying Officer since August 30th, 1941. He was posted to this Deputy Directorate from Aeronautical Engineering School on September 9th, 1941, since which time he has been engaged on development work on aircraft electrical equipment. He has handled, and is handling a large amount of work with ability, and it is recommended that he be made an acting Flight Lieutenant as soon as possible." (S/L W.F. Gouin, D/DQ, 13 July 1942)

"Flight Lieutenant Hawley is a very capable electrical engineer officer and is at present ably directing the work of the Electrical Equipment Section of this Deputy Directorate, His initiative and personality are commendable." (S/L W.F. Gouin, D/DQ/AFHQ, 15 March 1943)

"This officer has carried out Squadron Leader's duties as Base Electrical Engineer Officer for six weeks. I consider him satisfactory and recommend him for promotion to Acting Squadron Leader." (W/C W.P. Dunphy, No.64 Base, Middleton St. George, 7 December 1944)

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HAWN, F/L Elmer Joseph (J9242) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 625/45 dated 13 April 1945. Born 23 January 1916 in Maple Creek, Saskatchewan; home there (farming with his father, clerk in a clothing store in winter). Enlisted Regina, 11 March 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 10 April 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 27 July 1941 when posted to No.15 EFTS; graduated 13 September 1941 when posted to No.4 SFTS; graduated and commissioned, 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 7 January 1942, being taken on strength of No.3 PRC, Bournemouth, 29 January 1942. To No.1 Flying Instructor School, Church Lawford, 22 February

1942. To No.2 (Pilots) Advanced Flying Unit, 29 April 1942. To No.1 Signal School, 15 July 1942. To No.3 (Pilots) Advanced Flying Unit, 12 September 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. To No.82 OTU, 21 December 1943. To No.61 Base, 8 April 1944. At No.1666 Conversion Unit, 27 April to 26 May 1944. To No.429 Squadron, 26 May 1944. Repatriated 6 January 1945; retired 3 March 1945. Although one source states he became a doctor, records show that as of 1949 he had attended the University of Saskatchewan and was engaged that summer in plant pathology research in preparation for post-graduate studies in Agriculture.. Enrolled in RCAF Primary Reserve, 7 July 1960 as Education Officer and Adjutant with No.11 Royal Canadian Air Cadet Squadron. Appointed Commanding Officer with rank of Captain, 1 October 1968. Still serving with them in 1971 when it was suggested that he was eligible for the CD. This was approved. Retired 31 August 1971. Died in Lethbridge, 5 April 1991 as per **Airforce Magazine**, issue of October-November-December 1991, Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1991. 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.2609 (RG.24 Vol.20627) has recommendation dated 13 October 1944 when he had flown 30 sorties (147 hours ten minutes) between 27 May and 6 October 1944.

Flight Lieutenant Hawn has completed a large number of sorties during which he has taken part in attacks on a wide variety of targets in France and Germany including such heavily defended targets as Kiel, Stuttgart and the Ruhr. On one occasion he was on his bombing run when he lost an engine, but undeterred, and with the fortitude and devotion to duty that Flight Lieutenant Hawn displays on all his attacks he continued on to bomb and returned safely to base on three engines. In his flight this officer has been a tower of strength contributing in no small means to the efficiency of the squadron. His cheerfulness at all times and eagerness to come to grips with the enemy has been most praiseworthy.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Au Fevre (4.55)
4 June 1944 - Calais (4.00)
5 June 1944 - Merville (4.55)
6 June 1944 - Conde sur Noireau (5.55)
8 June 1944 - Mayenne (5.50)
12 June 1944 - Arras (4.30)
14 June 1944 - Cambrai (4.15)
15 June 1944 - Boulogne (4.05)
16 June 1944 - Sautrecourt (4.00)

28 June 1944 - Metz (6.55)
4 July 1944 - Villeneuve St. George (6.10)
9 July 1944 - Ardoyval (3.30)
12 July 1944 - Acquet (4.45)
14 July 1944 - Alderbelck (3.35)
20 July 1944 - Grand Bois (4.00)
24 July 1944 - L'Hey (3.35)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.05)
31 July 1944 - Coquereaux (4.25)
9 August 1944 - La Neuville (4.05)
13 August 1944 - Aisy (4.40)
16 August 1944 - Kiel (5.05)
18 August 1944 - Bois St. Remy (3.50)
28 August 1944 - Fresnay (3.50)
6 September 1944 - Emden (4.35)
24 September 1944 - Calais (4.25)
27 September 1944 - Sterkrade (5.05)
4 October 1944 - Gardening, Oslo (7.00)
6 October 1944 - Dortmund (6.45)

Notes: Interviewed 4 September 1940 by F/O P.M. Stewart who wrote, "Good type. Intelligent, quick, confident, mature, clean and neat, looks capable. Very healthy looking."

Course at No.1 Flying Instructor School began 22 February 1942. Report dated 23 April 1942 noted he had flown Tutor aircraft (10.00 day dual, 10.25 day solo) and Oxfords (21.55 day dual, 1.55 night dual, 43.55 day solo and 6.45 night solo). Ground courses in Theory of Flight (66/100), Navigation (75/100), Airmanship (67/100) and Technical Subjects (78/100). Placed 17th in the class (size of class not indicated). Overall considered average as pilot, instructor and Link instructor. Chief Flying Instructor wrote, "His flying on test was very sound; he had a good knowledge of the patter and he put over his demonstrations in a convincing manner. Should make a good instructor with further experience. Night flying is average." (S/L A.V. Rogers). The Commandant wrote, "I concur. He landed with wheels up once while demonstrating forced landing procedure to a co-pupil. Doubt regarding correct functioning of the undercarriage mechanism and warning horn saved him from disciplinary action. Qualified to instruct on elementary and M.E. aircraft, category 'Q' (M.E.)." (G/C H.J. Pringle).

A letter dated 31 August 1943 noted that he was then an instructor at No.3 (P) AFU, Bibury Satellite of South Cerney. "Requests early posting to operations, preference for Mosquitoes. Has been instructing since 1-5-42."

Assessed 10 June 1943 at No.3 (P) AFU, at which time he had flown 850 hours (250 in previous six months). "This officer's work is very satisfactory, both on the ground and in the air. With more experience he will make a good officer and will be suitable for a flight commander post." (W/C D.S. Radford).

Assessed 20 December 1943 with at No.3 (P) AFU, at which time he had flown 1,099 hours (208 in previous six months). "He has carried out his duties as a flying instructor efficiently and with enthusiasm. He has on occasion deputized for his flight commander and proved himself to be reliable and competent." (W/C H.E. Hopkins).

Course at No.82 OTU was 21 December 1943 to 19 March 1944. Flew in Wellingtons (7.05 day dual to first day solo which was total day dual, 48.35 day solo, 3.05 night dual to first night solo, which was total night dual, 35.55 night solo plus 17.05 in Link. "An above average pilot with a good, keen crew; should do well on operations." (W/C W.D. Ferris, 21 March 1944).

Assessed at No.1666 HCU, 26 May 1944 on posting to No.429 Squadron: "Flight Lieutenant Hawn is a sound and reliable pilot and captain, who controls his crew firmly and well. He has no faults but had difficulty with night flying at the start. With operational experience this crew should prove an asset to their squadron." (W/C R.T. Langton, Chief Instructor).

Assessed 11 December 1944 at No.429 Squadron as "An above average pilot who has taken keen interest and has been an asset to the squadron." (S/L A.F. Childs). At the time he had flown 1,440 hours 25 minutes (273.30 in previous six months).

On repatriation he noted on a form that he had flown 34 sorties (173 hours ten minutes), the last one on 4 November 1944. He has also logged 865 hours 20 minutes as an instructor on Oxfords. Application for Operational Wing submitted 19 November 1944 stating he had flown 34 sorties, 27 May to 4 November 1944 (173 hours ten minutes).

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HAWORTH, F/O Raymond John (J21640) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Toronto, 2 November 1921; home there (accountant). Enlisted Toronto, 19 February 1942. To No.1 Manning Depot, 8 March 1942. To No.16 SFTS (guard), 7 May 1942. To No.6 ITS, 20 June 1942; graduated 14 August 1942 and posted next day to No.9 AOS; graduated and commissioned, 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943; promoted Flight Lieutenant, 4 December 1944. Later in charge of navigational training, Dishforth. Repatriated 3

June 1945; released 7 September 1945; rejoined RCAF, 11 June 1948 in Navigation Branch. Promoted Flight Lieutenant, 14 June 1951. Photo PL-32426 is a portrait.

This officer has participated in very many sorties, including attacks on such targets as Berlin and industrial centres in the Ruhr area. He is a most dependable and gallant member of aircraft and his navigational ability has contributed materially to the successes obtained.

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HAWRELECHKO, FS (now P/O) Nick Joseph (R198955/J90489) - **Distinguished Flying Medal** - No.576 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 425/45 dated 9 March 1945. Born 10 April 1924 in Mondate, Alberta; home in Morley, Alberta (farmer). Enlisted Edmonton, 2 December 1942 and posted to No.3 Manning Depot. To No.8 Manning Depot, 5 January 1943. To No.17 SFTS (guard, 7 March 1943. To No.1 Air Gunner Ground Training School, 30 April 1943. Graduated and 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 United Kingdom, 25 August 1943. Commissioned 27 August 1944. Repatriated 23 October 1944. To No.4 Training Command, 27 November 1944. To No.8 BGS, 29 November 1944. To No.3 BGS, 16 December 1944. Promoted Flying Officer, 27 February 1945. Date of release uncertain. Rejoined RCAF as Clerk/Accountant, 26 April 1951 (33574), being promoted LAC on 28 April 1953; still serving in 1953. Name changed to "Nicholas Joseph Harley", 9 December 1949.

This airman is a vigilant and accurate air gunner who has consistently displayed a high degree of courage, skill and initiative, which has been highly commendable. He has participated in numerous operational sorties including attacks against many well defended targets. During one mission in July 1944, his aircraft was attacked by a Messerschmitt 109. Flight Sergeant Hawrelechko's clear and concise commentary enabled his captain to employ successful evasive tactics in co-operation with his fellow gunner. He then engaged the enemy fighter and destroyed it.

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HAWRYLAK, F/L Michael (J36383) - **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 29 July 1921. Home in Maple Creek, Saskatchewan. Enlisted Regina, 19 August 1942. To No.2 Manning Depot, 29 October 1943. To No.2 BGS (guard), 7 December 1942. To No.2 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943; to No.2 Air Gunner Ground Training

School, 14 May 1943; to No.7 AOS, 15 May 1943; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943; taken in strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 1 April 1944. Promoted Flight Lieutenant, 27 March 1945. Repatriated 5 August 1945. Retired 17 September 1945.

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HAWTHORNE, FS Jack Burton (R52399) - **British Empire Medal** - No.16 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 August 1907. Enlisted in Hamilton 18 November 1939 as Wireless Electrical Mechanic. To No.8 (BR) Squadron, 7 December 1939. Promoted AC1, 1 April 1940. Reclassified as Wireless Operator (Ground), 1 June 1940. Promoted LAC, 1 July 1940. To "S", 7 November 1940. Promoted Corporal, 1 March 1941. Promoted Sergeant, 1 July 1941. To No.13 SFTS, 11 October 1941. To No.2 SFTS, 24 February 1942. Promoted Flight Sergeant, 1 June 1942. To No.10 AOS, 13 June 1942. To No.16 SFTS, 7 October 1942. To No.1 Air Command, 21 September 1945. Retired 31 October 1945.

Since the start of the war this non-commissioned officer has been instructing aircrew trainees in signals with outstanding success. He is very energetic and has always been keenly interested in his work. While at this unit he built up an extremely efficient and interested signals instruction section. He has at all times inspired the students with his enthusiasm and efficiency.

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HAWTHORNE, P/O Thomas (J85823) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Vancouver, 15 October 1924. Enlisted there 5 November 1942 and posted to No.3 Manning Depot. To No.3 SFTS (guard), 8 January 1943. To No.4 Pre-Aircrew Education Detachment, 7 March 1943. To Trenton, date uncertain. Promoted LAC, 15 May 1943 and posted to No.3 BGS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 20 March 1944. Promoted Flying Officer, 20 September 1944. Repatriated 26 September 1945. Retired 31 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 5 August 1944 when he had flown 38 sorties (239 hours 17 minutes), 3 November 1943 to 6 June 1944.

Pilot Officer Hawthorne has completed one tour of operations. He has dropped mines in enemy waters and has bombed such major targets as Berlin four times,

Frankfurt, Hanover and Dusseldorf. His above average ability and crew co-operation imparted great confidence to the other crew members and his keenness for operational flying was outstanding.

For reliability and keenness, and for the completion of a very satisfactory tour of operations, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

3 November 1943 - Dusseldorf (6.24)
19 November 1943 - Leverkusen (3.52, duty not carried out)
22 November 1943 - Berlin (8.12)
25 November 1943 - Frankfurt (8.29)
3 December 1943 - Leipzig (8.50)
29 December 1943 - Berlin (9.00)
20 January 1944 - Berlin (9.31)
28 January 1944 - Berlin (9.05)
2 February 1944 - Gardening (6.25)
5 February 1944 - Gardening (7.00)
19 February 1944 - Leipzig (7.05)
24 February 1944 - Gardening (7.08)
3 March 1944 - Gardening (6.07)
4 March 1944 - Gardening (6.05)
6 March 1944 - Trappes (6.11)
7 March 1944 - Le Mans (5.37)
13 March 1944 - Le Mans (6.12)
15 March 1944 - Amiens (5.40)
16 March 1944 - Amiens (5.37)
18 March 1944 - Gardening (5.34)
29 March 1944 - Paris (6.05)
30 March 1944 - Gardening (5.18)
9 April 1944 - Lille (4.45)
12 April 1944 - Gardening (5.00)
17 April 1944 - Gardening (6.00)
18 April 1944 - Gardening (6.45)
20 April 1944 - Gardening (5.05)
22 April 1944 - Laon (5.35)
23 April 1944 - Gardening (6.30)
26 April 1944 - Villeneuve (6.20)

27 April 1944 - Gardening (4.05)
9 May 1944 - Gardening (5.50)
11 May 1944 - Boulogne (5.50)
21 May 1944 - Gardening (4.40)
24 May 1944 - Trouville (4.45)
27 May 1944 - Gardening (4.40)
3 June 1944 - Gardening (3.25)
5 June 1944 - Merville (5.25)
6 June 1944 - Coutances (5.50)

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HAWTIN, F/O George Francis (J26743) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 7 April 1916 in Newmarket, Ontario; home in Cannington, Ontario (transport driver). Enlisted Hamilton, 23 July 1941 and posted to No.1 Manning Depot. To No.5 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941 but not posted to No.3 EFTS until 26 October 1941; graduated 19 December 1941 and posted next day to No.14 SFTS; graduated and promoted Sergeant, 5 June 1942. To Trenton, 21 June 1942. To No.4 WS, 3 August 1942. Promoted Flight Sergeant, 5 December 1942. To No.13 SFTS, 16 April 1943. To "Y" Depot, 12 May 1943. To United Kingdom, 22 June 1943. Commissioned 11 November 1943. Repatriated 26 September 1945. Retired 2 October 1945. Died 18 February 2000 in Beaverton, Ontario 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 fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 11 August 1944 when he had flown 38 sorties (181 hours 35 minutes) from 18 March to 1 August 1944.

This officer has completed a tour of operations including attacks against many of the heavily defended targets in Germany. At all times he has displayed courage, skill and devotion to duty of the highest order. He has invariably pressed home his attacks, setting an inspiring example. It is considered that his fortitude, determination and fine operational record fully merit the award of the D.F.C.

The sortie list was as follows:

18 March 1944 - Frankfurt (4.55)
22 March 1944 - Frankfurt (6.05)
25 March 1944 - Aulnoye (5.30)

26 March 1944 - Essen (5.50)
30 March 1944 - Nuremberg (7.55)
18 April 1944 - Le Bourget (5.30)
20 April 1944 - Lens (4.10)
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (4.30)
27 April 1944 - Aulnoye (4.10)
30 April 1944 - Somain (4.40)
1 May 1944 - St. Ghillain (4.10)
7 May 1944 - St. Valery en Caux (3.35)
9 May 1944 - St. Valery en Caux (3.40)
10 May 1944 - Ghent (3.50)
12 May 1944 - Louvain (4.30)
24 May 1944 - Aachen (4.25)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.30)
4 June 1944 - Calais (3.25)
5 June 1944 - Merville (4.20)
6 June 1944 - Conde sur Noireau (6.05)
8 June 1944 - Mayenne (5.40)
12 June 1944 - Arras (4.40)
15 June 1944 - Boulogne (4.00)
17 June 1944 - Oisemont (4.25)
24 June 1944 - Bonnetot (3.40)
6 July 1944 - Siracourt (4.10)
9 July 1944 - Ardouval (4.25)
12 July 1944 - Acquet (4.10)
14 July 1944 - Anderbelck (3.50)
20 July 1944 - Grand Bois (3.50)
23 July 1944 - Donges (5.50)
24 July 1944 - L'Hey (3.30)
25 July 1944 - Stuttgart (8.35)
30 July 1944 - Amaye Seulle (4.40)
1 August 1944 - Le Hey (3.30)

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HAY, F/O Colin Maxwell (J39394) - **Distinguished Service Order** - No.432 Squadron - Award effective 5 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16

February 1945. Born in Winnipeg, 2 January 1914; home there. He had been a temporary clerk for Hudson Bay Company (1934-1937) and T. Eaton Company (1938-1940) before becoming a salesman. Enlisted Winnipeg, 29 July 1941 and granted Leave Without Pay. To No.2 Manning Depot, 19 September 1941. To No.3 BGS, 20 December 1941 (non-flying duties). To No.4 ITS, 14 February 1942. Promoted LAC, 10 April 1942. To No.5 AOS, 11 April 1942. While there he was assessed as having shown steady improvement after a slow start; air work was "spotty at times" and overall he was described as "A slow thinker but one who retains well. Inclined to be obstinate. Not neat of dress". They may be why he was not immediately commissioned. Graduated 14 August 1942 and promoted Sergeant. To "Y" Depot, 15 August 1942. To No.119 Squadron, Eastern Air Command, 4 September 1942. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 November 1943. Commissioned 8 December 1943. To "Y" Depot again, 28 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944 (date he embarked from Halifax); disembarked in Britain 31 January 1944. Detached to No.1 (O) AFU, 28 March to 25 April 1944. To No.82 OTU, 26 April 1944. Promoted Flying Officer, 8 July 1944. To No.61 Base, 16 July 1944. Attached to No.1659 Conversion Unit, 16 July to 28 August 1944. To No.432 Squadron, 28 August 1944. Killed in action, 6 March 1945 (Halifax RG475). He had two brothers in the Canadian Army. Photo PL-40858 shows him. PL-40859 has him with FS Gerry Duffy.

One night in September 1944, Flying Officer Hay was the navigator of an aircraft detailed to attack Bottrop. It was his third operational mission. Whilst over the target the pilot was severely wounded and lost control of the aircraft which went into a dive. Displaying great promptitude, Flying Officer Hay took over the controls and succeeded in levelling out. Although inexperienced as a pilot and despite the fact that some of the instruments were unserviceable, he flew the aircraft back to an airfield and landed it. On touching down the under-carriage collapsed and the aircraft caught fire but the crew got clear uninjured. This officer displayed great coolness and resource and was undoubtedly responsible for the ultimate safety of his comrades.

DHH file 181.009 D.5557 (RG.24 Volume 20668) has original recommendation drafted 5 October 1944 when he had flown three sorties (12 hours 40 minutes) as follows:

On the 27th September 1944, this officer was the navigator of an aircraft detailed to attack Bottrop. Over the target the pilot was wounded by enemy fire to such extent that he could not control the aircraft and ordered the crew to bale out. The ship went into a dive and it was with difficulty Flying Officer Hay brought it under control while the pilot was removed from his position. Flying Officer Hay then undertook to fly the aircraft on its return journey without experience and with some instruments unserviceable. This was a courageous decision; however in some way he managed.

On arrival over the country he was faced with another decision. The pilot was unable to bale out and two of the crew had damaged parachutes. It was necessary to make a landing if their lives were to be saved. The subsequent landing was smooth but the undercarriage gave way and the machine caught fire. The crew were uninjured and Flying Officer Hay's devotion to duty was responsible for their survival.

For his courageous action in face of enemy fire, his dogged determination to save the lives of his comrades and his exceptional skill and resource against overwhelming odds, he is strongly recommended for the award of the Distinguished Service Order (Immediate).

The pilot on this occasion was J9135 Flight Lieutenant John Adair Woodward, who had completed five sorties (20 hours 15 minutes) and died of his wounds. On 7 October 1944 he was recommended for a Distinguished Flying Cross, but this could not be awarded as he had died of his wounds on the day of the action. No consideration appears to have been given to according him a posthumous Mention in Despatches. The sortie list and recommendation are transcribed here for the sake of a complete story.

3 September 1944 - Volkel (3.45, day)
6 September 1944 - Emden (3.50, day)
25 September 1944 - Calais (4.35, day)
26 September 1944 - Calais (3.35, day)
27 September 1944 - Bottrop (4.30, day)

On the 27th September 1944, this officer [Woodward] was pilot of an aircraft detailed to attack Bottrop. Over the target he was severely wounded by enemy fire. Although covered in blood and in extreme pain he held control until the bombs were dropped and the crew ordered to bale out. He then collapsed and the navigator took control of the aircraft. On the return journey Flight Lieutenant Woodward revived and attempted to carry on but the great loss of blood had dangerously weakened him. From his position in the rest compartment he directed, guided and encouraged his crew in their duties, setting an exemplary example by his coolness and courage.

Upon arrival over this country Flight Lieutenant Woodward again attempted to take over. The crew had to exercise force to hold him and to stem the bleeding that had started up again; the worst wound was so located that a tourniquet was impossible.

For his devotion to duty and to his comrades, for his example and fortitude under impossible odds he is strongly recommended for the award of the Distinguished Flying Cross (Immediate).

The aircraft in the Bottrop action was Halifax NP692 (QO-D), known as "The Devastating Dog". Airborne at 0737 hours from East Moor. Bombed from 19,000 feet at 0932 and almost immediately was hit by flak and bombs from another aircraft. F/L Woodward was critically injured and had to be helped from his seat by F/O D. McLennan. F/O Hay then took over the controls, course being set for RAF Woodbridge, Suffolk. This airfield was duly reached, at which point Woodward indicated he wished to assist with the landing. However, by this time he was too weak, but a crash-landing was accomplished at 1210 hours and without further injury. Sadly, the skipper died soon afterwards. F/O Hay received the DSO. The rest of the crew were Sergeant W. Bentley (RAF, Flight Engineer, Mentioned in Despatches), F/O G. Fox (RCAF, bomb aimer, Mentioned in Despatches), F/O D.B. McLennan (RCAF, WAG, Mentioned in Despatches), Sergeant P.E. Palmer (RCAF, air gunner, Mentioned in Despatches) and Sergeant C. Duffy (RCAF, no award).

Circumstances of Hay's Death: Halifax RG475 "L" took off at 1630 hours, 5 March 1945 to bomb Chemnitz. The crew completed their mission but crashed north of Walton-on-Maze on the return flight; there were no survivors. The crew were as follows:

S/L E.A. Hayes (pilot, 16 trips, 105 hours five minutes flown)
F/L J.G. Clouthier (second pilot, one trip, six hours 55 minutes flown)
F/O C.M. Hay, DSO (navigator, 19 trips, 119 hours 25 minutes flown)
P/O J.D. Ringrose (air bomber, 14 trips, 93 hours 15 minutes)
F/L G.R. Harris (WOP/AG, eight trips, 53 hours 45 minutes)
FS M.B. Nielson (air gunner, 14 trips, 89 hours 55 minutes)
FS G.M. Ordser (air gunner, eleven trips, 73 hours 30 minutes)
Sergeant D.M. Cooke (RAF, flight engineer, 14 trips, 93 hours 15 minutes).

The website "Lost Bombers" states that the aircraft was shot down by coastal flak. It also says that Clouthier was starting his third tour, having remustered from air gunner to pilot.

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HAY, Sergeant George Alexander (R76731) - **Mention in Despatches** - No.424 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Maryshire, Scotland, 10 November 1908. Lived in farm and educated in Scotland. Employed by Signals Corps as a civilian cook at Port Radium, 1937 to 1939. Private, Royal

Canadian Army Service Corps, September to November 1940. Enlisted Edmonton, 15 November 1940 as cook and posted to No.2 Manning Depot, Brandon. To No.1 ANS, Rivers, 6 December 1940. Promoted AC1, 1 April 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 December 1941. To "Y" Depot, 15 May 1942; to RAF overseas, 13 June 1942. Taken on strength of No.3 PRC, 25 June 1942 and joined their staff. Promoted Sergeant, 1 March 1943. To No.424 Squadron, 2 May 1943. Embarked for North Africa, 15 May 1943; disembarked in North Africa, 27 May 1943. Reclassified as Chef, 1 June 1943. Embarked from North Africa with No.424 Squadron, 25 October 1943. To Station Leeming, 5 January 1944. To No.144 Airfield, 22 April 1944. Went to the Continent four days after D Day. To No.126 Wing, 3 August 1944. To No.61 Base, 31 October 1944. Attached to RAF School of Cookery, Halton, 21 June to 17 July 1945 for course (hygiene, prevention of dysentery, construction of field stoves). Repatriated 10 September 1945. To No.8 Repair Depot, 21 September 1945. To Release Centre, 26 November 1945. Retired 28 November 1945. Died in Wetaskiwin, Alberta or Brandon, Manitoba, 13 October 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1993.

Assessments: "Good worker. Satisfactory in all respects as a tradesman but lacks the necessary self confidence and powers of leadership for a good senior NCO." (F/L T.G. Miller, No.126 Wing, 18 October 1944). To this, same day, is added the following: "This NCO worked hard but failed in his capacity as an NCO to maintain good discipline in his mess staff. No fault was found with him as a tradesman but the lack of neatness and discipline of cooks and stewards under him was drawn to his attention by the catering officer." (G/C G.R. McGregor).

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HAY, P/O Hugh Burns (J15707) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born 26 February 1916 in Edmundston, New Brunswick; home there. Enlisted Montreal, 20 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.15 EFTS; ceased training 17 December 1940 when posted to No.1 Manning Depot; to No.5 AOS, 31 January 1941; graduated 26 April 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 9 June 1941, having been posted to No.1 ANS on 7 June 1941; graduated 8 July 1941 when posted to Embarkation Depot. Attached an navigator to Ferry Command, 4 August 1941, at which time he had some 100 hours on Ansons. In crew that departed Dorval, 8 August 1941 with Hudson V9161 to Goose Bay; departed Goose Bay to Britain, 15 August 1941. Commissioned 20 June 1942. Promoted Flying Officer, 20 December 1942. Promoted Flight Lieutenant, 1 July 1944. Repatriated 4 July 1944. Remained in postwar RCAF (19815), being classified as a Medical Officer on 1 January 1949. Promoted Squadron Leader, 1 January 1950. Promoted Wing Commander, 1 September 1953. Promoted Group Captain, date uncertain. Died in Ottawa, 27 September 1969. RCAF photo PL-15884 (ex

UK-3629 dated 10 April 1943) taken after investiture, with Nursing Sister Theodore Conley, Campbellton, New Brunswick.

Pilot Officer Hay, as navigator, has participated in some outstanding attacks on enemy targets and has brought back some highly successful photographs. Undoubtedly a large measure of the excellent results obtained are due to the exceptional navigational skill displayed by Pilot Officer Hay. He has shown great devotion to duty.

NOTE: Public Records Office Air 2/9604 has recommendation dated 27 September 1942 when he had flown 23 sorties (160 hours 25 minutes) with sortie list and text more detailed than that published. The reference to a U-boat destroyed pertains to 17 July 1942 when **U-751** was attacked by Whitley "H" of No.502 Squadron and then Lancaster "F" (R5724) of No.61 Squadron. See Norman Franks, **Search, Find and Kill": the RAF's U-Boat Successes in World War Two** (London, Grub Street, 1995), pp.94-95.

8 April 1942 - Hamburg (7.50)
10 April 1942 - Essen (6.35)
13 April 1942 - Dortmund (7.45)
4 May 1942 - Cologne (7.10)
31 May 1942 - Cologne (4.30)
1 June 1942 - Essen (4.20)
3 June 1942 - Bremen (4.50)
7 June 1942 - GARDENING, Terschelling (3.00)
16 June 1942 - Essen (4.50)
20 June 1942 - Emden (4.30)
25 June 1942 - Bremen (5.45)
29 June 1942 - Bremen (5.10)
3 July 1942 - GARDENING, Helsingor (7.00)
8 July 1942 - Wilhelmshaven (4.45)
12 July 1942 - Danzig (10.05, day)
17 July 1942 - Atlantic patrol (9.35)
19 July 1942 - ditto (10.40)
26 July 1942 - Hamburg (7.30)
29 July 1942 - Saarbrücken (5.30)
1 August 1942 - Düsseldorf (4.05)
24 August 1942 - Frankfurt (5.25)
28 August 1942 - Nuremberg (7.00)
13 September 1942 - Bremen (5.25)

Pilot Officer Hay has flown as navigator to F/L P.R. Casement, DFC. As a team these two have produced some outstanding attacks on enemy targets and in many cases have brought back successful photographs to justify their claims.

One outstanding success was obtained against a U-Boat which was sunk by an attack made by this crew whilst carrying out anti-submarine patrols in the Bay of Biscay. A photograph was brought back showing the crew of the U-boat swimming in the water.

In addition they have brought back successful photographs taken whilst bombing at night, of the following targets: Bremen (two photographs plotted within three miles of the aiming point), Emden (two photographs plotted within three miles of the aiming point), Hamburg (one photograph within three miles of the aiming point), Dusseldorf (one photograph within three miles of the aiming point) and Nuremburg (photograph almost on the aiming point).

This has proved an outstanding crew and their example has gone far to inspiring other crews in the squadron. Undoubtedly, a large amount of the credit for the successes must go to the navigational abilities of Pilot Officer Hay. He has shown determination and devotion to duty throughout his tour of operations.

HAY, F/L Hugh Burns, DFC (J15707) - **Distinguished Service Order** - No.692 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944.

This officer has participated in a very large number of sorties, involving attacks on a wide variety of enemy targets. He has invariably displayed a high standard of courage and resolution. He has rendered much loyal and devoted service.

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HAY, WO2 John David (Can 2273A) - **Mention in Despatches** - No.22 Sub-Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 10 February 1918. Home in Vancouver; enlisted there 16 November 1937 as Instrument Maker. Promoted LAC, 1 July 1939. To No.3 Repair Depot, 15 December 1939. To No.111 (Coastal Artillery Cooperation) Squadron, 16 January 1940. Promoted Corporal, 1 March 1940. Promoted Sergeant, 1 October 1940. To No.120 (BR) Squadron, 8 February 1941. Promoted Flight Sergeant, 1 March 1941. To No.2 Equipment Depot, 30 May 1941. To Calgary, 15 September 1941. To No.11 Equipment Depot, 31 July 1942. To AFHQ, 25 November 1943. To No.11 Equipment Depot, 25 January 1944. Promoted WO2, 1 February 1944.. To No.3

Repair Depot, 31 January 1945. To No.22 Sub-Repair Depot, 2 February 1945. To No.8 Release Centre, 9 August 1945; retired 29 August 1945.

The initiative and energy displayed by this Warrant Officer has been reflected by the men under his command in their unmistakable efficiency in carrying out their duties. He has always been keenly interested in the welfare and improvement of his men, and spares no effort to assist them and others with whom his work is connected.

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HAY, F/L Malcolm MacMurray (J5328) - **Air Force Cross** - No.3 OTU - Award 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945 - Born at Saint John, New Brunswick, 12 February 1916 (RCAF press release announcing award). Educated there. Royal Bank teller, first in Saint John (March 1935 to December 1937), then Harvey Station, New Brunswick (December 1937 to February 1940) and finally in Montreal (February to September 1940). Enlisted at Montreal, 23 September 1940. To No.7 Equipment Depot, 22 September 1940. To No.2 ITS, Regina, 22 November 1940; graduated and promoted LAC, 3 January 1941; posted that date to No.2 EFTS, Fort William; graduated 20 February 1941 but posted that date to No.1A Manning Depot; to No.5 SFTS, Brantford, 5 March 1941; graduated and commissioned 16 May 1941. To Trenton, 7 June 1941. To Picton, 7 September 1941. To No.5 BGS, Dafoe, 18 September 1941 (staff pilot). To No.13 Operational Training Squadron, Patricia Bay, 10 January 1942 (operational training). To No.3 OTU, 31 March 1942 (pilot instructor, officer commanding Conversion Flight). Promoted Flying Officer, 17 May 1942. Promoted Flight Lieutenant, 1 November 1943. Attended Senior Instructor Course, Trenton, 8 February to 10 March 1944. To Eastern Air Command, 11 December 1944. To No.10 BR) Squadron, 5 January 1945. Attended No.1 Instrument Flying School, 10 March to 20 April 1945. To Torbay, 18 August 1945. To Yarmouth, 9 September 1945. With EAC Liberator Meteorological Flight, 10-30 September 1945. To No.8 Release Centre, 31 October 1945. Retired 15 November 1945. Died in West Vancouver, 30 January 1994, as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1995 and British Columbia Vital Statistics. No citation in AFRO or biographical file; the following recommendation (for a Commendation) from No.3 OTU dated 31 December 1943 was found in DHist file 181.009 D.1688 (PAC RG.24 Vol.20605):

Acting Flight Lieutenant Hay has completed 856 hours instructional flying on Stranraer flying boats since April 1940 [?] and has taken part in thirteen Air/Sea rescue sorties. A superior instructor, his energy and enthusiasm have always been an example to his fellow instructors.

This did not reach Priority List.

Recommendation for AFC raised 11 December 1944 when he had flown 1,972 hours ten minutes, 1,540 hours 55 minutes as instructor, 331 hours 20 minutes in previous six months.

Flight Lieutenant Hay has completed over fifteen hundred hours instruction on Stranraer and Canso "A" aircraft, during which time the whole output of flying boat pilots in the Royal Canadian Air Force since April 1942, when he joined No.13 OTU, must have passed through his hands as instructor or Flight Commander. His devotion to duty throughout has been an inspiration to all ranks.

This appears to have reached AFHQ but did not make the June Honours List. It must have been kept on file and been approved when New Year List was being prepared. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has final citation.

Flight Lieutenant Hay has completed over fifteen hundred hours instruction on Stranraer and Canso "A" aircraft. During that time as instructor or flight commander, every flying boat pilot in the Royal Canadian Air Force since April 1942 has passed through his hands. The contribution that this officer has made to flying training has been tremendous and his devotion to duty throughout has been highly meritorious and in keeping with the best traditions of the service.

Training: Interviewed 13 August 1940 by F/O M. Janin. "Very good pilot material. Bright lad, very keen. Clean and neat, also very smart. Should make good officer, apparently good mixer, Well recommended."

Course at No.2 ITS was 29 November to 23 December 1940. Courses in Mathematics (52/100), Armament, practical and oral (69/100), Visual Link ("B"), Drill (68/100) and Law and Discipline (74/100). "Average type - promising material." Placed 152nd in a class of 201.

Course at No.2 EFTS was 4 January to 20 February 1941. Tiger Moth aircraft - 29 hours 15 minutes dual, 31 hours 35 minutes solo. No time on instruments. Logged five hours in Link. "This man requires practice to gain more confidence. Instruments and powered approaches should be checked."

Ground courses in Airmanship (126/200), Airframes (72.5/100), Aero Engines (91/100), Signals, practical (97/100), Theory of Flight (95/100), Air Navigation (151/200), Armament, oral (144/200), and graded 170/200 on "Qualities as an Officer." Placed tenth in a class of 25. "This student is inclined to fly slowly and his acrobatics require considerable practice. His actual handling of his controls is good and he should develop into a good pilot with increase in confidence. His ground work has been average and his conduct entirely satisfactory."

Course at No.5 SFTS was 10 March to 16 May 1941. Anson aircraft. 34 hours 50 minutes day dual, 44 hours 40 minutes day solo, three hours 40 minutes night dual, six hours five minutes night solo. Was 16.35 on instruments; logged 20 hours in Link. "Has completed a good course as above average pilot. Tendency to fly on instruments during clear hood flying." (F/L W.W. Thompson). Ground courses Airmanship and Maintenance (104/200), Armament, written (88/100), Armament, practical (79/100), Navigation and Meteorology (142/200), Signals, written (83/100), Signals, practical (48/50). "Slightly above class average. He is keen and a food type." Placed 12th in a class of 52.

Course at No.13 Operational Training Squadron was 12 January to 5 April 1942. Flew Stranraer (25.30 as pilot, 17.05 as second pilot), Goose (4.55 as pilot, 2.45 as second pilot) and Bolingbroke (navigation training, 10.30 as second pilot). Courses in Signals (pass), DR Navigation (73/100), Reconnaissance (95/100), Coding (79/100), Patrol and Search (77/100), Seamanship (97/100), Meteorology (78/100), Ship Recognition (89/100), Astro (64/100) and Photography (90/100). "Has the proper temperament for an instructor. Is careful and good air experience. Above average Stranraer pilot (Day). Average student in ground exercises." (F/L C C. Austin, 6 April 1942).

NOTE: His career was not without incident. On 29 June 1941, at Central Flying School, Trenton, he leveled out too high in Harvard 1336, stalled into ground and then ground-looped, collapsing the port oleo leg. His log book was endorsed. On 20 November 1941, at No.5 BGS, he taxied Battle 1924 into Battle 1977; he was going too fast and again had his log book endorsed for "Error in Judgement". On 22 December 1941 he landed Battle 1839 wheels up after a scheduled drogue exercise - no injuries to either himself or R89899 LAC F. Hawthorne (drogue operator) - "Pilot Effort". An incident on 19 December 1943 was more favorable. On Stranraer 947, the rate of climb/descent indicator went unserviceable during night circuits. He realized his pupil was going to overshoot and took over the controls, intending to land past the flare path using his landing lamp. The aircraft would not descend properly and he found he was heading for an alternative flare float path. His starboard engine failed at 200 feet (icing). Nevertheless, he managed to put down with minimal damage and no injuries.

Applied for Pacific Star, citing a sortie, 15 July 1942 with No.13 OTU - Aircraft Carrier escort. Not granted.

Applied for Atlantic Star on the basis of flying with No.10 (BR) Squadron, commencing with Convoy Escort, 12 February 1945 and continuing to 9 August 1945. Atlantic Star approved.

A summary of his flying dated 10 January 1946 listed the following types and hours:

Tiger Moth (67.20)

Fleet (25.35)
Harvard I (17.20)
Harvard II (39.30)
Cornell (6.10)
Norseman (7.10)
Lysander (14.50)
Fairey Battle (85.45)
Anson I (135.00)
Anson V (38.55)
Crane (10.50)
Bolingbroke (18.15)
Hudson (47.05)
Goose (351.05)
Stranraer (514.25)
Canso A (606.40)
Dakota (31.35)
Expeditor (10.20)
Liberator (237.25)

Selected Assessments: "Is an officer of excellent personal character who is keen to do a good job; is rated an average pilot and retention is fully recommended." (G/C R.A. Delhaye, No.5 BGS, 4 January 1942)/

"This officer is employed as a Junior Seaplane Flying Instructor and is carrying out his work efficiently." (S/L D.E. Galloway, No.13 Operational Training Squadron, Patricia Bay, 10 July 1942).

"An excellent flying instructor who has displayed outstanding loyalty, energy and ability. Recommended for promotion to Acting Flight Lieutenant within the establishment of this unit." (W/C B.A. Fraser, No.3 OTU, 13 October 1943).

Tested as instructor on a Hudson, 21 February 1944 by F/L J.C. Cowans. By then he had flown 191.55 single engine solo, 65.20 single engine dual, 1,027.20 twin engine solo and 81.05 twin engine dual. Had logged 957 hours 40 minutes instructing on twin engine flying boats. Described under following headings - Sequence (Above Average), Voice (Clear), Manner (Interesting), Ability to Impart Knowledge (High Average), Ability as Pilot (High Average). "This officer has a good instructional manner and should have little trouble to qualify for a higher category later on." Awarded Category "B" (Twin Engine). W/C M. Lipson wrote that although he had no previous instructional rating, he had "no trouble picking up the sequences after a bot of work, and has developed a good instuctional manner. He had little difficulty converting to the various types of aircraft, and is a good average, steady pilot. At first his

airmanship was poor, but he improved steadily throughout the course to become a high average instructor.”

“He has been totally loyal and given maximum sustained effort at all times.” (W/C E.J.S. Jones, Patricia Bay, 12 October 1944)

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HAY, F/O Wellington Bart (J5489) - **Mention in Despatches** - Award effective 1 June 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1247/43 dated 2 July 1943. American in the RCAF; born 25 May 1917 at Oyster Bay, Long Island, New York. Home in Millbrook, New York. Enlisted Ottawa, 19 September 1940. To No.1 WS, 11 October 1940. To No.1 ITS, 15 November 1940; graduated and promoted LAC, 22 December 1940 when posted to No.4 EFTS; graduated 21 February 1941 but posted to No.4 Manning Depot. To No.9 SFTS, 9 March 1941; graduated and commissioned 28 May 1941. To Embarkation Depot, 9 June 1941. To RAF overseas, 21 June 1941. Appears to have been reported missing, 4 November 1942, then safe, 15 November 1942. Promoted Flight Lieutenant, 29 May 1943. Attained rank of Squadron Leader, 13 March 1944. Repatriated 19 May 1945. Retired 12 July 1945. RCAF photo PL-27170 (ex UK-9690 dated 17 May 1944) shows him alone. RCAF Photo PL-27171 (ex UK-9691 dated 17 May 1944) shows S/L Wellington B. Hay (new CO of No.417 Squadron) talking to one of his flight commanders, F/L George “Topsey” Turvey.

HAY, S/L Wellington Bart (J5489) - **Distinguished Flying Cross** - No.417 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944.

Squadron Leader Hay served with distinction throughout the last Western Desert campaign. More recently he has led his section against many difficult targets in Italy. He has always displayed outstanding coolness and resource and under his leadership the squadron has inflicted considerable damage on the enemy's lines of communications and mechanical transport.

RCAF Press Release No. 7277 by S/L K.A. MacGillvray, dated 7 November 1944 reads as follows:

WITH RCAF IN THE MIDDLE EAST - On the conclusion of his second distinguished tour of operations, which he finished as Commanding Officer of the crack RCAF “City of Windsor” squadron in Italy, Squadron Leader Wellington Burt Hay has been awarded the DFC. S/L Hay, an Anglo-American, was raised and educated in England but his parents, Mr. and Mrs. W.B. Hay, Sr., now reside in Millbrook, New York State.

S/L Hay achieved prominence early in his first tour more than two years ago when serving with an R.A.F. fighter squadron in the Western Desert. He was shot down into the sea, and made his way in his rubber dinghy to the shore-line deep behind the enemy lines. After hiding for some days, he set out for the British lines. His shoes became worn out and Hay completed the arduous journey with his rubber dinghy paddles fastened to his feet with torn strips of cloth, in lieu of footwear. For this exploit, he received a mention in dispatches.

Hay's subsequent operational career throughout his first and second tours included service in Tripolitania, Malta, Sicily, Italy, and the Anzio Beachhead. He relinquished his command of the "City of Windsor" squadron early last summer on the conclusion of his second tour. At present he is attached to a Training Unit of the Desert Air Force in an executive instructional capacity.

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HAYDEN, P/O William Vincent (J93873) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 25 July 1923 in Pembroke, Ontario; home in Toronto (clerk, sailor). Enlisted Toronto, 19 October 1942. Posted to No.1 Manning Depot, 6 December 1942. To No.18 Pre-Aircrew Education Unit, 14 February 1944. To No.2 WS, 2 April 1943. Promoted LAC, 5 May 1943. To No.4 BGS, 13 October 1943; graduated and promoted Sergeant, 29 November 1943. To "Y" Depot, 8 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Commissioned 22 January 1945. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. Promoted Flying Officer, 22 July 1945. Retired 22 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 15 April 1945 when he had flown 34 sorties (198 hours three minutes), 6 October 1944 to 20 March 1945.

6 October 1944 - Sterkrade (3.53) - Bombed through clouds
14 October 1944 - Duisburg (4.45) - Good bombing, many fires.
23 October 1944 - Essen (5.30) - Good attack
16 November 1944 - Julich (4.46) - Bombed as ordered
18 November 1944 - Munster (5.39) - Successful; fires seen
29 November 1944 - Essen (5.38) - Good bombing
5 December 1944 - Soest (6.20) - Bombed as ordered
12 December 1944 - Essen (5.21) - Successful attack
17 December 1944 - Duisburg (6.11) - Good results; fires

21 December 1944 - Koln/Nippes (5.50) - Bombed marshalling yard.
1 January 1945 - Dortmund (4.45) - Cloud; bombed as ordered.
5 January 1945 - Hanover (4.47) - Good attack.
6 January 1945 - Hanau (6.48) - Bombed target
14 January 1945 - Saarbrucken (6.37) - Duty carried out.
16 January 1945 - Magdeburg (5.51) - Many fires in target area.
4 February 1945 - Gelsenkirchen (5.35) - Good bombing.
7 February 1945 - Goch (6.23) - Master Bomber order not to bomb.
9 February 1945 - Wanne Eickel (5.47) - Bombed as ordered.
20 February 1945 - Reisholz (6.26) - Successful
21 February 1945 - Worms (6.48) - Heavy attack, many fires.
23 February 1945 - Essen (5.38) - Bombed target; fire and smoke.
24 February 1945 - Kamen (5.57) - Successful.
27 February 1945 - Mainz (6.21) - Good bombing.
2 March 1945 - Cologne (5.35) - Bombed in cloud.
3 March 1945 - Kamen (6.08) - Good results obtained.
5 March 1945 - Chemnitz (8.27) - Fires in target area.
7 March 1945 - Hemmingstedt (5.53) - Successful attack.
11 March 1945 - Essen (5.16) - Bombed as ordered.
12 March 1945 - Dortmund (5.43) - Good bombing.
13 March 1945 - Wuppertal (5.26) - Many fires in target area.
14 March 1945 - Homburg (6.05) - Duty carried out.
15 March 1945 - Hagen (6.11) - Good attack.
18 March 1945 - Witten (6.32) - Bombed target
20 March 1945 - Recklinghausen (5.11) - Severe flak damage to aircraft; bombed as ordered.

Pilot Officer Hayden has completed a tour of 34 operations as a wireless operator in Halifax II aircraft with No.158 Squadron. All of these sorties have been against the most heavily defended targets in Germany.

A technician of great skill, he has performed work of the highest order and his coolness and accuracy have frequently been vital factors in the successful completion of sorties and the safe return of his crew.

During the daylight attack on Recklinghausen on 20th March, 1945, when his aircraft was severely damaged by flak, he remained calm and efficient and his example inspired his colleagues.

In addition to efficiency and courage, Pilot Officer Hayden has shown an

irrepressible sense of humour which has been a first-class morale builder amongst all the men with whom he has worked. Even under heavy fire his humour has expressed itself.

It is recommended that this officer's excellent record of courage and conduct throughout his tour be recognized by the award of the Distinguished Flying Cross.

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HAYES, WO Jack Hewitson (R140172, later J86995) - **Distinguished Flying Cross** - No.254 Squadron - Award effective 9 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born Barrow-in-Furnham, 25 April 1921. Educated in Banff, 1927-1939. Home in Banff, Alberta. Worked in summers (1936-1938) as bellhop in Banff Springs Hotel. Chauffeur with Brewster Transport, 1939. Enlisted Calgary, 13 November 1941 and posted to No.3 Manning Depot, Edmonton. To No.4 ITS, Edmonton, 28 March 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.5 EFTS until 19 July 1942; graduated 11 September 1942 and posted 19 September to No. 15 SFTS; graduated and promoted Sergeant, 30 December 1942; to No.1 General Reconnaissance School, 22 January 1943; to No.32 OTU, Patricia Bay, 3 April 1943; to "Y" Depot, 10 July 1943; embarked from Canada, 16 July 1943; arrived in UK 22 July 1943. To No.132 OTU, 21 September 1943. To No.1 Torpedo Training Unit, 15 December 1943. To No.254 Squadron, 16 February 1944. Commissioned 28 April 1944; promoted Flying Officer, 28 October 1944. To No.132 OTU, 9 March 1945. To No.1668 Conversion Unit, 28 March 1945. To No.132 OTU, 30 April 1945. Repatriated 2 August 1945; released 21 September 1945. Died in Victoria, 2 December 1993; buried in Banff, Alberta.

Warrant Officer Hayes has completed numerous sorties and has displayed a high standard of efficiency throughout. His fine fighting spirit was well illustrated on a recent occasion when single handed he engaged a force of six enemy aircraft, one of which he shot down. He has set an inspiring example.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 17 May 1944 when he had flown eleven sorties (31 hours).

On the afternoon of May 15th, 1944, Warrant Officer Hayes was engaged on a reconnaissance of enemy shipping. In the neighbourhood of Heligoland he observed high flying enemy fighters and almost immediately afterwards spotted a convoy. Whilst flying to investigate this convoy he noticed six enemy aircraft approaching him from the sea at low altitude. He believed them to be enemy fighters bent on an attack on himself. Although there was adequate cloud cover

Warrant Officer Hayes had no hesitation in turning towards the enemy preparatory to making a head-on attack. It was only then that he recognised the aircraft, which he had previously thought to be Junkers 88s, as mine-sweeping Junkers 52s.

He pressed home his attack with courage, skill and determination and succeeded in damaging one of the leading aircraft and shooting another down into the sea.

His fine example is an inspiration to others in the squadron and he is strongly recommended for the immediate award of the Distinguished Flying Cross.

This was supported by the Officer Commanding, Station North Coates (17 May 1944) and the Air Officer Commanding, No.16 Group (19 May 1944 before approval by the Air Officer Commanding-in-Chief, Coastal Command (21 May 1944).

Coastal Command Intelligence Summary for the week of 13-20 May 1944 identifies his aircraft as V/254, time of combat 1505 hours, position 54° 02' North, 08° 10' East (southeast of Heligoland) and reads as follows:

Aircraft on anti-shipping patrols sighted Ju.52s fitted with minesweeping rings and flying in two vic formations, one behind the other. Pilot decided to fly through the formation and break it up. "V" attacked the leading enemy aircraft, opening fire at 1,000 yards and estimating hits on the nose of the enemy aircraft. "V" then broke up the formation and attacked the port enemy aircraft of rear vic formation, scoring cannon strikes on fuselage. As our aircraft flew over this enemy aircraft was seen to ditch. No return fire experienced from any of the enemy aircraft.

Notes: Accident, 7 November 1944, North Coates, following a daylight A.L.T. exercise (whatever that is). Category AC (for repair by contractor's party). Beaufighter RFX, serial not shown. At the time he had 600 hours (254 on Beaufighters). "I was coming in to land on the West to East runway with a cross wind of about 70 degrees. In order to stop drift I was crabbing at about 40 degrees to the runway. When near the ground I straightened the aircraft and cut the throttle which resulted in a fairly heaving [heavy ?] landing on the port wheel. The aircraft ran along and then started to swing to the starboard and when I was trying to stop this with throttle and brake, the tail wheel and then the port wheel collapsed, followed by the starboard wheel collapsing." It was noted that he was landing in a strong cross wind gusting to gale fore. "It is considered that the pilot inadvertently raised his undercarriage after landing. This is borne out by the C.T.O.'s report, and the fact that the tail wheel retracted first."

Application for 1939-1945 Star gave 10 March 1944 as date of first sortie. Application for France and Germany Star gave first sortie (after D Day) as 16 June 1944.

Assessed 15 March 1945 at No.254 Squadron; had flown 668 hours (146 in previous six months). "A young officer, lacking in personality. Not yet aware of his responsibilities as an officer. Needs tuition. Has done well in operational flying." (S/L D.L. Cartridge).

Assessed at No.132 OTU, 3 July 1945 when he had flown 664 hours 25 minutes, "An average officer and instructor with no outstanding qualities." (W/C A.L. Wiggins).

On repatriation form dated 7 July 1945 he stated he had flown 46 sorties (152 operational hours) and 204 non-operational hours. Last sortie was 14 February 1945. Types flown overseas were Beaufort (eight hours) and Beaufighter (352 hours).

Training: Interviewed 12 November 1941 in Calgary by P/O J.F. Macmillan - "Good appearance, pleasant personality, athletic (ski instructor), has necessary qualifications - recommended."

Course at No.4 ITS was 27 April to 19 June 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 748 of a possible 1,000 points. Placed 64th in a class of 79. "Grade XI, Commercial. Ski Instructor and chauffeur. Average sports (skiing and hunting). Father in service, 1914-1918. Eager, shy, slightly nervous and sense of humor. Recommended NCO."

Course at No.5 EFTS was 20 July to 11 September 1942. Tiger Moth aircraft - 11.55 dual to first solo, total 32.20 day dual, 27.20 day solo, 4.40 night dual, 55 minutes night solo. Was 10.10 in instruments. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 553 points of a possible 700. Placed 21st in a class of 35. "High average ground school, good worker, tries hard but slow to learn. Has shown rapid improvement at the end of course. Conduct very good, possible officer material." (J. Patton).

Course at No.15 SFTS was 13 September to 30 December 1942. Cessna Crane aircraft - 4.35 dual to first solo, 62.10 total day dual, 73.10 day solo, 10.30 night dual, 6.50 night solo. Was 26.20 on instruments and 6.55 in formation. Logged 25 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 517 points of a possible 750. Placed 45th in a class of 65. "Average pilot who is inclined to be careless and forgetful." (C.W. Burgess, Chief Instructor). "An average student who is neat and whose deportment is good, but he is not outstanding. Recommended for commission." (W/C N.E. Kennedy).

Course at No.1 GRS was 25 January to 27 March 1943. Anson aircraft - 40 hours 45 minutes. Graded under the following headings - DR Navigation Intermediate (56/100 on supplemental), DR Navigation Final (183/300), DR Navigation Air Work (193/300), Reconnaissance (126/200), Reconnaissance Air Work (54/100), Astro Navigation (56/100), Compasses and Instruments (124/200 on supplemental), Meteorology (119/200), Signals (72/100), Coding (67/100), Ship Recognition (136/200), Photography (71/100) and Visual Signals (Pass). Placed 17th in a class of 19. "This pupil worked hard but is weak in ground subjects. His marks reflect his true ability. Found difficulty in assimilating lectures and will need careful watching and guidance. Inclined to be weak in the air and requires further navigational experience before reaching the proficient stage."

Course at No.32 OTU was 5 April to 25 June 1943. Oxford aircraft (5.10 day dual, 3.15 day as captain, 1.30 night dual) and Hampden (68 hours as first pilot by day, 5.35 as second pilot by day, 16.50 as first pilot by night). Dropped twelve bombs low level in sticks of four. Fired 400 rounds air-to-ground. Carried out six exercises in dummy torpedo dropping, 18 aiming practice exercises and 24 light torpedo exercises. Ground courses in Recognition and coding (61 percent), Warship Recognition (62 percent), Merchant Vessel Recognition (69 percent), Aircraft Recognition (80 percent). Armament (78 percent), Torpedoes (65 percent), Signals (63 percent), Morse (90 percent) Aldis (Pass) and Tactics (72 percent). "Average results. A conscientious pupil with a fair amount of personality. Not brilliant."

Course at No.132 OTU was 22 September to 15 December 1943. Beaufort aircraft - 1.55 day dual to first solo, 5.20 total day dual, 3.20 day solo, followed by Beaufighter (40.55 day solo). This included 4.10 in formation. At night he again began on Beaufort (2.35 dual, 1.00 solo) followed by Beaufighter (11.20 solo). Logged 21.30 in Link. Rated in General Flying (281/400), Applied Flying (138/200), Instrument Flying (175/250), Night Flying (68/100); and Link (38/50). Ground marks were in Airmanship (213/300), Armament (243/300), Ship Recognition (82/100), Navigation (165/200) and Signals (84/100). "An average pilot - no outstanding faults."

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HAYES, Sergeant Joseph Anthony (R76161) - **Air Force Medal** - RCAF Station Mountain View - Awarded 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/53 dated 14 September 1945. Born 20 June 1914. Home in St. John's Newfoundland. Enlisted at Halifax, 30 October 1940 for General Duties. To No.4 BGS, 7 December 1940. Promoted AC1, 30 January 1941. Promoted LAC, 30 April 1941. To No.6 BGS, 20 June 1941. Promoted Corporal, 1 October 1941. Promoted Sergeant, 1 May 1943. To Halifax, 21 September 1945. Retired 27 September 1945. Died 2 September 1967. Reported as having flown 1,044 hours to date of award.

This non-commissioned officer has proved himself to be a capable and reliable drogue operator for more than four years. Flying many hours during the peak of flying training he has consistently displayed great efficiency in his work. His excellent example, boundless enthusiasm, and exemplary conduct have won him the respect of all his operators. The high sense of duty he has at all times shown is most commendable.

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HAYLETTE, W/C Arthur Donald (C2986) - **Air Force Cross** - No.2 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944 - Born 26 February 1912 at Royson, Norfolk, UK (RAF Ferry Command records), educated there and University of Western Ontario. Home at Bracebridge, Ontario. Owned his own air business, 1937-1938. Enlisted at Camp Borden, November 1939. Attached to Ferry Command, 25 June 1942; departed Montreal on 26 July 1942 with B-25C FL704 which he flew to Goose Bay; Departed Goose Bay to Britain, 30 July 1942. As of date of award had flown 2,660:55 hours - 2,427:25 instructional hours, 152:25 hours in past six months. Remained in RCAF Auxiliary after the war (120732). Awarded Queen's Coronation Medal, 23 October 1953, with No.420 Squadron.

This officer, now a chief instructor, has served for more than four years in various capacities in flying instruction work. At all times the performance of his duties has been outstanding. His devotion to duty and his ability, both as a pilot and instructor, have been an inspiration to all who have served under him.

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HAYLEY, F/O Derek (J28768) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born in Southport, England, 26 April 1920; home in Lyon Park, Orlington, Virginia (life guard). Enlisted Windsor, 6 August 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 18 September 1942. To No.5 ITS, 5 December 1942; graduated and promoted LAC, 20 February 1943 but not posted to No.1 AOS until 6 March 1943; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 22 January 1945; to No.9 AOS, 6 March 1945; to Release Centre, 15 April 1945; retired 2 May 1945.

Flying Officer Hayley has participated in numerous attacks against important and well defended targets in Germany. On several occasions he has acted as leading

navigator with great success. On one occasion, in November 1944, his aircraft was severely damaged in an encounter with an enemy fighter while en route to the target and suffered further damage by anti-aircraft fire when leaving the target area. This officer's fine navigational ability played a large part in the safe return of the aircraft. At all times he has displayed a fine fighting spirit and cheerful and courageous devotion to duty.

NOTE: Public Records Office Air 2/9050 has recommendation dated 14 December 1944 giving sortie list (31 trips, 30 successful, 169 hours five minutes on operations) with a more detailed text than that which was published:

18 July 1944 - Caen
19 July 1944 - Thivernay
20 July 1944 - Courtrai
23 July 1944 - Kiel
24 July 1944 - Donges
26 July 1944 - Givors
28 July 1944 - Stuttgart
1 August 1944 - Mont Condon
2 August 1944 - Bois de Cassan
14 August 1944 - Brest
15 August 1944 - Gilzeriven
16 August 1944 - Stettin
18 August 1944 - Cassan
19 August 1944 - La Pallice
25 August 1944 - Darmstadt
26 August 1944 - Konigsburg
31 August 1944 - Rollencourt
5 September 1944 - Brest harbour
23 September 1944 - Dortmund-Ems Canal
26 September 1944 - Karlsruhe
27 September 1944 - Kaiserlauten
5 October 1944 - Wilhelmshaven (recalled)
6 October 1944 - Wilhelmshaven
7 October 1944 - Flushing
11 October 1944 - Flushing
19 October 1944 - Nuremburg
23 October 1944 - Flushing
6 November 1944 - Gravenhorst
11 November 1944 - Harburg

21 November 1944 - Ladbergen
22 November 1944 - Trondheim

Flying Officer Hayley in completing his first tour of 30 operational sorties has flown 169 hours during which he has carried out attacks on German targets such as Kiel, Stuttgart, Stettin, Konigsburg, Wilhelmshaven and Nuremburg. He has also taken part in a considerable number of attacks on enemy strong points and communications during the Battle of France and the Low Countries.

On several occasions he has been selected as lead navigator with outstanding success. His navigation, throughout his tour, has been particularly accurate and undoubtedly has contributed greatly to the many successful attacks in which he has taken part.

On the night of 11/12th November 1944, his aircraft was severely damaged by a fighter immediately before the run in to bomb Harburg. The target, however, was successfully attacked. After bombing, the aircraft was hit by flak, causing further damage, but Flying Officer Hayley skilfully navigated the aircraft back to base, a difficult task as rudder damage made accurate course steering impossible.

Flying Officer Hayley has at all times shown outstanding determination and aggressiveness against the enemy, and the unflinching accuracy of his work has been an example to his comrades.

He is a United States citizen who voluntarily joined the Royal Canadian Air Force prior to the entry of the United States into the war. For his cheerful and courageous devotion to duty, and the fine example he has set for his comrades to follow, Flying Officer Hayley is recommended for the award of the Distinguished Flying Cross.

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HAYS, P/O Raymond Morris (J88928) - **Distinguished Flying Cross** - No.544 Squadron (deceased)
- Award effective 24 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. American in the RCAF. Born 30 October 1913 in Ashland, Oregon; home in Long Beach, California. Mechanic (one year), truck driver (one year) and oil drilling meter reader (nine years). Had attended night school for four years (oil and geology). Enlisted in Winnipeg, 25 June 1941 and posted that day to No.1 Manning Depot, Toronto. To No.6 ITS, Toronto, 11 October 1941. Promoted LAC, 6 December 1941. Taken on strength of No.20 EFTS, Oshawa, 7

December 1941; assessed as "Slow to learn and a bit careless, when pressed does a good job. Likes aerobatics but needs more practice. Instrument flying is average". Placed 68th in a class of 77. Taken on strength of No.16 SFTS, Hagersville, 1 March 1942. Graduated and promoted Sergeant, 19 June 1942 (placed 24th in a class of 36). Remained at No.16 SFTS until 6 July 1942 when posted to No.4 AOS, London. Remained on strength of that unit until 17 May 1943. Taken on strength of "Y" Depot, 18 May 1943. Embarked from Canada, 23 June 1943. Disembarked in United Kingdom, 1 July 1943 and posted to No.3 PRC, Bournemouth. To No.15 (P) AFU, 2 November 1943. Attended No.1 Beam Approach School, 9 February to 22 February 1944 before being returned to No.15 (P) AFU. On leaving No.15 (P) AFU he was described thus: "A very keen course pilot who throughout the course has shown great interest; is most anxious to learn all he can about flying. His flying generally is of a high average, has confidence and good control applying good airmanship. Should make a very good operational pilot." (W/C L. Robinson). To No.8 (Coastal) OTU, 11 April 1944. Commissioned 11 July 1944. To No.544 Squadron, 13 July 1944. Killed in action 30 March 1945 (Mosquito MM396); buried in United Kingdom.

This officer was the pilot of an aircraft detailed for a reconnaissance covering the Leipzig area in March 1945. Whilst over the target, two enemy fighters attempted to close in. Pilot Officer Hays took violent evading action. Much height was lost. At this stage another enemy aircraft joined the fight. Pilot Officer Hays manoeuvred with great skill and although his aircraft was hit he succeeded in evading the attackers. The starboard engine had been badly damaged but course was set for home. Later on the return flight the aircraft was attacked by another fighter. Pilot Officer Hays manoeuvred with superb skill. Although the aircraft sustained further damage and the navigator was wounded, this pilot succeeded in evading the fighter. He afterwards flew to a landing ground in Allied territory. This officer, who has completed many sorties, has consistently shown courage and resolution.

NOTE: On 5 April 1943 he wrote to RCAF Headquarters, Ottawa, inquiring about possible release from the RCAF and transfer to U.S. Army Air Corps Ferry Command. S/L A.H. Hull noted, "Nothing can be done until agreement reached between U.S.A. and Canada on policy for releasing further Americans." It appears that American authorities were prepared to accept him, but he changed his mind and decided to go overseas with the RCAF. There is a curious letter on file indicating that a former wife in Long Beach (with his two children, aged nine and eleven) was trying to get support from him. He appears to have remarried overseas - W471215 LAW Beatrice (Twinn) Hays, herself in MT Section at No.43 Group Headquarters, Oxford. On 13 June 1944, at Station Dyce, he signed a document worth quoting:

I, Raymond Morris Hays, a citizen of the United States of America, serving as an airman of the Royal Canadian Air Force, do hereby declare that I am willing to

continue my service in the Royal Canadian Air Force for the duration of the present war, and for the period of demobilization thereafter, should His Majesty so long require my services; and I further declare that I fully understand that so long as my services are so required by His Majesty no application by me to transfer to the Force of the United States of America will be entertained.

On 20 May 1944 he was involved in an accident at No.8 (Coastal) OTU involving Mosquito DZ342. At the time he had flown 832 hours (all types) including 22 hours on Mosquitos. He was preparing for a cross-country flight with FS E.F. Aldous and had carried out his cockpit check. As he ran up the engines, the starboard undercarriage collapsed, severely damaging the aircraft. No defect or fault could be found. He maintained that the undercarriage lever had not been touched, but the CFI (W/C D. Devitt) noted "the undercarriages do not collapse without good reason". The Group Captain at Dyce wrote (23 May 1944) that a similar accident had happened on 30 September 1943 and that no explanation had been forthcoming at the time.

On 22 May 1944, again at No.8 (Coastal) OTU, he had problems with Mosquito W4066 (a Mark I). He was to perform a high level photo exercise over southwest England and was airborne (with Aldous) from Dyce at 1000 hours. Trouble was experienced with the coolant temperature on the starboard engine, when necessitated opening the radiators. When the temperature reached 120 degrees he feathered the starboard engine; unfeathered at 60 degrees, and feathered again when the temperature rose again. He finally made an emergency landing at Station Babdown Farm. The problem was a technical failure, the starboard engine having developed an internal coolant leak - a common situation with the Merlin 21.

He had another adventure on 23 December 1944 (Mosquito NS698, navigator F/L E.J. Butchart). By then he had 1,400 hours flown (200 on Mosquitos). He was returning from a daylight photo operation in conditions of poor visibility and low cloud. He was short of fuel but, based on gauge readings and time airborne, judged that he had sufficient fuel to reach base. Near Reading the main tanks ran dry and he switched to outer tanks. The port engine picked up, but not the starboard. When making the switch, the outer tanks abruptly changed from reading 20 gallons to reading empty. He attempted an emergency single-engine landing at Woodley, but the field was too small and he crashed (Category AC). He was only 15 minutes from Benson. W/C D.W. Steventon did not hold Hays responsible.

His death on 30 March 1945 occurred at 1425 hours (Mosquito MM396, observer F/O Donald South). He had been detailed for a photo reconnaissance of the Bornholm (Denmark) area. At the time he supposedly had 1,079 hours (all types) of which 321 hours were on Mosquitos. However, the accident investigation report detailed his flying as 994 hours as captain of aircraft and 285 hours 55 minutes as captain of Mosquito aircraft (150 hours 15 minutes in previous six months). On the other hand, his logbook recorded a total of 1,263 hours 50 minutes (32.15

single-engine day dual, 32.10 single-engine day solo; 3.05 single-engine night dual; 131.05 multi-engine day dual, 747.15 as first pilot on multi-engine day; 50.50 as second pilot on multi-engine day flying; 17.45 on multi-engine night dual, 232,30 as captain on multi-engine night flying; 16.55 as second pilot on multi-engine night flying, plus 69.55 as passenger; 69.45 dual flying in cloud flying, and 25.00 as captain in cloud flying.

The aircraft crashed 1.5 miles west of Benson almost immediately after takeoff. Witnesses stated that the aircraft took off normally with a heavy load. On becoming airborne it apparently had difficulty gaining height, as if the engines were not delivering full power. At an altitude of 20-30 feet it stalled over some high tension wires, dipped its starboard wing and crashed into the ground. The fuel ignited and it was burned out. One paragraph of the report is especially interesting:

The cause of the accident is obscure. There is no direct evidence of technical failure. The pilot of this aircraft was the last pilot to fly the aircraft, having done six hours 25 minutes on March 24th. There are no complaints in the Form 700. It is observed that the pilot flew 28 hours 55 minutes between March 20th and March 27th. The court consider that on high flying this amount of work would tend to put excessive strain on the pilot. It is also observed that the pilot was badly shot up on March 16th and crash-landed at Lille.

Others did not agree as to excessive fatigue, although it was noted that the Mosquito had been "flying in a semi-stalled condition from the moment of take-off." Unfortunately, too much had been destroyed (including throttle controls) to make definitive statements as to power settings, partial power failure, or whatever else might have contributed to the crash.

His log book exists and records the following sorties:

27 July 1944 - with Sergeant Phillips - NS502 - northern France (2.15, day)
31 July 1944 - do. - MM285 - ports Bordeaux and Bayonne (4.30, day)
3 August 1944 - do. - NS502 - St. Symphorten-Romans-Geneve-Mornins (?) - Aspres (5.20)
6 August 1944 - do. - MM307 - Bordeaux (4.35)
8 August 1944 - do. - LR417 - Nantes-La Rochelle (3.30)
10 August 1944 - do. - MM285 - Paris area (4.05)
11 August 1944 - with Flight Sergeant Phillips - MS633 - Nantes (3.45)
12 August 1944 - do. - MM234 - Bordeaux (3.40)
24 August 1944 - do. - MM231 - Dijon (3.50)
25 August 1944 - do. - NS633 - Dijon (4.05)
26 August 1944 - do. - MM307 - Strasbourg (4.05)
28 August 1944 - do. - LR417 - Laon (3.15)

6 September 1944 - do. - MM273 - Rotterdam (3.35)
13 September 1944 - do. - MM285 - Rostock-Stettin-Berlin (5.10)
19 September 1944 - do. - NS137 - Norway, Kirstiansund-Nansos (6.50)
27 September 1944 - do. - NS500 - Franck (?), Bordeaux (4.25)
19 November 1944 - do. - MM283 - Waren area (5.00)
10 December 1944 - do. - MM276 - Stettin area (5.05)
22 December 1944 - do. - MM240 - Breslau (6.00)
23 December 1944 - F/L Butchart. - NS689 - Berlin (5.40)
26 December 1944 - F/L South - MM283 - Germany (3.30)
5 January 1945 - Flight Sergeant Phillips - MM273 - Stettin-Denmark (5.30)
13 January 1945 - do. - MM283 - Stettin-Frankfurt-Mannheim (5.20)
4 February 1945 - do. - MM303 - Denmark (4.15)
6 February 1945 - do. - MM285 - "Ops", Base - San Severo (2.30)
7 February 1945 - do. - MM285 - "Ops", San Severo-Albatross (3.10)
9 February 1945 - do. - NS803 - "Ops", Albatross-San Severo (3.05)
10 February 1945 - do. - RF981 - "Ops", San Severo - Base (4.35)
22 February 1945 - do. - MM285 - Hamburg (4.05)
24 February 1945 - do. - MM273 - Copenhagen-Stettin (5.10)
28 February 1945 - do. - MM276 - Frankfurt (4.05)
2 March 1945 - do. - RF795 - Hamburg (4.10)
4 March 1945 - do. - MM276 - Leipzig-Dresden-Dison area (4.20)
12 March 1945 - do. - RG133 - Denmark (4.45)
16 March 1945 - do. - NS795 - Leipzig-Dresden (5.30, "Shot down by ME.163s; landed Lille."
17 March 1945 - flown from Lille to base in PG133 or RG133 by S/L White (1.00)
18 March 1945 - F/L South - RF981 - special area, The Hague (2.45)
20 March 1945 - do. - LR971 - Danish coast, Bremerhaven, Cuxhaven, Hamburg (4.30)
22 March 1945 - do. MM273 - Sadnitz (?) - Gyndia-San Severs (6.00)
23 March 1945 - do. - MM273 - La Spezia-Genoa (4.20)
24 March 1945 - do. - MM396 - Kristiansund-Lista-Egersund-Haugesund-Stavenger-Bergen (6.25)
26 March 1945 - do. - RG115 - Hamburg-Wismar-Copenhagen (5.30)

On 17 March 1945, Air Commodore D.J. Waghorn (Air Officer Commanding, No.106 Group) wrote the following to Station Benson with particular reference to P/O R.M. Hays and FS M. Phillips:

I wish to express my admiration for the extreme fortitude and stamina, not to mention first-rate flying ability, shown by Pilot Officer Hays of No.544 Squadron, on Sortie 106G/4850 of 16th March 1945, over Gotha and Lutzkendorf.

The evasive action taken in avoiding further fire from the 163s seems to have [put] the aircraft to a very great test, and it is, at least, of value to all to realise that a Mosquito is capable of standing up to a true air speed of approximately 600 m.p.h.

Throughout this sortie, Pilot Officer Hays obviously showed the greatest initiative and coolness, and he is to be congratulated on bringing his aircraft back under the most hazardous conditions.

I should like this sorties to be brought to the notice of all air and ground crew, as a first-class example of the excellence of our aircraft and the airmanship of our aircrew.

I wish my personal congratulations to be given to Pilot Officer Hays.

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HAYS, F/L William McBride (J22985) - **Commended for Valuable Services** - No.19 EFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 19 December 1919. Home in Amisk, Alberta. Enlisted Edmonton, 5 May 1941 and posted to No.2A Manning Depot. To Bo.2 BGS, 8 June 1941. To No.4 ITS, 26 July 1941; graduated and promoted LAC, 30 August 1941 when posted to No.5 EFTS; graduated 25 October 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 16 January 1942; to Trenton, 20 February 1942. To No.18 EFTS, 24 April 1942. Commissioned 17 November 1942. To No.19 EFTS, 1 December 1942. Promoted Flying Officer, 17 May 1943. Promoted Flight Lieutenant, 15 October 1943. To No.18 SFTS, 9 November 1944; to No.12 SFTS, 29 November 1944; to No.7 OTU, 1 February 1945; to "Y" Depot, 26 April 1945; to UK, 8 May 1945; repatriated 9 July 1945. Released 17 September 1945. Postwar airline pilot with TCA/Air Canada. Died at Bowen Island, British Columbia, 13 February 2006.

This officer, for a period of two years, has shown consistent devotion to duty. His marked ability as an instructor and organizer has been an excellent example to all ranks.

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HAYTON, Corporal Arthur Sterling (R51006) - **British Empire Medal** - No.4 SFTS - Award effective 11 June 1942 as per **Canada Gazette** of that date and AFRO 1000-1001/42 dated 3 July 1942. Born 2 July 1907. Home in Saskatoon; enlisted there 18 October 1939 as Fitter (Aero Engines). Promoted AC1, 29 February 1940. Promoted LAC, 1 December 1940. To No.4 SFTS,

20 December 1940. Promoted Corporal, 1 May 1942. Promoted Sergeant, 1 July 1942. To Aircraft Inspection Detachments, 8 July 1942. To No.9 SFTS, 12 August 1942. To No.8 Repair Depot, 9 January 1943. To Release Centre, 4 September 1945. Released 7 September 1945.

By prompt action on the part of R51006 Corporal Hayton, A.S., in bringing fire extinguisher to play upon the blaze at a very close range, with utter disregard for his personal safety, Service crews were able to rock the aircraft off the jacks and get it outside the hangar. He thus prevented total destruction by fire of the hangar and eighteen aircraft. Due to his act of bravery, Corporal Hayton suffered second degree burns. The above outstanding act took place at No.4 Service Flying Training School, Saskatoon, on 18 June 1941.

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HAYWARD, WO Frederick Robert (R105406, later J88949) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born at Elmsdale, Ontario, 1921; home there (farmer). Enlisted Toronto, 30 May 1941. Trained at No.9 BGS (graduated 9 October 1942). To "Y" Depot, 10 October 1942. To RAF overseas, 23 November 1942. Commissioned, 9 August 1944. Repatriated 2 February 1945. Promoted Flying Officer, 9 February 1945. Retired 10 October 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 10 April 1944 when he had flown 36 1/3 sorties (187 operational hours):

23 May 1943 - Dortmund
24 May 1943 - Dusseldorf
12 June 1943 - Bochum
19 June 1943 - Le Creusot
21 June 1943 - Krefeld
27 July 1943 - Hamburg
29 July 1943 - Hamburg
2 August 1943 - Hamburg
10 August 1943 - Nuremburg
12 August 1943 - Turin
16 August 1943 - Turin
23 August 1943 - Berlin
27 August 1943 - Nuremburg
30 August 1943 - Munchen Gladbach
31 August 1943 - Berlin

22 September 1943 - Hanover
23 September 1943 - Mannheim
27 September 1943 - Hanover
29 September 1943 - Bochum
3 October 1943 - Kassel
8 October 1943 - Bremen
11 November 1943 - Cannes
23 November 1943 - Berlin
25 November 1943 - Frankfurt
3 December 1943 - Leipzig
20 December 1943 - Frankfurt
23 December 1943 - Berlin
5 January 1944 - Stettin
21 January 1944 - Magdeburg
15 February 1944 - Berlin
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
18 March 1944 - Frankfurt
24 March 1944 - Berlin
18 April 1944 - Rouen

Warrant Officer Hayward is a most capable and efficient Air Gunner who has shown great tenacity and determination when flying on operations. Many of the numerous bombing attacks he has taken part in have been against heavily defended targets and his crew have been engaged in a most vital role. His enthusiasm to engaged the enemy and his coolness in face of strong opposition have been a great encouragement to his crew. In recognition of his devotion to duty throughout many sorties, Warrant Officer Hayward is recommended for a non-immediate award of the Distinguished Flying Cross.

RCAF Press Release No. 8156 dated 8 January 1945 from F/O George Sinclair reads:

WITH RCAF IN BRITAIN: -- In two years overseas, Pilot Officer F.R. Hayward, Emsdale, Ontario, has done two full tours of bombing operations against Germany, and now he is at an RCAF repatriation depot on his way home.

Serving with a crack Lancaster squadron, the air-gunner took part in many of the RAF's biggest attacks. In a raid on Freidrichshaven, when he was mid-upper

gunner, the rear-gunner lost consciousness when his oxygen supply was knocked out and Hayward took his place after assisting him out of his turret. Crossing the Dutch coast on the way to a German target last summer, "Something exploded right underneath the aircraft", Hayward says. "We never did find out whether it was a fighter or anti-aircraft fire. All four engines burst into flames and we started to dive. One of the fires went out, but we had to stop the other three engines and use the automatic fire extinguishers. We lost height pretty rapidly and crashed into the North Sea.

"We were lucky – it was warm and calm, so we got into our dinghy and were pretty comfortable. We floated around from two o'clock in the morning until eight o'clock next evening. Then a Walrus flying boat found us and we were in hospital within two hours."

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HAYWARD, F/L Robert Kitchener (J12324) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born in St.John's, Newfoundland, 12 November 1915; home there. Enlisted Halifax, 3 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.3 EFTS; graduated 13 September 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 1 January 1941. To No.2 SFTS to instruct, 26 February 1941. Commissioned 15 June 1942. To "Y" Depot, 18 September 1942. To RAF overseas, 13 October 1942, arriving overseas 27 October 1942. Promoted Flying Officer, 15 December 1942. Joined No.401 Squadron March 1943; promoted Flight Lieutenant, 16 February 1944; to No.411 Squadron, May 1944 and appointed Commanding Officer on 5 August 1944 when promoted Squadron Leader. Repatriated to Canada, 28 October 1944. To No.2 SFTS, 14 December 1944. To No.1 Air Command, 13 May 1945. To No.16 SFTS, 23 May 1945. To Release Centre, 16 October 1945. Released 16 November 1945. Chris Shores, **Aces High** (2nd edition) lists his victories with serials of Spitfires flown: **19 July 1943**, one FW.190 probably destroyed (BM362, shared with three others); **19 February 1944**, one Me.210 destroyed (MJ123); **15 March 1944**, one FW.190 destroyed, one FW.190 damaged, one Me.410 damaged (shared with F/O D.D. Ashleigh, all on MJ123); **24 April 1944**, one Bf.110 destroyed (shared with Ashleigh, MJ282); **28 June 1944**, two FW.190s destroyed plus one FW.190 damaged (NH344); **1 July 1944**, one Bf.109 damaged (NH344); **4 July 1944**, one FW.190 destroyed plus one FW.190 and one Bf.109 damaged (NH344). Photo PL-28539 (ex UK-9505 dated 6 April 1944) shows him standing beside Spitfire on which he scored his victories of 15 March 1944. PL-47291 (ex UK-16465) shows portrait by Robert Hyndman.

This officer has participated in a large number of varied sorties. He has displayed a high degree of skill and courage and his example has been most inspiring. He is a bold and resolute fighter and has shot down four enemy aircraft.

HAYWARD, S/L Robert Kitchener, DFC (J12324) - **Distinguished Service Order** - No.411

Squadron - Award effective 31 October 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945.

Squadron Leader Hayward is a very skilful and courageous fighter. During a period of intensive air operations since the landing in Northern France, he has led his squadron on a very large number of sorties during which several hundred German mechanical vehicles have been most effectively attacked. In air fighting Squadron Leader Hayward has destroyed five enemy aircraft. His skilful leadership and iron determination have proved most inspiring.

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HAYWOOD, Sergeant (now F/O) John Lewis (R101724/J18498) - **Mention in Despatches** - No.467 Squadron (AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Port Arthur, Ontario, 4 October 1920. Mechanic and civilian Airframe Mechanic, 1939-1940. Enlisted Port Arthur, 5 May 1941. To No.2A Manning Depot, Penhold, 27 May 1941. To No.15 SFTS, Claresholm, 21 July 1941. To No.3 WS, Winnipeg, 1 September 1941; promoted LAC, 1 October 1941; to Composite Training School, Trenton, 14 November 1941; to No.5 BGS, Dafoe, 16 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 18 February 1942. To RAF overseas, 12 March 1942. Disembarked in Britain, 23 March 1942. To No.7 AGS, 30 May 1942. To No.14 OTU, 23 June 1942. To No.9 Squadron, 16 August 1942. To No.50 Squadron, 18 August 1942. To No.1654 Conversion Unit, 27 August 1942. To No.50 Squadron, 30 August 1942. To No.1654 Conversion Unit, 1 November 1942. Promoted Flight Sergeant, 16 August 1942. To No.467 Squadron, 11 November 1942. Promoted WO2, 16 February 1943. Commissioned 8 July 1943. To No.29 OTU, 16 July 1943. Attached to No.4328 Anti-Aircraft Training Flight, 25 August to 16 September 1943. To No.51 Base, 30 September 1943. Promoted Flying Officer, 8 January 1944. To No.82 OTU, 13 June 1944. Leave in Canada, 6 August to 12 October 1944 when returned to Britain. To No.61 Base, 31 October 1944. Attached to Battle School, Dalton, 31 October to 24 November 1944. Attached to No.1659 Conversion Unit, 24 November 1944. To No.428 Squadron, 11 January 1945. Repatriated via Yarmouth, 1 June 1944. Retired 4 September 1945. Died in Thunder Bay, 30 April 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. No citation in AFRO.

Notes: Application for Operational Wing dated 21 January 1944 states he had flown 29 sorties (239 hours 25 minutes) with No.467 Squadron.

Assessed 19 June 1944 at No.51 Base where he had been an Air Gunner Instructor. "This officer has been employed as an instructor for the past six months. During this period he has shown himself lacking in confidence and unable to deliver his very limited knowledge to those under him." (W/C P. Burnett).

Assessed 29 May 1945, No.428 Squadron. Had flown 364 houts,115 in past six months. "An average gunner, not at all keen. Possessed no outstanding qualities." (W/C M.W. Gall).

On second tour with No.428 Squadron he was on the following sorties:

14 February 1945 - Chemnitz (9.20)
20 February 1945 - Dortmund (7.20)
21 February 1945 - Duisburg (6.50)
23 February 1945 - Foltzheim (9.15)
7 March 1945 - Dessau (9.30)
11 March 1945 - Essen (6.10)
12 March 1945 - Dortmund (6.30)
21 March 1945 - Heminstead (5.30)
4 April 1945 - Mersburg (7.40)
10 April 1945 - Leipzig (8.15)
13 April 1945 - Kiel (6.00)

Training: Interviewed in Winnipeg, 5 May 1941. "This man's size will make him suitable for Air Gunner. Not overly intelligent; with training might improve. Very sincere desire to join RCAF." He was five feet four inches tall.

Attended No.3 WS, 29 September to 14 November 1941. Removed from course after seven weeks (12 November 1941). "This trainee has made practically no progress in Morse after seven weeks of instruction. He failed his ITS examinations. He has taken no interest in Gunnery instruction. It is considered that further instruction to this trainee would be a waste of time as he has deliberately failed all examinations to date and recommendation for Aircrew duties is withheld."

Course at No.5 BGS was 19 January to 16 February 1942. Battle aircraft (nine hours 50 minutes). Fired 350 rounds on ground, 470 rounds air-to-ground, 1,350 rounds air-to-air. Scored 3.5 percent hits in Beam test, seven percent in Beam Relative Speed Test and four percent hits in Under Tail test. Scored 46 percent on written examination (64 percent on supplemental), 66 percent in practical and oral exam, graded 170/250 on Ability as Firer. Placed 32nd in a class of 33. "With extra instruction this student was converted from a failure to a successful graduate."

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HAZLETT, F/O Clifford Carlyle (J28382) - **Distinguished Flying Cross** - No.422 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born 12 July 1921, Little Woody, Saskatchewan (RAF Ferry Command records); home in Chilliwack, British Columbia (logger). Enlisted Vancouver, 28 December 1940. Commenced training at No.2 WS, Calgary, 21 July 1941; commenced flying at No.3 BGS, Macdonald, 23 August 1941 (graduated 15 September 1941). To Ferry Command, Montreal, 5 October 1941. Involved in delivery of Hudson EB411 to England, December 1941 and returned to Canada in a Liberator. Flying with No.5 (BR) Squadron, Dartmouth, Gander and Torbay, 1

January 1942 to 2 December 1943. Commissioned 1943. Arrived in Britain, 11 January 1944. To No.4 (Coastal) OTU, Alness, Scotland, 22 February 1944. In crew of F/L J.W.C. Langmuir with whom he had flown in No.5 (BR) Squadron. Commenced flying in No.422 Squadron, 18 May 1944. Last sortie with No.422 was 31 December 1944. Commenced flying with No.3 (Composite) Flight, Sea Island, 20 November 1945 and with Western Air Command Composite Flight, 3 January 1946. Remained in postwar RCAF (20346). Commenced flying with No.123 Search and Rescue Flight, Sea Island, 12 April 1947 (to 18 May 1948). Commenced flying with Northwest Air Command Communications Flight, Edmonton, 20 September 1948 (to 9 October 1949). Commenced flying with No.435 Squadron, 13 November 1949. At Greenwood, September 1950 (No.405 Squadron and No.2 Maritime OTU). Commenced flying with No.101 Communications Unit, Dartmouth, 6 December 1950 (to 30 June 1952). Flying with Nos.404 and 405 Squadrons, September to December 1952. Commenced flying with AFHQ Practice Flight, 11 June 1953 (to 28 August 1955). Commenced flying in MR Lancasters, 13 October 1955 (unit uncertain). Commenced flying in Neptunes, 10 December 1955 (unit uncertain). Commenced flying with Air Observer School, Winnipeg, 12 February 1957 to 2 July 1957. Commenced flying with All Weather OTU, Cold Lake, 30 July 1957 (Mitchells followed by CF-100s, to 9 October 1957). Commenced flying with OTU, Summerside, 22 January 1958 (to 22 April 1958). Commenced flying with No.407 Squadron, Comox, 26 May 1958 (to 17 August 1961). Commenced flying with Station Greenwood, 30 November 1961 (Argus aircraft, No.405 Squadron, to 21 June 1966). Retired to Comox, 23 February 1969. Died in Comox, December 2009 as per **Legion Magazine** "Last Post" column, September/October 2010. Logbooks from 1941 to 1966 are held by Comox Air Force Museum. DHist file 181.009 D.5578 (RG.24 Vol.20669) has recommendation dated 28 December 1944. This is a bit more detailed, stating that he had flown over 1,500 operational hours, participating in five sightings and/or attacks on U-boats. In second incident cited the U-boat had opened fire from three miles, but Hazlett held his fire, then annihilated enemy gun crew with 150 rounds. See DFC entry for J.W.C. Langmuir for account of attack on U-Boat, 4 May 1943.

This officer has completed two tours of operational duty, during which he has participated in five attacks on enemy U-boats. On one occasion in 1943 he successfully navigated his aircraft through cloud to within one mile of a fully surfaced U-boat, thus providing complete surprise for the attack. On another occasion Flying Officer Hazlett manned the front gun during an attack in clear weather on a fully surfaced U-boat. Despite intense anti-aircraft fire this officer withheld his fire until within 400 yards range and then silenced the enemy's gun crew. At all times this officer has displayed courage, determination and great devotion to duty.

Interesting log book entries:

11 March 1942 - F/L Virr - 5.05 - U-boat sighted.

29 March 1942 - G/C Costello - 12.30 - "Ordered to torpedoing of Hereford (10,800 tons). Detailed rescue of rest of crew."

7 January 1943 - P/O Campbell - 3.10 - "Search for Ventura 'Hamy', located in one hour 40

minutes (record)."

18 April 1943 - F/L Langmuir - 13.00 -U-boat sighting or attack.

22 April 1943 - F/L Langmuir - 9.35 -U-boat sighting or attack.

4 May 1943 - F/L Langmuir - 12.00 -U-boat sighting or attack.

10 May 1943 - F/L Langmuir - 11.35 -U-boat sighting, no attack due to darkness.

19 August 1943 - F/L Langmuir - 10.00 - "Aided rescue of survivors of torpedoed freighter."

23 August 1944 - F/L Langmuir - 12.25 - "Patrol, sighted U-Boat position 63-35N 34-18W."
Sunderland ML778.

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HEA, F/O Riley Winston Knight (J86040) - **Distinguished Flying Cross** - No.218 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 April 1922 in Regina; home in Grand Coulee, Saskatchewan (bank teller). Enlisted Regina, 29 October 1941. Granted Leave Without Pay until 21 November 1941 when posted to No.3 Manning Depot. To No.3 SFTS (guard), 31 January 1942. To No.4 ITS, 23 March 1942; to Trenton, 28 April 1942; promoted LAC, 29 May 1942; to No.3 BGS, 20 June 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 1 August 1942; to RAF overseas, 20 August 1942. Further trained at Nos.11 and 12 OTUs and No.1651 Conversion Unit. Promoted Flight Sergeant, 31 January 1943. Promoted WO2, 31 July 1943. Commissioned 22 March 1944. Promoted Flying Officer, 22 September 1944. Repatriated 23 November 1944. To No.2 Air Command, 10 January 1945. To No.23 EFTS, 15 January 1945. To Release Centre, 2 April 1945. Retired 4 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 2/8881 has recommendation dated 18 September 1944 when he had flown 37 sorties (165 hours 45 minutes), 3 October 1943 to 12 September 1944.

S/D = "Special Duties"; target not identified

3 October 1943 - GARDENING, Frisians (2.55)

4 October 1943 - GARDENING, La Rochelle (5.45)

7 October 1943 - GARDENING, Baltic (7.05)

8 October 1943 - Bremen (4.20)

18 November 1943 - Mannheim (3.10)

19 November 1943 - Leverkusen (4.15)

16 December 1943 - GARDENING, Bay of Biscay (7.10)

14 January 1944 - S/D (3.30)

21 January 1944 - S/D (3.15)

25 January 1944 - S/D (3.20)

27 January 1944 - GARDENING, Heligoland (3.50)

28 January 1944 - GARDENING, Kiel (3.50)

10 February 1944 - La Pallice (5.40)

15 February 1944 - GARDENING, Kiel Bay (5.00)

24 February 1944 - GARDENING, Kiel Bay (6.50)

4 March 1944 - S/D (7.45)

5 March 1944 - S/D (7.25)
7 March 1944 - S/D (4.55)
10 March 1944 - S/D (7.20)
19 April 1944 - Lille (3.30)
20 April 1944 - Chambly (4.10)
22 April 1944 - Laon (4.15)
23 April 1944 - Vilvorde (3.15)
26 April 1944 - Chambly (4.05)
1 May 1944 - Chambly (3.40)
5 June 1944 - S/D (3.15)
12 June 1944 - GARDENING, Le Havre (3.15)
24 June 1944 - S/D (2.25)
4 July 1944 - GARDENING, Brest (4.25)
27 July 1944 - Pas de Calais (3.35)
28 July 1944 - Fromental (2.25)
9 August 1944 - Fort d'Englos (1.55)
12 August 1944 - Falaise (2.45)
16 August 1944 - Stettin (7.45)
26 August 1944 - Vincy (3.20)
11 September 1944 - Kamen (3.45)
12 September 1944 - Frankfurt (6.20)

Pilot Officer Hea has completed 37 operational sorties. On three occasions during his tour Pilot Officer Hea has been attacked by enemy fighters and by his skill and coolness in directing his captain's combat manoeuvres has saved his aircraft from damage and possible destruction.

His courage and determination has at all times been an inspiration to his crew, and a fine example to the other gunners of the squadron.

Public Record Office Air 50/224 has two Combat Reports for the following:

8/9 October 1943: Stirling III, K/218, HF124; captain Flight Sergeant Empman. Target was Bremen and incident occurred over target, 0114 hours, 14,000 feet. Flight Sergeant Hea was Rear Gunner and Sergeant Davener was Mid-Upper Gunner.

The above aircraft was attacked by a Ju.88 and Me.109. The Rear Gunner (Flight Sergeant Hea) first saw the Ju.88 about 500 yards away. He opened fire and at the same time the Ju.88 opened fire also, the Rear Gunner gave one long burst but did not see the result of his fire.

The Me.109 attacked from the starboard beam below; this aircraft was first seen by the Mid-Upper Gunner (Sergeant Davener) at 450 yards. The Rear Gunner opened fire at once and the Me.109 broke away underneath and was not seen

again.

24 February 1944: Stirling A/218, position 54.56 N 09.57 E, 14,500 feet, 2147 hours. Mission was mining Kiel Bay. Rear Gunner was Hea; Mid-Upper Gunner was a Warrant Officer Vachon (trained at No.7 BGS in Canada, No.7 AGS at Stormy Down and No.16 OTU.

Our aircraft was flying on a course of 335 degrees (T) about 10 minutes after leaving the Gardening area. Height 14,500 feet. 10/10 cloud at 7,000 feet. No moon. No flak, searchlights or other phenomena. Visibility good. Rear Gunner (Warrant Officer Hea) saw a FW.190, 1,000 yards astern and below approaching very fast. At 600 yards he gave order corkscrew to starboard and opened fire with a two-second burst at 500 yards. The FW.190 did a very steep turn to starboard, disappeared astern and was not seen again. The enemy aircraft did not open fire. No Boozer was fitted.

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HEAD, F/O James Thomas (J14508) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born at Glace Bay, Nova Scotia, 16 January 1915. Home there. Enlisted Halifax, 3 November 1941. To No.1 Manning Depot, 30 November 1941. To No.1 Training Command, 21 December 1941. To No.6 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.1 AOS until 6 June 1942; graduated and commissioned, 25 September 1942. To "Y" Depot, 9 October 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 25 March 1943. Promoted Flight Lieutenant, 25 September 1944. Repatriated 12 June 1945. Retired 7 September 1945. Died 26 December 1978. RCAF photo PL-26869 (ex UK-7321 dated 13 January 1944 shows F/O Tommy Head (Glace Bay, navigator, left) and L F.N. Murray (Trinidad, pilot, right). Caption reads in part, "Members of the Lion Squadron they had a harrowing experience during a trip to Berlin recently when one of their own aircraft from above unloaded incendiaries which crashed through the starboard tail plane of their Halifax bomber, the starboard wing and bent an aileron which made it difficult to control the kite and keep it on an even keel. To add to their troubles they were shot up by flak on the way home after successfully dropping the bombs on the target but managed to get back to an airfield of the coast of England without injury to any members of the crew." Aircraft identified as "P-Peter". RCAF photo PL-31915 (ex UK-14050 dated 18 August 1944) is captioned as follows: "F/L Larry Van Kleek of Vancouver, left, Lion Squadron pilot, and his navigator, F/L Fred Du Vernet of Ottawa, right, talk over their gunners' victory over a Nazi night fighter on their way back from smashing at Brunswick. In the centre is F/O J.T. Head of Glace Bay, Nova Scotia, another navigator with the Lions." No citation in AFRO other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (PAC RG.24 Vol.20607) has recommendation forwarded from squadron approximately 20 July 1944 when he had flown 30 sorties (204 hours), 15 September 1943 to 17 June 1944.

This navigator has completed thirty operational sorties against the enemy of

which twenty-one have been on major targets. His work generally has been of the highest calibre and his co-operation, coolness and devotion to duty has gained him the confidence of the squadron and inspired his crew.

The sortie list was as follows:

15 September 1943 - Mont Lucon (3.45, duty not carried out)
27 September 1943 - Hanover (6.45)
3 October 1943 - Kassel (7.40)
4 October 1943 - Frankfurt (8.15)
8 October 1943 - Hanover (5.50)
3 November 1943 - Dusseldorf (6.20)
18 November 1943 - Mannheim (8.25)
19 November 1943 - Leverkusen (6.15)
22 November 1943 - Berlin (7.50)
25 November 1943 - Frankfurt (8.10)
29 November 1943 - Berlin (8.25)
28 January 1944 - Berlin (8.35)
15 February 1944 - Berlin (7.10)
19 February 1944 - Leipzig (4.25, duty not carried out)
20 February 1944 - Stuttgart (7.35)
24 February 1944 - Schweinfurt (8.20)
6 March 1944 - Trappes (5.10)
7 March 1944 - Le Mans (6.00)
15 March 1944 - Stuttgart (8.00)
18 March 1944 - Frankfurt (6.45)
22 March 1944 - Frankfurt (6.10)
24 March 1944 - Berlin (7.20)
26 March 1944 - Essen (5.25)
30 March 1944 - Nuremberg (8.30)
20 April 1944 - Lens (5.10)
26 April 1944 - Villeneuve St. Georges (5.40)
1 May 1944 - St. Ghislain (4.25)
9 May 1944 - St. Valery-en-Caux (4.05)
11 May 1944 - Boulogne (4.15)
4 June 1944 - Calais (3.20)
7 June 1944 - Acheres (5.40)
17 June 1944 - Oisemont-Neuville-au-Bois (4.20)

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HEAKES, A/V/M Francis Vernon (C56) - **Mention in Despatches** - No.1 Group Headquarters - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born in Toronto, 27 January 1894 (RCAF Press Release 2659

announcing CB); educated there including University of Toronto. Joined 201st Battalion, CEF, May 1916, transferred to 198th Battalion and went overseas in March 1917. Transferred to RFC, September 1917, and trained as a pilot. Returned to Canada in 1919, joined officers' reserve, and in May 1923 was commissioned a Photo Officer in CAF. Original member of the permanent RCAF, 1 April 1924. Adjutant at Camp Borden, July 1925 to October 1926; Staff Officer, Personnel, AFHQ from October 1926 to March 1934, and then to staff duties at Trenton. Air Staff Officer, Military District No.10 (Winnipeg), June 1935 to April 1937. Returned to AFHQ as Staff Officer, Service Training. Late in 1937 was transferred to UK as Liaison Officer to Air Ministry. In January 1940 he was designated Officer Commanding RCAF Forces Overseas. Back to AFHQ, Ottawa, August 1940 until December 1942, when he went to No.1 Group HQ, St.John's, Newfoundland. Appointed AOC Western Air Command, May 1944. Retired in August 1946. Queen's Coronation Medal, 23 October 1953. Photo PL-1309 shows him as a Group Captain, 1940. Died in Vancouver, 13 May 1989, aged 95 as per **Airforce Magazine** of October-November-December 1989. No citation.

HEAKES, A/V/M Francis Vernon (C56) - **Companion, Order of the Bath** - No.1 Group Headquarters - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Recommended 13 August 1946.

This officer has done outstanding work in connection with anti-submarine operations in the Northwest Atlantic. The wealth of knowledge and extensive experience displayed by Air Vice-Marshal Heakes have marked him as having exceptional ability. As the Air Officer Commanding of this Group he has rendered outstanding devotion to duty and most meritorious service in fostering goodwill and co-operation with the forces of the United States of America.

NOTE: First recommended for an award (OBE) on 17 November 1942 by Air Member Air Services, "For outstanding devotion to duty and ability as Director of Plans at RCAF Headquarters and Air Force Member of the Joint Canadian-US Defence Board". F/L C.T. Mee subsequently noted it had not reached the Priority List for New Year honours, and a pencilled note said "Not enough info". He was again recommended, this time for the CBE, by A/V/M N.R. Anderson, 1 March 1943. The recommendation was annotated, "did not reach priority list in the birthday honours list, 1943 - meeting No.3/43". On this occasion the citation read:

As Director of Plans at RCAF Headquarters and as the Air Force Member of the Joint Canadian-American Permanent Joint Board on Defence, this officer has displayed marked ability and outstanding devotion to duty. Possessed of exceptional zeal and intelligence, he has rendered invaluable service. His ready grasp of the essentials of the many problems raised by the initiation and development of joint projects, and the energy, conscientiousness and tact with which he has discharged his onerous duties, are most praiseworthy and eminently deserve appropriate recognition.

HEAKES, A/V/M Francis Vernon, CB (C56) - **Commander, Legion of Merit (United States)** - Western Air Command Headquarters - Award effective 30 November 1946 as per AFRO 107/47

dated 28 February 1947. Captain Glenn Howell, USN, Naval Attache in Ottawa, wrote on 1 May 1946 to Air Marshal Leckie with the citation:

For exceptionally meritorious conduct in the performance of outstanding service from 13 September 1941 to 30 September 1942 as Commander of the Royal Canadian Air Force units based in Newfoundland. He directed the employment of his forces in co-operation with the naval, air and surface forces under the command of Commander Task Force Twenty-Four. At all times he vigorously and efficiently executed the orders and directives of Commander Task Force Twenty-Four and displayed a thorough knowledge of the manifold problems involved.

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HEALE, FS Arthur James (R80139) - **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 Viceroy, Saskatchewan, 4 January 1920. Home in Gunton, Manitoba. Enlisted Winnipeg, 31 October 1940 as Nursing Orderly. To Technical Training School, 9 January 1941. Promoted AC1, 26 January 1941. Promoted LAC, 28 April 1941. To Embarkation Depot, 19 July 1941. To RCAF Overseas Headquarters, 14 August 1941. Served in England, France and Holland as a Medical Orderly. Promoted Corporal, 1 April 1943. Promoted Sergeant, 16 September 1943. Promoted Flight Sergeant, 9 January 1944. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. To No.5 Release Centre, 28 May 1945. Retired 30 May 1945. Postwar he worked for Department of Veterans Affairs and the Manitoba Medical service. Moved to British Columbia in 1967. Worked for British Columbia Corrections (Oakalla) for six years, then as Deputy Sheriff in the Supreme and Provincial Courts and documents services. Retired in 1984. Died in Richmond, British Columbia, 20 October 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005. No citation in AFRO.

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HEALEY, F/O Thomas (J22838) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 27 November 1913, St.James, Manitoba. Formerly in Royal Canadian Army Service Corps. Enlisted Winnipeg, 7 January 1942. Granted Leave Without Pay until 28 January 1942 when posted to No.2 Manning Depot.. To No.10 SFTS, 11 April 1942 (guard). To No.7 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942; posted next day to No.2 AOS; ceased Navigator Training and posted to Trenton, 27 August 1942; to No.8 BGS, 26 September 1942 to train as Air Bomber; to No.2 AOS, 5 December 1942; graduated and commissioned as Air Bomber, 22 January 1943. To No.1 BGS, 6 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 21 March 1943. Promoted Flying Officer, 22 July 1943. Repatriated 18 December 1944. To No.5 Release Centre, 28 December 1944. Promoted Flight Lieutenant, 22 January 1945. Retired 1 February 1945. No citation other than "..in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 12 September 1944 when he had flown

34 sorties (190 hours 25 minutes), 2 October 1943 to 27 August 1944.

Flying Officer Healey has flown thirty-four sorties with the squadron on targets such as Bremen, Hamburg, Hanover, Mannheim and many French targets. In the air he has proved himself an extremely capable Bomb Aimer with intrepid coolness, determination and resourcefulness. As a spare he has flown with many crews and has displayed an ability to fit in with any team and give excellent results. On the ground his co-operative spirit and desire to serve have been demonstrated by his capable and efficient instruction of Radar Navigation in which he has been of incalculable value to the squadron and has contributed to a major degree to its efficiency.

The sortie list was as follows:

2 October 1943 - Hanover (5.40)
22 October 1943 - Kassel (3.00, duty not carried out)
18 November 1943 - Mannheim (7.20)
22 November 1943 - Berlin (3.25, duty not carried out)
28 January 1944 - Berlin (5.40, duty not carried out)
11 February 1944 - Gardening (5.55)
21 February 1944 - Gardening (7.00)
2 March 1944 - Meulan (5.15)
18 March 1944 - Gardening (5.30)
22 March 1944 - Gardening (6.50)
23 March 1944 - Laon (5.55)
25 March 1944 - Aulnoye (6.10)
26 March 1944 - Courtrai (4.50)
29 March 1944 - Paris (6.15)
30 March 1944 - Gardening (5.20)
9 April 1944 - Lille (4.45)
10 April 1944 - Ghent (4.35)
18 April 1944 - Gardening (6.50)
29 April 1944 - Gardening (5.30)
30 April 1944 - Gardening (5.10)
3 May 1944 - Gardening (5.05)
5 May 1944 - Gardening (5.05)
7 May 1944 - Gardening (3.55)
9 May 1944 - Gardening (5.35)
10 May 1944 - Ghent (4.45)
29 May 1944 - Gardening (3.40)
14 June 1944 - St. Pol (4.00)
15 June 1944 - Boulogne (4.00, day)
16 June 1944 - Duisburg (4.45)
17 July 1944 - Caen (4.20, day)

20 July 1944 - L'Hey (3.20, day)
28 July 1944 - Hamburg (6.15)
1 August 1944 - Acquet (4.25, day)
3 August 1944 - Bois de Casson (5.05, day)
4 August 1944 - Bois de Casson (5.15)
18 August 1944 - Bremen (6.25)
27 August 1944 - Mimoyecques (3.35, day)

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HEALEY, F/O Wilbert Arley (J21121) - **Distinguished Flying Cross** - No.49 Squadron - Award effective 2 March 1944 as per **London Gazette** dated 14 March 1944 and AFRO 766/44 dated 6 April 1944. Born at Parry Sound, Ontario, 24 December 1914; home there. Worked "odd jobs", 1934-1936. Miner with International Nickle, 1936-1941. Enlisted Toronto, 11 November 1941. To No.1 Manning Depot, 8 December 1941. To No.1 SFTS, Camp Borden, 22 December 1941 (guard). To No.5 ITS, Belleville, 15 March 1942; graduated and promoted LAC, 9 May 1942 but not posted to No.13 EFTS, St. Eugene until 7 June 1942; graduated 31 July 1942 and posted next day to No.2 SFTS, Uplands; graduated and commissioned 20 November 1942. To "Y" Depot, 5 December 1942; to RAF Trainee Pool, 29 December 1942. Disembarked in Britain, 14 January 1943. To No.50 Group Pool, 19 March 1943; to No.20 (Pilots) AFU, 13 April 1943. Attached to No.1538 Beam Approach Training Flight, 18-29 May 1943; promoted Flying Officer, 20 May 1943. To No.14 OTU, 15 June 1943. To No.1661 Conversion Unit, 22 September 1943. To No.1660 Conversion Unit, 4 October 1943. To No.49 Squadron, 30 November 1943. Promoted Flight Lieutenant, 16 February 1944. Killed in flying accident, 30 April 1944 (Lancaster ND553).

This officer has completed many sorties including attacks on the capital of the German Reich. On the last of these the bomber was attacked by a fighter and sustained much damage. A large portion of one of the wings was shot away but despite this Flying Officer Healy flew back to base. He is a most determined captain whose fine fighting qualities and exceptional skill have set a fine example.

Note: DFC event occurred 19/20 February 1944 in raid on Leipzig, Lancaster JB679, EA-D. F/O W.Healey, experienced a mid- air collision with a JU88. He actually saw the night- fighter sitting on his wing tip with the German pilot clearly visible. The time was 0201 and they were flying at 21,000 feet. The Ju.88 fell away, taking ten feet of Lancaster wing with it. F/O Healey, exercising first class airmanship managed to return to Fiskerton and complete a landing.

Further Notes: On 24 September 1942 at No.2 SFTS, damaged Harvard 2957 in the course of night flying training. Undershot runway, striking glide path indicator, "Error of judgement".

Course at No.14 OTU was 20 June to 14 September 1943. Flew Wellington I aircraft - 3.50 day dual to first day solo and 6.55 day dual plus 44.30 day solo; 3.15 night dual to first night solo, total 4.15 night dual and 28.15 night solo. Of these hours, 3.20 in formation, 2.05 on

instruments plus 15 hours 45 minutes in Link. Ground courses and marks as follows: Airmanship (253/300), Armament (253.300), Meteorology (71/100), Navigation (150.200), Signals (75/100); Flying Tests were in General Flying (315/400), Applied Flying (158/200), Instrument Flying (200/250), Night Flying (80/100) and in Link (38/50). Character Assessment was 83/100. "An excellent captain and an above average pilot. Thoroughly reliable and a very good officer. Recommended for heavy bombers." (W/C P. Stevens, 19 September 1943, counter-signed by G/C W.S. Gardner, 21 September 1943).

Circumstances of Death: Killed in Lancaster NB553. Incident took place in daylight after completion of a fighter affiliation exercise, flying at 1,000 feet and returning to base. Ejection of dinghy in flight appeared to be cause as deduced from Hurricane pilot's observations; it became entangled in the starboard side of tail plane and the elevator. Aircraft went into steep dive and struck at an angle of between 70 and 90 degrees. Reason why it was jettisoned not certain but ground crewmen censured for poor stowage. Those killed were J21121 F/O W.A. Healey (pilot), 152330 F/O Bailes (navigator), Aus 405246 Kirby (air gunner), 1815376 Sergeant Boardman (Flight Engineer), 16=71172 F/O Jagger (air gunner), 1332727 Sergeant Jones (WOP/Air), and 1002884 Sergeant Hutchinson (air gunner).

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HEANEY, F/O Henry Charles (J23343) - **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 21 September 1917, Wallasey, Cheshire, England; home in Mattopan, Massachusetts. Enlisted Montreal, 21 April 1942 and posted to No.5 Manning Depot. To No.31 OTU, 5 June 1942 (guard). To No.3 ITS, 31 July 1942; graduated and promoted LAC, 26 September 1942 when posted to No.8 AOS; graduated and commissioned, 22 January 1943. To "Y" Depot, 12 February 1943. To RAF Trainee Pool, 8 March 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated with No.434 Squadron, 11 June 1945. Retired 6 September 1945. 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 5 June 1944 when he had flown 23 sorties (121 hours)

27 September 1943 - Hanover (4.30)
2 October 1943 - GARDENING, Kattegat (7.10)
3 October 1943 - Kassel (5.30)
23 October 1943 - Berlin (7.05)
20 January 1944 - Berlin (7.05)
21 January 1944 - Magdeburg (7.15)
27 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.05)
7 March 1944 - Le Mans (4.20)
15 March 1944 - Stuttgart (7.10)
18 March 1944 - Frankfurt (4.45)

24 March 1944 - Berlin (6.50)
11 April 1944 - Laon (4.25)
18 April 1944 - Rouen (3.35)
20 April 1944 - Cologne (4.00)
22 April 1944 - Dusseldorf (3.55)
24 April 1944 - Karlsruhe (5.40)
26 April 1944 - Essen (4.00)
19 May 1944 - Le Mans (4.25)
21 May 1944 - Duisburg (4.15)
24 May 1944 - Boulogne (2.0)
28 May 1944 - Angers (6.50)
8 September 1944 - Boulogne (2.20)

Flying Officer Heaney has taken part in twenty-three operational sorties as a navigator. Five of these sorties being attacks on the German capital and many of the others attacks on heavily defended targets in Germany such as Essen, Cologne, Duisburg, Hanover, and Stuttgart.

He has at all times proved himself to be most keen and efficient in his work, and has never failed to navigate his aircraft to the target. When his aircraft has been subjected to attacks by fighters and hits by anti-aircraft fire he has remained calm and the accuracy of his not suffered.

In view of Flying Officer Heaney's good record as an operational navigator he is recommended for the award of the Distinguished Flying Cross.

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HEARST, F/L John (J8606) - **Mention in Despatches** - No.161 Squadron (Canada) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Toronto, 22 August 1917; educated there. Enlisted in Toronto, 8 November 1940. To No.1 ITS, 11 December 1940; promoted LAC, 16 March 1941; to No.11 EFTS, 28 March 1941; to No.1 Manning Depot, 19 April 1941; to No.5 AOS, 24 May 1941; to No.3 BGS, 17 August 1941; promoted Sergeant, 29 September 1941; to No.1 ANS, 30 September 1941; commissioned 27 October 1941. Posted on 28 October 1941 to No.5 (BR) Squadron. To Halifax, 17 August 1942. Promoted Flying Officer, 1 October 1942. To No.162 (BR) Squadron, 4 May 1943; to No.161 Squadron, 9 May 1943. Promoted Flight Lieutenant, 1 June 1943. To Torbay, 25 July 1944. Promoted Squadron Leader, 1 October 1944. To Eastern Air Command Headquarters, 28 March 1945. Released 13 August 1945. As of award had flown 1,118:55 hours, 722 of them operational (104 sorties).

This navigation officer has completed many hours in operational flying in the past two and one half years. His outstanding leadership, ability and devotion to duty have been largely responsible for the high standard of proficiency of many

observers.

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HEASLIP, F/O Robert Thomas (J9119) - **Air Force Cross** - No.166 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945 - Born 23 June 1919 at Uxbridge, Ontario. Enlisted in Toronto, 21 February 1941. Trained at No.3 ITS (graduated 27 July 1941), No.17 EFTS (graduated 13 September 1941) and No.8 SFTS (graduated 5 December 1941). Had flown 1,775 hours to date. Throughout the war he served with communications squadrons on the west coast. In 1946 joined a detachment of No.435 Squadron in Winnipeg; later served with No.112 (Transport) Flight, Winnipeg and Rivers. August 1947 was one of first RCAF pilots trained to fly helicopters. Served as recruiting officer in Winnipeg, Fort William and Hamilton. In 1954 took command of No.108 Communications Flight, Bagotville; it moved to Rockcliffe in 1956. Awarded McKee Trophy, April 1957 for contributions to helicopter airlift operations during construction of Mid-Canada Line. These operations began in February 1956, employing six H34, six H21 and up to ten H19 machines. The unit flew 9,000 helicopter hours in 1956, lifting over 10,000 tons of construction and electronic equipment and nearly 14,000 personnel, all without loss of life. Operations were unprecedented in Canada, conducted in hazardous conditions over rugged terrain. He gave energetic direction, personally flew extensively, and with experience developed unique airlift techniques for various loads including bulky antennae assemblies, diesel engines, steel towers, etc. He personally worked out helicopter cold weather techniques allowing smooth operations in the field. Attended RCAF Staff College and then retained for three years on directing staff, during which time he was promoted Wing Commander. Following this he became a staff officer at Trenton. In 1965 he was appointed Commanding Officer, No.117 Air Transport Unit, Lahore, Pakistan. In 1968 named Base Operations Officer and second-in-command of Station Trenton. Retired 31 December 1968. Subsequently became Marketing Manager (North America) for de Havilland Aircraft Limited. Named to Canada's Aviation Hall of Fame in 1973, the citation for which read, "The application of his exceptional abilities as a helicopter pilot, and his perfecting of new operating techniques for rotary wing aircraft have been of outstanding benefit to Canadian aviation." Retired from de Havilland in 1984 to live in Thornhill, Ontario. Died 30 December 2007.

This officer has at all times shown outstanding devotion to duty and has proven himself to be most efficient in all that he undertakes. During his service as a communications pilot he has successfully completed many difficult flights under adverse weather conditions. His reliability and standard of operational efficiency on transport duties have been exemplary at all times.

Summary of Accident Investigation No.343 deals with an early incident in his career - 18 June 1942, No.122 Squadron, Sea Island, Shark Mark II 506, crew P/O R.T. Heaslip (pilot), P/O N.S. Powell (passenger) and Corporal L.F. Allan (crewman). Duty was a target-towing exercise in conjunction with Light Anti-Aircraft unit stationed at Sea Island. The weather was CAVU, light haze and surface of the water was glassy in the landing area. His flying time was as follows:

Fleet Finch II (37.40 dual, 23.55 solo), Anson (37.00 dual, 52.05 solo), Norseman on floats (6.55 dual, 114.45 solo), Shark on floats (33.05 solo), Stranraer (19.30 dual, 22.05 solo) and Goose (1.20 dual). The report went on:

Description of Flight: P/O Heaslip with a drogue operator and a student pilot took off at 1230 hours to carry out a target towing exercise in Shark aircraft No.506. The pilot was ordered to land at Sea Island for instructions regarding the exercise and at 1300 hours came to land for such purpose. Pilot circled the landing area three times and made a normal approach for a landing about 125 feet from shore. When the floats touched the water the aircraft bounced about 10 to 15 feet, then on touching down again aircraft swerved violently to the left then lurched to the starboard side digging in the starboard float and wing tip. The pilot then had the aircraft which was seriously damaged towed to the slipway and beached. All occupants were uninjured.

Findings of Investigation: Cause: Error in judgement on the part of the pilot, due to lack of experience and limited knowledge of the landing area.

Recommendations: If at all possible only experienced pilots should be posted to units in this Command.

Observations of Air Officer Commanding: The Air Officer Commanding, Western Air Command concurred in the Findings.

Conclusions of Accidents Investigation Branch: Bad landing. Error or judgement on the part of the pilot due to glassy surface of the water in landing area. Pilot can hardly be termed inexperienced having flown solo some 250 hours on various types of which 152 hours was on aircraft with floats.

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HEATON, WO (now P/O) John (R165207/J86859) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 18 April 1924 in Toronto; home in Weston. Enlisted Toronto, 30 April 1942 and posted to No.1 Manning Depot. To No.1 SFTS (non-flying duty), 24 June 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC on 24 October 1942; posted that date to No.4 BGS; to No.5 AOS, 27 December 1942; graduated and promoted Sergeant, 12 February 1943. To "Y" Depot, 26 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 12 August 1943. Commissioned 17 April 1944. Repatriated 7 February 1945. Released 24 March 1945. In crew of F/O G.A. Weldon, DFC. Photo PL-35242 is a portrait. Living in Toronto as of 1957. 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.1729 (PAC RG.24 Vol.20607) has recommendation dated 21 May 1944 when he had flown 25 sorties (161 hours 25 minutes).

This Bomb Aimer's tour of operations has been marked by his dogged determination to destroy his objective. His skill and outstanding persistence as a member of the bombing team has been proven on all his sorties and has on every occasion accurately placed his bombs. He sets his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to the squadron.

The sortie list was as follows; similarity to that of Donald Ross Rand suggests they were in same crew:

8 October 1943 - Hanover (5.30)
23 October 1943 - Kassel (4.14, duty not carried out)
3 November 1943 - Dusseldorf (5.39)
22 November 1943 - Berlin (7.40)
25 November 1943 - Frankfurt (8.05)
26 November 1943 - Stuttgart (7.10)
3 December 1943 - Leipzig (8.55)
20 December 1943 - Frankfurt (7.15)
29 December 1943 - Berlin (8.00)
20 January 1944 - Berlin (3.25, duty not carried out)
15 February 1944 - Berlin (6.15)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.40)
15 March 1944 - Stuttgart (8.35)
18 March 1944 - Frankfurt (5.25)
22 March 1944 - Frankfurt (6.20)
24 March 1944 - Berlin (7.20)
26 March 1944 - Essen (5.45)
18 April 1944 - Le Bourget (5.20)
20 April 1944 - Lens (4.35)
22 April 1944 - Dusseldorf (6.20)
24 April 1944 - Karlsruhe (2.40, duty not carried out)
26 April 1944 - Villeneuve St. Georges (5.25)
7 May 1944 - Valery-en-Caux (4.10)
10 May 1944 - Ghent (4.50)
11 May 1944 - Boulogne (3.45)
12 May 1944 - Louvain (5.10)
19 May 1944 - Le Cliton (3.15)

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HEATON, P/O Peter (J16801) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 28 March 1917 at Preston, England. Home in Vancouver (salesman). Formerly in

Royal Canadian Artillery. Enlisted Vancouver, 21 February 1941. To No.11 Equipment Depot, 8 April 1941. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941; posted that date to No.8 EFTS. Ceased training 22 July 1941 and posted away. To No.2 AOS, 25 September 1941; to No.8 BGS, 3 January 1942; graduated and promoted Sergeant, 14 February 1942; to No.1 ANS, 14 February 1942; graduated and posted on 20 March 1942 to "Y" Depot. To RAF overseas, 30 April 1942. Commissioned 18 January 1943. Commissioned Flying Officer, 18 July 1943. Promoted Flight Lieutenant, 19 April 1945. Repatriated 14 May 1945. Photos are PL-16373 and PL-33986 (the latter at investiture, with F/L J.R. Laws, left, and Mrs. Heaton). In postwar RCAF (service number 25688), retaining rank of Flight Lieutenant, 1 October 1946. With No.9406 Support Unit, Saskatoon, 19 March 1947. To No.1 Radio School, 23 April 1948. To No.123 Search and Rescue Flight, 30 March 1949. To Air Navigation School, Summerside, 16 April 1951. Died of natural causes, 9 February 1952.

This officer has attacked the majority of the enemy's most heavily defended targets. Invariably he has displayed a cool courage which has enabled him, on various occasions, to execute his tasks under the most difficult conditions with the greatest efficiency and accuracy. As a navigator, Pilot Officer Heaton's work has been of the highest standard and a material factor in the successes achieved by his crew.

HEATON, F/L Peter, DFC (J16801) - **Bar to Distinguished Flying Cross** - No.640 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Since the award of the Distinguished Flying Cross this officer has completed a second tour of operations. He has participated in many further sorties which have included attacks against such heavily defended targets as Magdeburg, Essen, Duisburg and Brunswick. During a daylight attack against Munster in September 1944, his aircraft was damaged by anti-aircraft fire. One engine was rendered unserviceable and the navigation instruments were damaged. Undeterred, Flight Lieutenant Heaton calmly guided his aircraft to the target which was successfully bombed and safely navigated it through the enemy defences back to base. Both in the air and on the ground Flight Lieutenant Heaton has always shown outstanding skill, enthusiasm and devotion to duty which have won the admiration of the whole squadron.

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HEAVEN, F/O Charles Edward Glyde (J89186) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Ottawa, 27 November 1919; home in Orillia; purchasing agent for Orillia Water, Light and Power Commission. Militia, 12 April to 14 July 1941, attending No.22 (Basic) Training Centre and A-10 Infantry (Advanced) Training Centre.. Enlisted Toronto, 16 July 1941 and posted to No.1 Manning Depot. To No.4 BGS, 8 August 1941

(guard duty); to No.5 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941; posted that date to No.9 EFTS; to No.6 SFTS, 3 January 1942; graduated and promoted Sergeant, 24 April 1942. To No.8 BGS, 8 May 1942. Promoted Flight Sergeant, 24 October 1942. Promoted WO2, 24 April 1943. To "Y" Depot, 19 November 1943. Embarked from Halifax, 20 January 1944. Disembarked in Britain, 31 January 1944. Attached to No.6 (Coastal) OTU, 23 March to 14 April 1944. To No.18 (Pilots) AFU, 14 April 1944. Attached No.1514 Beam Approach Training Flight, 16-22 May 1944. To No.22 OTU, 27 June 1944. Commissioned 31 August 1944. To No.61 Base, 20 September 1944. Attached to Battle School, Dalton, to 4 October 1944. Attached to No.1664 Conversion Unit, 4 October to 19 November 1944. To No.431 Squadron, 14 November 1944. Promoted Flying Officer, 28 February 1945. Repatriated to Canada with No.431 Squadron, 7 June 1945. Course in Flying Control, Dartmouth, 10 December 1945 to 30 January 1946. Remained in Interim Force as Tower Control Operator and posted to Goose Bay, 27 March 1946. Posted away 20 January 1947 and released 28 January 1947. RCAF Supplementary Reserve (208737), 8 October 1953 to 31 March 1958 as Chipmunk instructor, Lethbridge Flying Club. RCAF photo PL-43607 (ex UK-20857, 26 April 1945) is captioned as follows: "F/L Bob Murray of Saskatoon, intelligence officer in RCAF Bomber Group, interrogates two fliers of the Iroquois Squadron on their return from attacking Leuna, one of the few synthetic oil centres under Nazi control in Germany. Murray is at left; centre, F/O Charles Heaven of Orillia, Ontario, who pilots a Canadian-built Lancaster; right, Flight Sergeant Bill Kuchma, rear gunner, of Beausejour, Manitoba, who is pleased because he has just finished his first tour. Only 19, he destroyed one aircraft and damaged another in the course of his duties." Died in Edmonton, 10 February 1983 as per **Airforce Magazine** of June 1983.

This officer has proved himself to be a courageous and efficient pilot. In March 1945 he was detailed to attack Hamburg. During the bombing run his aircraft was attacked by five Messerschmitt 262s. His splendid airmanship and co-operation with his gunner resulted in the destruction of one of the enemy aircraft and the probable destruction of another. Flying Officer Heaven has at all times displayed a fine fighting spirit and a high sense of devotion to duty.

The original recommendation was drafted 23 April 1945 when he had flown 19 sorties (128 hours 29 minutes) and read as follows:

Flying Officer Heaven was captain of an aircraft detailed to attack Hamburg in daylight on March 31st, 1945. During the bombing run his aircraft was attacked by five Messerschmitt 262s in one single and two double attacks. As a result of fine flying and gunnery cooperation, one Me.262 was claimed as destroyed and one Me.262 is assessed as a probable. Flying Officer Heaven and his crew are to be commended for their fine effort. I strongly recommend the award (non-immediate) of the Distinguished Flying Cross.

The sortie list was as follows:

27 November 1944 - Neuss (6.00, second pilot)
30 November 1944 - Duisburg (6.20, second pilot)

15 December 1944 - Ludwigshaven (6.45)
21 December 1944 - Cologne (5.56)
24 December 1944 - Dusseldorf (6.08)
28 December 1944 - Opladen (6.21)
29 December 1944 - Scholven (6.41)
30 December 1944 - Cologne (6.25)
2 January 1945 - Nuremburg (8.50)
5 January 1945 - Hanover (5.35)
7 March 1945 - Dessau (9.52)
11 March 1945 - Essen (6.05)
14 March 1945 - Zweibrucken (7.42)
15 March 1945 - Hagen (6.42)
21 March 1945 - Heide (5.23)
24 March 1945 - Methias Stennes (6.01)
25 March 1945 - Hamburg (6.24)
31 March 1945 - Hamburg (5.51)
4 April 1945 - Muresburg (9.21)

In addition, claiming operational wings (10 September 1945), he listed the following added flights:

22 April 1945 - Wangerooge (4.40)
10 May 1945 - Juvincourt (POW evacuation).

Training: Interviewed in Toronto, 26 February 1941 by F/O J.B. Richardson. "Good clean cut lad, Keen, alert and intelligent. Should develop into first class material. Good appearance. Pleasing personality."

Course at No.5 ITS was 13 September to 7 November 1941. Courses in Mathematics (135/150), Armament, practical and oral (88/100), Signals (95/100), Hygiene and Sanitation (39/40), Drill (80/100) and Law and Discipline (90/100). Placed 11th in a class of 119. "Very shy, self-conscious type, good student and hard worker."

Course at No.9 EFTS was 10 November 1941 to 2 January 1942. Finch II aircraft - 34.20 dual, 25.55 solo. Was 8.35 on instruments. Logged ten hours in Link. "Very interested in flying. Progress before solo a little slow but progressed to satisfactory standard. Judgement and ability to learn is good. Instrument flying good." (J. Cochman, CFI). Courses in Airmanship (142/200), Airframes (78/100), Aero Engines (73/100), Signals, practical (80/100), Theory of Flight (69/100), Air Navigation (138/200), Armament, oral (177/200), Placed second in a class of 22. "Ground School above average; very retiring but reliable, steady hard worker. As Service life continues self-conscious attitude should improve, and this student become valuable Service pilot. Conduct, deportment and attitude towards Service excellent." (F/L P.H Jeffery)

Course at No.6 SFTS was 5 January to 24 April 1942. Flew 55.35 day dual, 59.50 day solo, 7.20

night dual, 10.55 night solo. Logged 23.40 on instruments, 20 hours in Link. "Average pilot. Airmanship poor." Ground school marks in Airmanship and Maintenance (176/200), Armament, written (87/100), Armament, practical (78/100), Navigation and Meteorology (168/2000, Signals, written (47/50) and Signals, practical (96/100). Placed 21st in a class of 49. "A young, sincere airman. With experience should make average service pilot." (S/L E.R/ Johnston, Chief Instructor).

Course at No.18 (Pilots) AFU was 11 April to 27 June 1944. Oxford aircraft -(5.10 day dual to first day solo, total 29.20 day dual, 28.40 day solo, 4.45 in formation; 1.20 night dual to first night solo, total 6.00 night dual, 14.15 night solo. Was 5.45 on instruments, logged 8.40 in Link. Flying tests in General Flying (230/400), Applied Flying (120/200), Instrument Flying (160/250), Night Flying (60/100) and Link (32/50). "A steady average pilot who has made slow progress. Should have done much better in view of his experience, Reactions a little slow,. Suitable captain with heavy type experience."

Course at No.22 OTU was 28 June to 5 September 1944. Wellington aircraft - (5.20 day dual to first day solo, total 5.20 day dual, 5.35 day at controls with a captain, 25.20 day solo; 4.20 night dual to first night solo, total 4.20 night dual, 5.40 at controls with a captain, 31.00 night solo. Was 20.00 on instruments, logged 15.00 in Link. Flew four day and five night cross-countries, five fighter affiliation exercises. Flying tests in General Flying (295/400), Applied Flying (145/200), Instrument Flying (175/250), Night Flying (70/100) and Link (33/50). Ground examinations in Airmanship (254/300), Armament (264/300), Meteorology (68/100), Navigation (132/200) and Signals (85/100). "An ex-staff pilot in Flying Training Command, An above average pilot whose flying is very smooth. Completed his course with a high standard of keeners and punctuality. Had a little initial trouble with his crew but after a change of Air Bombers, crew worked well together. Pre-flight planning good. In spite of a shy, quiet manner, this NCO has developed into an above average captain. Has been interviewed by the AOC 91 Group re commissioning."

At No.1664 Conversion Unit, assessed as "Good pilot but tends to become excitable at times. Fair crew but could be better. Captaincy could improve." Besides himself, crew were R191240 Sergeant F.V. McGaw (navigator), R182767 Sergeant M.E. Holmstead (bomb aimer), R210485 Sergeant K.W. Wright (WOP), R193885 Sergeant B. Baluk (flight engineer), R26997 Sergeant W. Kuchma (mid-upper gunner) and R169896 Sergeant D. McDonald (rear gunner).

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HEAVEN, F/L Ernest Arthur (J23082) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 1 August 1916 at Grand Forks, British Columbia; home there (miner). Enlisted Vancouver, 11 February 1941 and posted to No.2 Manning Depot. To No.10 Repair Depot, 15 March 1941. To No.2 ITS, 3 May 1941; graduated and promoted LAC, 9 June 1941; psted that date to No.15 EFTS; to No.11 SFTS, 26 July 1941; graduated and promoted Sergeant, 10 October 1941. To Trenton, 11 October 1941; to No.1 Manning Depot,

22 November 1941; to "H", 11 December 1941; to No.3 WS, 13 January 1942; promoted Flight Sergeant, 10 April 1942; promoted WO2, 10 October 1942. Commissioned 19 November 1942. To No.5 BGS, 11 May 1943; promoted Flying Officer, 19 May 1943; to Eastern Air Command, 7 July 1943; to No.113 (BR) Squadron, 21 July 1943; to "Y" Depot, 4 March 1944; taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Promoted Flight Lieutenant, 19 November 1944. Repatriated 8 June 1945. To Western Air Command, 20 June 1945. Released 24 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 dated 22 May 1945 when he had flown 30 sorties (195 hours 45 minutes) between 26 November 1944 and 23 April 1945.

Flight Lieutenant Heaven has completed a tour of operations as pilot and captain of aircraft on four-engined bombers. Throughout his tour this pilot has shown admirable squadron spirit and a keenness for operations. Many of his sorties were against the most heavily defended German targets, including such names as Cologne, Stuttgart, Essen, Chemnitz, and Hamburg. During an operation on Soest, he was attacked by an enemy fighter but successful evasive action was taken. On another raid on Cologne, his aircraft suffered extensive flak damage. Notwithstanding any of the difficulties which he encountered, Flight Lieutenant Heaven's operational enthusiasm never diminished. This officer also performed excellent work as Deputy Flight Commander and he was a real asset to this unit.

The sortie list was as follows:

26 November 1944 - Neuss (5.20)
4 December 1944 - Karlsruhe (7.00)
5 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.30)
28 December 1944 - Opladen (5.50)
29 December 1944 - Trois Dorf (6.55)
30 December 1944 - Cologne (6.10)
6 January 1945 - Hanau (7.15)
13 January 1945 - Saarbrucken (7.50)
14 January 1945 - Grevenbroich (6.20)
28 January 1945 - Stuttgart (6.55)
23 February 1945 - Essen (6.15)
24 February 1945 - Kamen (7.15)
25 February 1945 - Mainz (7.15; should the date read 27 February 1945 ?)
1 March 1945 - Mannheim (6.50)
2 March 1945 - Cologne (5.35)
5 March 1945 - Chemnitz (8.45)
7 March 1945 - Hemmingstedt (6.30)
8 March 1945 - Hamburg (6.15)

11 March 1945 - Essen (6.10)
13 March 1945 - Wuppertal (6.30)
14 March 1945 - Zweibrucken (6.50)
15 March 1945 - Hagen (6.30)
21 March 1945 - Rheine (5.00)
22 March 1945 - Borsten (5.10)
24 March 1945 - Gladbach (6.10)
31 March 1945 - Hamburg (5.20)
15 April 1945 - Kiel (6.00)
18 April 1945 - Heligoland (4.50)
22 April 1945 - Bremen (6.10)

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HEBERT, F/O Charles Edouard Roger Yvan (J36298) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in 28 September 1914, Maisieville, Quebec; home in Montreal (book keeper). Enlisted Montreal, 7 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 but not posted to No.9 AOS until 15 May 1943; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943; taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 18 May 1945. Retired 28 June 1945. Reported deceased, 18 December 1965 as per DVA letter on 18 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.2618 (RG.24 Vol.20627) has recommendation dated 7 April 1945 when he had flown 32 sorties (200 hours 30 minutes), 29 August 1944 to 31 March 1945.

The above mentioned officer has to his credit thirty-two operational sorties over occupied territory. Included among his targets are Emden, Bergen, Stuttgart, Merseburg and Zeitz. On his last sortie Flying Officer Hebert flew with the gaggle leader and displayed outstanding navigational ability.

During a very long tour this officer has at all times set a sterling example of cheerful confidence and devotion to duty. The conscientious manner in which he completed every task both on the ground and in the air has been an inspiration to all navigators in the squadron.

For his outstanding ability and example of zeal and co-operation, Flying Officer Hebert is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

29 August 1944 - Stettin (9.55)
6 September 1944 - Emden (4.20, day)
10 September 1944 - Le Havre (4.30, day)
12 September 1944 - Dortmund (4.55, day)
25 September 1944 - Calais (4.25, day)
26 September 1944 - Calais (3.45, day)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (3.50, day)
4 October 1944 - Bergen (6.15, day)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (4.50, day)
14 October 1944 - Duisburg (5.40)
19 October 1944 - Stuttgart (7.15)
2 November 1944 - Dusseldorf (6.35)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (5.30, day)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (6.35)
1 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (7.25)
7 January 1945 - Munchen (8.35)
14 January 1945 - Merseburg (9.25)
15 January 1945 - Zeitz (8.20)
28 January 1945 - Stuttgart (7.15)
1 February 1945 - Ludwigshaven (7.30)
2 February 1945 - Weisbaden (6.35)
2 March 1945 - Cologne (5.50)
14 March 1945 - Zweibrucken (7.40)
15 March 1945 - Hagen (6.30)
27 March 1945 - Dorstun (5.20, day)
30 March 1945 - Hamburg (6.00, day)

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HEBERT, F/O Jean (J16485) - **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 12 July 1919, Lanton, Gironde, France. Formerly in Royal Canadian Artillery. Enlisted Montreal, 1 March 1941. To No.4 Manning Depot, 14 March 1941. To No.1 WS, 4 May 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.13 EFTS; ceased training and posted to Trenton, 18 August 1941; to No.9 AOS, 11 October 1941; graduated 16 January 1942 and posted next day to No.6 BGS; graduated and promoted Sergeant, 11 April 1942 when posted to No.2 ANS. To "Y" Depot, 18 May 1942; to RAF

overseas, 31 May 1942. Commissioned 1942. 29 December 1942. Promoted Flying Officer, 29 June 1943. Promoted Flight Lieutenant, 29 December 1944. Later at No.132 OTU. Repatriated 1 June 1945. Released 23 July 1945. Recalled to Interim Force, 12 May 1946 and posted to Trenton, 14 May 1946. To No.1 Air Command, 2 June 1946. To Lachine, 1 August 1946. Reverted to Flying Officer, 23 October 1946. Retired again, 26 December 1946. Died in Aylmer, Quebec, 24 February 2007. Photo PL-35876 is a portrait.

Flying Officer Hebert has participated in many operational missions including important reconnaissance flights over the Norwegian, Dutch and French coasts and eight successful attacks against enemy shipping. On several occasions his aircraft has been severely damaged by anti-aircraft fire. Undeterred he has coolly and efficiently directed his pilot and materially assisted him in flying his aircraft safely back to base. Flying Officer Herbert has proved himself a keen and skilful navigator. His consistent courage and devotion to duty have been worthy of high commendation.

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HEBERT, S/L Rosario Jean Claude (C1469) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 1914, Magog, Quebec; home there. Enlisted Trois Rivieres, Quebec, 2 January 1940. Trained at No.1 SFTS; graduated 13 July 1940. Flight Lieutenant as of 15 October 1941; with No.11 EFTS as of 24 November 1941. To No.13 SFTS, 6 April 1942. Promoted Squadron Leader, 18 April 1942. To "Y" Depot, 19 October 1942. To RAF overseas, 27 October 1942. Repatriated 3 November 1944. To War Staff College, 3 December 1944. To No.1 Air Command, 5 March 1945. To No.13 EFTS, 23 March 1945. Promoted Wing Commander, 1 May 1945. Retired 30 August 1945. Rejoined as Wing Commander, 15 April 1946 and posted to No.438 Squadron (Auxiliary) that date. Postwar number was 120090. Retired 6 November 1963. Following the war he had founded Transparent Paper Products. Served on many Boards of Directors for commercial and charitable organizations including Dominion Textile, l'Alliance Industrielle, la Banque Canadienne Nationale, Warnock Hersey Intl, Newfoundland Capital Corp., Bombardier, Petro Canada, l'Hopital Notre-Dame, the Canadian Executive Service Overseas and the Richard Ivey School of Business. He was passionate about the game of golf and salmon fishing. In 2002 at the age of eighty-eight, he made the second "hole-in-one" of his life and he shot less than his age many times. Died at Sainte-Anne's Veterans' Hospital (Montreal), 23 April 2005. RCAF photo PL-28897 (ex UK-10381 dated 5 May 1944) shows him being congratulated by by F/O Charles Miville-Deschenes (Quebec City). PL-28908 (ex UK-10394 dated 16 May 1944) shows same men; Hebert identified as being "second in command of an RCAF operational training unit." Photo PL-34102 shows him with S/L B.S, Imrie, DFC. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 15 December 1943 at which time he had flown 39 sorties (222 hours 25 minutes):

This officer has now completed thirty-nine night sorties on a variety of targets.

He has carried out these attacks with consistent skill and courage. Squadron Leader Hebert has set an example of skilful pilotage, cool judgement and determination. This, along with his cheerful confidence, has inspired a high standard of morale in his crew.

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HECHTER, F/O Joseph (J88849) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 26 March 1921, Winnipeg; home there (shipper). Enlisted Winnipeg, 10 July 1941 and posted to No.2A Manning Depot. To No.38 SFTS (guard), 27 July 1941. To No.4 ITS, 19 August 1941; graduated and promoted LAC, 6 December 1941 when posted to No.6 EFTS; may have graduated 13 February 1942 but not posted to No.4 SFTS until 28 February 1942; graduated and promoted Sergeant, 19 June 1942. To No.5 AOS, 4 July 1942. Retained there as a staff pilot on Leave Without Pay until 31 July 1943 when recalled to service status with rank of Flight Sergeant and posted that date to "Y" Depot. To United Kingdom, 25 August 1943. Commissioned 21 August 1944. Promoted Flying Officer, 21 February 1945. Repatriated 8 June 1945. Retired 21 July 1945. Photo PL-36800 shows a group of Winnipeg aircrew repatriated to Canada - front row is F/L Fred Smith, DFC, pilot and Herman Shaak, pilot; rear row is Phil Taylor, DFC, air gunner, and Joseph Hector [sic], DFC, pilot.

This officer has completed many operational sorties over enemy territory. In March 1945 he completed a mission despite the fact that the undercarriage of his aircraft had jammed and could not be retracted. On another sortie the oxygen system failed and Flying Officer Hechter completed his allotted tasks by the expert use of emergency supplies. He has always displayed outstanding tenacity and courage.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C F.W. Ball, 30 March 1945 when he had flown 23 sorties (147 hours 30 minutes) as follows:

27 December 1944 - Opladen (6.10)
29 December 1944 - Trois Dorf (6.45)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (7.05)
5 January 1945 - Hanover (6.10)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Grevenbruich (6.10)
16 January 1945 - Magdeburg (6.40)
4 February 1945 - Osterfeld (5.50)
7 February 1945 - Goch (5.50)
8 February 1945 - Wanne Eickel (6.10)
15 February 1945 - Bohlen (8.15)

20 February 1945 - Mannheim (7.05)
21 February 1945 - Worms (6.50)
23 February 1945 - Essen (5.50)
24 February 1945 - Kamen (6.10)
27 February 1945 - Mainz (6.30)
1 March 1945 - Mannheim (6.45)
2 March 1945 - Cologne (6.00)
5 March 1945 - Chemnitz (8.35)
21 March 1945 - Eindhoven (3.40, duty not carried out)
24 March 1945 - Gladbeck (5.40)
25 March 1945 - Munster (5.40)

This officer has completed many sorties over enemy territory. In March 1945, shortly after he took off, his aircraft suffered a broken hydraulic line which prevented retraction of the undercarriage. Despite the difficulties in maintaining the necessary airspeed he carried on to the target with the wheels down. On the following trip his oxygen system failed; again he decided to carry on by remaining at low altitudes until just before the target; then using emergency bottles he gained height and bombed. He then descended to a safer altitude. His tenacity and courage in attacking the enemy has been outstanding. It is recommended that he be awarded the Distinguished Flying Cross, non-immediate.

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HECTOR, FS Robert Christie (R58922) - **Mention in Despatches** - No.6418 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 24 March 1920. Home in Winnipeg; enlisted there 17 May 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 14 June 1940. Promoted AC1, 19 October 1940. To No.3 SFTS, 22 October 1940. Promoted LAC, 1 April 1941. To "Y" Depot, 21 January 1942. To RAF overseas, 2 February 1942. Promoted Corporal, date uncertain. Promoted Sergeant, 3 October 1942. Repatriated 7 July 1945. Released 25 August 1945. Recalled to service, 19 February 1946 with Interim Force. To Northwest Air Command, 13 March 1946. To Winter Experimental Establishment, 20 March 1946. To No.5 Release Centre, 17 July 1946. Retired 20 July 1946.

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HEDGES, W/C Geoffrey Paget, MC, ED (C1950) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date

and AFRO 82/46 dated 25 January 1946. Home in Montreal; enlisted there 23 April 1940 in Administrative Branch. Promoted Squadron Leader, 15 July 1941. Appointed first Commanding Officer of Women's Division Training School, 5 October 1941. To "Y" Depot, 9 September 1942. To RCAF Overseas Headquarters, 25 September 1942. Promoted Wing Commander, 1 July 1943. Repatriated 8 October 1945. Retired 5 December 1945.

This officer has contributed outstanding service to the Royal Canadian Air Force. At all times his zeal, competent judgement and wisdom have been applied in the interests of the Service. Through his untiring and unselfish efforts many problems of organization and administration have been solved quickly and effectively. His personal example of industry and loyalty have been an inspiration to all who have been associated with him.

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HEENEY, F/L Harold Blair (J11489) - **Member, Order of the British Empire** - Station Dorval (identified in AFRO only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 4 January 1922 in Ottawa; educated in Smith Falls and Kempville Agricultural College (graduated 1941). Enlisted in Ottawa 8 July 1941 and posted to No.4A Manning Depot. To No.13 SFTS (guard duty), 10 September 1941. To No.3 ITS, 25 September 1941; graduated and promoted LAC, 8 November 1941; posted that date to No.8 AOS; graduated 14 February 1942 when posted to No.4 BGS ; graduated and promoted Sergeant, 24 March 1942; posted to No.2 ANS on 28 March 1942; graduated and commissioned 27 April 1942. To RAF Ferry Command, 18 May 1942. Promoted Flying Officer, 27 October 1942. Departed Montreal, Special Flight (EW908) to "O". Departed "E.C." on 25 November 1942, Catalina FP135 to "B" and thence on 10 December 1942 to Bathurst (West Africa). Returned by airline to New York, 15 December 1942. Appears to have proceeded overseas again, date uncertain; promoted Flight Lieutenant, 27 April 1944; repatriated 31 August 1945. Retired 26 September 1945. News clipping confirms he was attached at one time to RAF Ferry Command. Citation reportedly on RCAF file 306-4-10, communication dated 6 October 1947, but not found in DHist biographical file. Public Records Office document Air 2/9130 identifies unit and gives the following citation:

Flight Lieutenant Heeney has been in charge of the Route Information Section of the Navigation Branch of this station since January 1943. It has been due to his sustained efforts and co-operation with other services over a long period that this Group has acquired an airfield library which has probably exceeded that of any other Royal Air Force formation of comparative size. In addition, Flight Lieutenant Heeney's work in obtaining the ready exchange of information with the United States and Canadian services have been outstanding.

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HEGSETH, P/O Arne Hilmar (J85353) - **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 in Norway, 26 December 1920; home in Kenora, Ontario. Enlisted in Winnipeg, 20 September 1941. To No.3 Manning Depot, 5 November 1941. To No.7 SFTS (guard duty), 5 December 1941. To No.4 ITS, 28 February 1942; graduated and promoted LAC, 24 April 1942 but not posted to No.15 EFTS until 23 May 1942; to No.7 SFTS, date uncertain. Graduated and promoted Sergeant, 22 January 1943; to "Y" Depot, 5 February 1943; date of overseas despatch uncertain. Commissioned 10 March 1944. Promoted Flying Officer, 10 September 1944. Repatriated 12 March 1946; retired 3 May 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation dated 20 August 1944 when he had flown 40 sorties (205 hours 40 minutes), 29 December 1943 to 14 August 1944 (described as 108 "points").

This officer has completed a total of forty operational sorties, several of which were against major German targets. He has invariably displayed a high degree of courage and skill and his example has been worthy of emulation. His cool determination, gift and quality of leadership have contributed in no small measure to his many successful operations throughout his tour.

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HEIDE, F/O Cecil Le Roy (J16650) - **Distinguished Flying Cross** - No.39 Squadron - Award effective 25 April 1944 as per **London Gazette** dated 7 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 4 November 1919 in Wynard, Saskatchewan. Home in Vancouver; enlisted there 14 June 1941. To unknown unit, 14 July 1941; to No.2 ITS, 7 August 1941; graduated and promoted LAC, 27 September 1941 although his posting to No.7 AOS is dated 12 September 1941; to No.3 BGS, 3 January 1942; graduated and promoted Sergeant on 14 February 1942 when posted to No.1 ANS; may have graduated 19 March 1942 but not posted to No.31 OTU until 31 March 1942. To "Y" Depot, 20 April 1942. To RAF overseas, 1 May 1942, departing in Ferry Command flight of Hudson FH404 to Goose Bay and, on 3 May 1942, from Goose Bay to Britain. Posted to No.39 Squadron, 13 December 1942. Commissioned 21 December 1942. Promoted Flying Officer, 21 June 1943. Promoted Flight Lieutenant, 21 December 1944. Repatriated 29 March 1945. To Western Air Command, 14 April 1945. Remained in postwar RCAF, being confirmed as Flight Lieutenant on 1 October 1946; granted permanent commission, 1 October 1950; promoted Squadron Leader, 1 January 1953. Photo PL-35904 is a portrait.

Flying Officer Heide has participated in many varied types of operational sorties and by his devotion to duty and fine fighting spirit has played no small part in the successes attained by his crew. On one occasion his pilot was forced to bring the aircraft down on to enemy waters but reached safety after three days in the dinghy.

NOTE: Public Record Office Air 2/9624 has the original recommendation dated 10 February 1944 when he had flown 586 hours 40 minutes, including 146 hours 40 minutes on operations (37 sorties); in the previous six months he had flown 200 hours 50 minutes.

This officer of No.39 Squadron has been navigator to Flying Officer [Henry Hazard] Deacon, DFC, and has carried out with considerable success during the months June to November 1943:

- five daylight strikes
- seven daylight Rovers
- three night torpedo strikes
- seven night torpedo Rovers
- seven minelaying sorties
- long range fighter patrols

His devotion to duty and his keen and offensive spirit has played a great part in his crew's success. On his last operational sortie he and his pilot were forced to ditch in enemy waters and although landing in enemy territory, after three days in a dinghy, through help by Italians and their own initiative, they regained friendly territory by rowing to Corsica from Elba.

RCAF Press Release No. 1550 dated 30 April 1943, by Flight Lieutenant Kenneth MacGillivray Public Relations Officer, R.C.A.F. in the Middle East

MALTA. (R.C.A.F. News Service). Two Vancouver lads are among the numerous R.C.A.F. boys in the thick of the torpedo-carrying operations by means of which the R.A.F., using Malta as a base, is playing 'hob' with enemy shipping off Sicily and between Rommel in Tunisia and his Italian sources of supply.

They are Flying Officer Lee Heide of 1254 Venable Street, son of an advertising official of the Vancouver News-Herald, and Flying Officer Robert Cunningham, who, before entering the R.C.A.F. in February of 1941, spent four years "seeing the world" with the United States Marine Corps. Heide is a navigator, and Cunningham an air-gunner.

Heide was in the news in February when his aircraft shared in the destruction of a 3,000,000 gallon enemy petrol tanker off Maritime. His kite was later in an engagement with four enemy destroyers in which two of his gunners were wounded and the aircraft was badly shot up. On a previous occasion they were credited with a direct bomb hit on an enemy destroyer.

Cunningham, who arrived in Malta last month, has already had a good number of operational trips, flying in the crew of his squadron O.C., Wing Commander Gaine, AFC, the veteran pilot who before the war set a world record in a flight was Ishmalia to Australia in a Vickers Wellesley.

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HEIMPEL, F/L Earle Stanley (J19426) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 10 January 1918, Guelph, Ontario. Formerly in the RCMP. Enlisted Halifax, 18 February 1942. To No.5 Manning Depot, 4 March 1942. To No.4 Repair Depot, 13 April 1941. To No.5 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.13 EFTS until 12 August 1942; may have graduated 6 November 1942 but not posted to No.5 SFTS until 21 November 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943. Commissioned 19 December 1943. Promoted Flying Officer, 19 June 1944; promoted Flight Lieutenant, 27 June 1944. Repatriated 22 November 1944; to No.3 Training Command, 5 January 1945; to No.14 SFTS, 6 January 1945; to Release Centre, 20 September 1945; retired 2 October 1945. RCAF photo PL-32850 (ex UK-14983 dated 18 September 1944) is captioned as follows: "Keen and alert, F/L Earl [sic] Heimpel is typical of the pilots who captain the Snowy Owl Squadron Halifaxes of the Canadian Bomber Group. F/L Heimpel is a veteran of 27 trips and assistant deputy flight commander in his squadron. His father is professor L.G. Heimpel of MacDonald College at St. Anne de Bellevue, Quebec." RCAF photo PL-33075 (ex UK-15344 dated 26 September 1944) is captioned as follows: "Flight Lieutenant Vic Motherwell (centre) has good reason to shake the hand of F/L E.S. Heimpel. It was the latter (whose home is at MacDonald College, Quebec), who spotted F/L Motherwell's crew adrift in the North Sea and assisted in their rescue after nearly 14 hours in a dinghy. At left is Flight Sergeant L.K. Engemoen od Wadena, Saskatchewan, the wireless operator who earned the praise of crewmate for his work inn sending out DOSs. The incident occurred on the crew's 15th trip, a long over-water bombing mission to Kiel."

This officer has completed an outstanding tour of operations. He has participated in numerous sorties over a wide range of targets. At all times he has displayed exceptionally fine leadership, tenacity of purpose and airmanship of a high order which has set a fine example to all. On one occasion he showed

admirable initiative in organizing a sea search for a crew from his flight. He led three aircraft until he sighted the crew in their dinghy when he directed air/sea rescue aircraft and surface vessels to the rescue.

DHH file 181.009 D.1730 (Library and Archives RG.24 Vol 20607) has recommendation drafted 11 October 1944 by W/C H.C. Ledoux when he had flown 34 sorties (160 hours 55 minutes). Submission as follows:

During his tour of operations, Flight Lieutenant Heimpel showed a keenness and determination for operations which was an example to all within this squadron. On several occasions his skilful airmanship and ability to make instant decisions in emergency contributed greatly to the success of his undertakings. Entirely on his own he organized and led three aircraft in a sea search for a crew from his Flight, sighted the crew in their dinghy and directed Air-Sea Rescue aircraft and surface vessels to it.

This officer's exceptional qualities of leadership and tenacity of purpose have set a high standard to all personnel of this squadron and it is strongly recommended that he be awarded the Immediate Distinguished Flying Cross.

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HELMSLEY, F/L Alan Frank (J16788) - **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 9 September 1918. He had a brief career as a rural school teacher, although he gave his home as Toronto; enlisted there, 6 November 1940. To Trenton, 22 December 1940. To No.1 ITS, 21 February 1941; graduated and promoted LAC, 29 March 1941 when posted to No.12 EFTS; ceased training 23 April 1941 when posted to No.1 Manning Depot; to No.5 AOS, 24 May 1941; to No.3 BGS, 17 August 1941; graduated and promoted Sergeant, 29 September 1941; to No.1 ANS, 30 September 1941; graduated 10 November 1941 and posted next day to "Y" Depot. To RAF overseas, 8 December 1941. Commissioned 4 January 1943; promoted Flying Officer, 4 July 1943; promoted Flight Lieutenant, 4 January 1945. Flew tours in Europe and North Africa. Repatriated 21 April 1945. To No.1 Air Command, 23 April 1945. Retired 23 May 1945. Took an Honours Degree in Geography from the University of Toronto (1949), then worked for the Ontario Ministry of Lands and Forests. He was instrumental in establishing the Ontario Nature Museum and the Parks Interpretive Programme in Algonquin Park, later extended to other Ontario parks. In 1965 he joined Parks Canada (Ottawa), retiring in the mid-1970s. Died in Ottawa, 3 March 2006. Photo PL-35342 shows him.

Flight Lieutenant Helmsley has participated in numerous operational sorties,

throughout which he has displayed great skill, courage and devotion to duty. As squadron navigation officer he has set a high standard of professional ability and by his untiring efforts has done much to raise the standard of navigation in the squadron to the same high level of efficiency.

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HEMENWAY, F/L Harold Cameron (J14064) - **Air Force Cross** - No.7 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - Born 10 October 1914. Enlisted in Vancouver, 9 April 1940 as Equipment Assistant. To Technical Training School, St. Thomas, 29 April 1940. To No.119 (BR) Squadron, 10 June 1940. Promoted AC1, 9 July 1940. Promoted LAC, 1 January 1941. Remustered to aircrew and posted to No.1 ITS, 4 March 1941, reverting at the time to AC2; graduated and promoted LAC, 10 April 1941 when posted to No.7 EFTS; graduated 28 May 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 8 August 1941. To Trenton, 9 August 1941. To No.7 SFTS to instruct, 9 November 1941. Promoted Flight Sergeant, 8 February 1942. Promoted WO2, 8 August 1942. Subsequently Commissioned with effect from 1 July 1942. Promoted Flying Officer, 1 January 1943. Promoted Flight Lieutenant, 1 March 1944. To No.3 SFTS, 4 October 1944. Retired 18 October 1945. Living in Willowdale, Ontario in 1949. As of award he had flown 1,948 hours, 1,712 hours as instructor, 327 hours in previous six months.

This officer through his initiative and continuous efforts has continually progressed to become an excellent instructor. He takes the utmost interest in the progress of his pupils and has been untiring in his efforts to improve their flying ability and to ensure that they reach the highest possible standard. As a Flight Commander he has displayed qualities of leadership and initiative, and demands of his instructors the highest grade of instruction at all times. Through his ability and devotion to duty he has contributed much to the success of flying instruction of this school.

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HEMMING, F/O Cyril George (J35270) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 17 May 1921, Woodside, New Brunswick; home there (labourer). Enlisted Halifax, 20 September 1941. To No.5A Manning Depot, 8 October 1941. To No.9 AOS (guard), 10 November 1941. To No.6 ITS, 6 December 1941; graduated and promoted LAC, 13 February 1942; posted next day to No.20 EFTS; graduated 25 April 1942 when posted to No.16 SFTS; graduated and promoted Sergeant, 14 August 1942. To No.3 Flying Instructor School, 12 September 1942. To No.1 BGS, 19 October 1942. Promoted Flight Sergeant, 14

February 1943. Promoted WO2, 14 August 1943. Commissioned 8 September 1943. To "Y" Depot, 28 September 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 8 March 1944. Repatriated 29 March 1945. To Moncton, 14 April 1945. To Yarmouth, 17 May 1945. To Release Centre, 19 September 1945. Retired 29 September 1945. Died 21 June 2010 in Dartmouth, Nova Scotia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2011. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 10 April 1945 when he had flown 36 sorties (215 hours 10 minutes), 30 September 1944 to 21 February 1945.

The above mentioned officer completed thirty-six operational sorties over enemy territory. On several occasions his aircraft was badly damaged by flak and was brought back and successfully landed. Flying Officer Hemming displayed outstanding ability as a pilot. His cheerful confidence, coolness and devotion to duty contributed in a large measure to the success of the crew.

His strong sense of devotion to duty and high degree of ability warrant recognition and Flying Officer Hemming is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 September 1944 - Bottrop (5.20, day)
30 September 1944 - Sterkrade (4.55, day, second pilot)
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 (5.30)
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 - Trois Dorf (6.35)
30 December 1944 - Cologne (6.15)
2 January 1945 - Ludwigshafen (7.00)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (6.45)
13 January 1945 - Saarbrücken (6.45)
14 January 1945 - Gravenbroich (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 - Wesel (5.35, day)
20 February 1945 - Monheim (7.10)
21 February 1945 - Worms (7.10)

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HEMPHILL, F/L Roy Donald (J13447) - **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 26 April 1921 in Regina; home in Vancouver where he was a salesman; enlisted there 10 September 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 26 October 1941. To No.7 ITS, 6 December 1941; graduated and promoted LAC, 14 February 1942 when posted to No.6 EFTS; may have graduated 10 April 1942 but not posted to No.11 SFTS until 25 April 1942; graduated and commissioned, 14 August 1942. To No.2 Flying Instructor School, 11 September 1942; to No.10 SFTS, 8 November 1942. Promoted Flying Officer, 14 February 1943. To "Y" Depot, 27 September 1943. Embarked from Halifax, 22 October 1943. Disembarked in United Kingdom, 30 October 1943. Temporary Duty at Repatriation Depot, 8 January 1944 (escort work). Attached to No.50 Group Pool, 11-29 February 1944. To No.14 (Pilots) AFU, 29 February 1944. Attended No.1544 Beam Approach Training Flight course, 11-25 April 1944. To No.24 OTU, 16 May 1944. To No.61 Base, 9 August 1944. Promoted Flight Lieutenant, 14 August 1944. Attached to No.1666 Conversion Unit, 15 August to 15 September 1944. To No.425 Squadron, 15 September 1944. Attached to Air-Sea Rescue School, 14-27 December 1944. Repatriated 7 July 1945. To Western Air Command, 20 July 1945. To Release Centre, 31 October 1945; retired 2 November 1945. Died in Victoria, 25 April 1981 as per British Columbia Vital Statistics. Photo PL-41914 shows him. Cited with Sergeant E.A. McAbendroth

(RAFVR, awarded DFM).

Flight Lieutenant Hemphill and Sergeant McAbendroth were pilot and flight engineer respectively of an aircraft detailed to attack Dusseldorf one night in November 1944. On the outward flight a leak occurred in the oil supply line to the starboard inner engine. Flight Lieutenant Hemphill decided to continue his mission although the target was still far distant. When nearing the area, the port inner engine exploded and caught fire. As much oil had seeped nearby, the danger of the fire spreading was great. Sergeant McAbendroth worked unremittingly to prevent this, however, and finally succeeded in extinguishing the flames. Flight Lieutenant Hemphill had held resolutely to his course and, although some height was lost, went on to execute his bombing attack. The position was now serious. Two engines were out of action, whilst the petrol supply was a cause for misgiving. Despite this, Flight Lieutenant Hemphill set course for home. Eventually an airfield in this country was reached and a safe landing was effected. This officer displayed the highest qualities of skill and resolution in the face of considerable difficulty. Sergeant McAbendroth also proved himself to be a most devoted and determined crew member. His expert tending of the two functioning engines considerably helped his pilot to bring the aircraft home.

The original recommendation by W/C Hugh Ledoux, found in DHH file 181.009 D.3268 (Library and Archives Canada RG.24 Volume 20637) was drafted 11 November 1944 when he had flown ten sorties (55 hours 40 minutes) as follows:

17 September 1944 - Boulogne (3.30)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (7.00)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (6.55)
12 October 1944 - Wanne Eickel (5.30)
25 October 1944 - Homburg (5.10)
28 October 1944 - Cologne (6.05)
30 October 1944 - Cologne (6.15)
2 November 1944 - Dusseldorf (5.00)

On the night of November 2nd, 1944, Flight Lieutenant Hemphill and his crew were detailed to bomb the industrial centre of Dusseldorf, Germany.

As the aircraft left the base, the Flight Engineer noted that there was a leak in

the oil supply line to the starboard inner engine. This fact was reported to the pilot who decided to keep the flying speed constant, and to do so flew at 16,000 feet instead of the briefed 18,000 feet.

On approaching the target, the pilot started to gain height. As he did so, the port inner engine failed. One cylinder was blown through the cowling. The engine caught fire and with the escape of oil in and about the aircraft, it seemed imminent that the whole aircraft would catch fire. Flight Lieutenant Hemphill gave the order to prepare to abandon the aircraft. All this time, the plane was losing height. Flight Lieutenant Hemphill, exercising great determination and devotion to duty, decided to carry home the attack. The target was reached and bombed successfully.

Because of the engine failure, bombing had to be carried out at 13,500 feet instead of 20,500 feet. There was sufficient petrol left for a flight of one and a half hours. Both the starboard outer and inner engines developed trouble on the trip back. By great economy of petrol the crippled aircraft succeeded in making an emergency landing at an English airfield.

Under such stress and emergency, Flight Lieutenant Hemphill's cool efficiency and dogged determination to drive home a successful attack were a source of encouragement to the remainder of his crew. Such unselfish devotion to duty is highly commendable and worthy of highest praise. I strongly recommend that this officer be granted the immediate award of the Distinguished Flying Cross.

HEMPHILL, S/L Roy Donald, DFC (J13447) - **Bar to Distinguished Flying Cross** - No.425 Squadron - Award effective 3 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945.

One night in April 1945 this officer was the pilot of an aircraft detailed to attack Harburg-Rhenania. When nearing the target the port inner engine and the electrical system became unserviceable. Despite loss of height Squadron Leader Hemphill continued his mission and eventually bombed his objective. On the return journey the hydraulic system and brakes became useless. The port outer engine commenced to give trouble and the aircraft was continually losing height. Nevertheless, Squadron Leader Hemphill flew to an emergency field in England where he executed a masterly landing. Squadron Leader Hemphill has completed a large number of sorties and has invariably shown a high degree of courage coupled with great skill and devotion to duty.

Note: His logbook recorded 29 sorties. He received a Commendation (from Group Captain J.H. Lecomte, R.C.A.F., May 15, 1945) as follows:

While engaged on an operational sortie, this pilot lost his port inner engine 60 miles before the target. The engine caught fire, and the fire was extinguished. By losing a great deal of height, and bombing from 12,000 feet, this pilot was able to make the target on time. Complete failure of the electrical system before reaching the target, and failure of the hydraulic system and brake system, added to the difficulties under which this crew carried on. This pilot showed perseverance and determination in carrying on, and making the target on time.

Notes: Assessment while instructor very good - "A good organizer. When given the opportunity to direct operations has done very well. Progressing more rapidly than the average and with further experience will make a good flight commander. Recommend promotion to Acting Flying Officer." (S/L B.C. Andrew, No.10 SFTS, 14 May 1943).

On repatriation he reported he had flown 27 sorties (183 hours), the last on 18 April 1945, plus 226 hours 15 minutes non-operational flying. He listed his overseas types as being Tiger Moth (20.05), Wellington (75.00), Halifax II (23.05), Halifax V (22.35), Halifax IIIA (205.10) and Oxford (63.20).

Training: Course at No.7 ITS was 8 December 1941 to 30 January 1942. Courses in Mathematics (119/150), Armament, practical and oral (44/50), Signals (143/150), Anti-Gas (45/50), Aircraft Recognition (86/100), Drill (75/100), Law and Discipline (86/100), Navigation (145/200) and General Studies 89/100). Scored 48/50 in Visual Link. Placed tenth in a class of 107. "Conscientious, good service spirit. Attentive and alert. Good man all round. Excellent material."

Course at No.6 EFTS was 16 February to 10 April 1942. Tiger Moth aircraft (34.30 dual, including three hours night dual, 37.55 solo; nine hours five minutes of these totals on instruments). Also logged ten hours in Link. "Fair average pilot. Needs more experience on forced landing and low flying sequences." Ground courses in airmanship (175/200), Airframes (80/100), Aero Engines (60/100), Signals, practical (100/100), Theory of Flight (80/100), Air Navigation (128/200), Aircraft Recognition (64/75), Armament (114/125). Placed 18th in a class of 38. "A high average, steady, dependable and hard worker; conduct very good." (K.B. Dundas, Chief Ground Instructor).

Course at No.11 SFTS was 27 April to 14 August 1942 on Cessna Crane (57.40 day dual, 73.20 day solo, 9.20 night dual and 9.30 night solo - of these figures, 25.25 on instruments). Also logged 25 hours in Link. "Good average pilot who should pay more attention to detail. Over controls slightly on instruments." (S/L J.D. Somerville). Assessed in formation flying (average),

navigation ability (below average), night flying (average), determination and initiative (above average), instrument flying (average) and ability to maintain speed, course and height (average). Ground courses in Airmanship and Maintenance (147/200), Armament, written (60/100), Armament, practical (89/100), Navigation and Meteorology (138/200), Signals, written (44/50), Signals, practical (90/100). "A hard worker who finds the work difficult." (S/L R.C. Woodhead). Placed seventh in a class of 59. "A steady pilot who has unusual leadership qualities and who is particularly fitted for instructional work." (W/C W.R. Irwin)

Course at No.14 AFU was 29 February to 16 May 1944. Flew Oxfords - 4.30 day dual to first day solo, 17.15 total day dual, 15.40 day solo, 30 minutes night dual to first night solo; 5.10 total night dual, 9.50 night solo. Flew five hours and five minutes on instruments. Logged 6.45 in Link. Flying tests in General Flying (275/400), Applied Flying (140/200), Instrument Flying (170/250), and Link (34/50). "An ex-instructor on twins. He has done very well on the course and reached a high average standard on Oxfords. His conduct has been exemplary. Should make an excellent Captain of Aircraft." (G/C A.E. Peck, 14 May 1944).

Course at No.1544 BAT Flight was 12-25 April 1944 - 16 hours 45 minutes on Oxfords plus seven hours in Link. "Average. IF very good, ans has good knowledge of Beam procedure. Has worked well on the course."

Course at No.24 OTU was 16 May to 28 July 1944 (Wellington III and X) - flew 3.40 day dual to first day solo, 4.55 total day dual, 5.45 day solo and 27.20 as day passenger; 3.30 night dual to first night solo, 5.15 total night dual, 5.40 night solo and 25.05 as passenger by night. Of this, 26 hours on instruments. Also logged 15 hours in Link. Did no Nickles but three Bullseye exercises, four daytime fighter affiliations, five night cross-country flights plus crew drills and dinghy drills. "Instructed in Canada on Cranes and Ansons. Ex-AFU. Very high average captain. Completed OTU smartly - will do well on heavy aircraft. Average crew - with operational experience should make an A1 tea." (W/C H.H.J. Miller, 28 July 1944).

The crew at No.1666 Conversion Unit was J13447 F/O .D. Hemphill, J38347 P/O A.E. Tigchelaar (navigator, later DFC), J38246 P/O H.F. Ogilvie (bomb aimer), R193490 Sergeant F.D. Dowling (WOP, later DFC), 939390 Sergeant E.A. McArendroth (RAF flight engineer, later awarded DFM), R141102 Sergeant R.M. Scott (MUG) and R260645 Sergeant D.O. Carrell. Instructor was F/O H. Eyjolfson. Course was as follows:

28 August 1944 - 2.05 dual, Exercises 1 (external and internal checks, start up, run up, taxiing, take off, climb, general handling, effects of control), 2 circuits, landings, overshoots) and 3 (feathering, three engine flying, action in event of fire, three engine landing, emergency procedure, landings and overshoots).

29 August 1944 - 1.10 dual, 1.10 solo, Exercises 2,3 and 4 (solo circuits and landings).

31 August 1944 - 1.00 dual, 1.45 solo, Exercise 6 (circuits, landings and overshoots).

1 September 1944 - 3.05 solo, Exercise 5 (three engine landings and overshoots).

1 September 1944 - 1.00 dual, 1.25 solo, Exercise 7 (dual two engine flying, three engine landings and overshoots).

4 September 1944 - 4.50 dual and solo, Exercise 10 (dual fighter affiliation, general flying), 11 (solo fighter affiliation, general flying) and 12 (solo bombing and general flying).

6 September 1944 - 1.25 night dual, 1.05 night solo, Exercise 15 (check circuits and landings) and 16 (night cross country, possible H2S and bombing).

8 September 1944 - 1.00 day dual, 1.20 day solo, Exercise 12 (fighter affiliation, bombing, general flying).

8 September 1944 - 30 minutes night dual, 1.10 night solo, Exercise 15 (check circuits and landings) 16 (night cross country, possible H2S and bombing).

9 September 1944, 2.40 day solo, Exercise 11 (fighter affiliation, general flying and 14 (circuits and landings).

10 September 1944, 5.45 night solo, Exercise 18 (night cross country, H2S and bombing if possible)

11 September 1944, 6.55 night solo, Exercise 18 (see above, using H2S)

12 September 1944, 5.45 night solo, Exercise 18.

Assessed as "A capable and conscientious pilot with the makings of a good captain." (S/L R. Knight).

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HEMPSALL, F/L Leslie Coomber (J14638) - **Mention in Despatches** - No.435 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 May 1921. Home in Vancouver; enlisted there 5 August 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 29 August

1941. To No.4 BGS (guard), 10 October 1941. To No.1 SFTS (general duty), 23 November 1941. To No.1 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.3 AOS until 14 March 1942; graduated 20 June 1942 when posted to No.2 BGS; may have graduated 1 August 1942 but not posted to No.1 ANS until 15 August 1942; graduated and commissioned 21 September 1942. To Western Air Command, 12 October 1942. To No.147 Squadron, 14 October 1942. Promoted Flying Officer, 1 June 1943. To Tofino, 15 March 1944. Taken on strength of No.3 PRC, Bournemouth, 25 May 1944. Promoted Flight Lieutenant, 21 September 1944. Repatriated 17 October 1945. Retired 28 November 1945. Appointed Associate Deputy Minister, Department of Economic Development (British Columbia), 1 May 1975. Author of the following books - "And don't forget to put paper on the toilet seat--" (1999, about No.435 Transport Squadron), "We Stand on Guard for Thee" (2003), "Those Were the Days" (2008) and "My Years as a Wartime Flyer" (2009). DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation for a DFC dated 15 May 1945 when he had flown 579 hours 25 minutes on operations (163 supply drops and landings).

This officer has throughout many Transport Support Sorties in Burma proven himself to be [an] outstandingly efficient and enthusiastic Navigator. He has invariably shown great ability, navigating over difficult jungle terrain, against enemy opposition, and the high standard of his work have been [sic] worthy of the highest praise.

HEMPSALL, F/L Leslie Coomber (J14638) - **Distinguished Flying Cross** - No.435 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946.

This officer has completed a number of sorties with Transport Command in Burma. He has shown great ability in navigating his aircraft over difficult jungle terrain during monsoon weather and often in the face of enemy opposition. Flight Lieutenant Hemphill's keenness for operations, his outstanding efficiency and the high standard of his work have always been worthy of the highest praise.

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HEMSLEY, F/O John Albert (J85193) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 20 October 1916 at Lashburn, Saskatchewan; home there (grocery clerk). Enlisted Saskatoon, 5 February 1941 and posted to No.2 Manning Depot. To No.5 BGS, 27 March 1941; to No.3 WS, 12 May 1941; promoted LAC, 13 June 1941; to No.5 BGS again, 27 September 1941; to No.3 WS again, 24 October 1941; graduated and promoted Sergeant, 9 November 1941. To "Y" Depot, 10 November 1941. To RAF overseas, 12 December 1941.

Commissioned 10 March 1944. Promoted Flying Officer, 10 September 1944. Repatriated 22 January 1945. To No.2 Air Command, 2 February 1945. To Western Air Command, 7 March 1945. Retired 9 April 1945. Died 7 July 2000 in Kelowna, British Columbia 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 fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 14 December 1944 when he had flown 22 sorties (130 hours 40 minutes), 12 September to 4 December 1944. This was a second tour (no details of first tour).

This officer has shown outstanding ability and a strong sense of duty and his courage, skill and determination in action have been an inspiration to his crew.

On his second tour he has completed twenty-two sorties on heavily defended targets such as Cologne, Oberhausen, Dusseldorf, Bochum, Duisburg, Hagen, Karlsruhe, Dortmund, Wilhelmshaven, Kiel, Domburg, Bottrop, Stuttgart and Essen, as well as army co-operation where precision bombing was required. On every target he has bombed successfully and secured many excellent photographs, establishing a splendid record of achievement. His efforts contributed to a major degree in the operational efficiency of the unit.

The sortie list (identical to that of William George Kingston) was as follows:

12 September 1944 - Dortmund (5.30)
14 September 1944 - Wilhelmshaven (4.35, recalled)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (4.00)
18 September 1944 - Domburg (4.55)
19 September 1944 - Domburg (2,00, recalled)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (3.35)
27 September 1944 - Bottrop (6.10)
28 September 1944 - Cap Gris Nez (3.40)
14 October 1944 - Duisburg (5.15)
14 October 1944 - Duisburg (6.25)
15 October 1944 - Wilhelmshaven (4.40)
19 October 1944 - Stuttgart (7.00)
23 October 1944 - Essen (6.50)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (6.15)

2 November 1944 - Dusseldorf (6.10)
4 November 1944 - Bochum (5.25)
16 November 1944 - Julich (6.01)
30 November 1944 - Duisburg (6.50)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (6.25)

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HENDERSON, F/L Carl Heebner de Haviland (J9123) - **Distinguished Flying Cross** - No.608 Squadron - Award effective 9 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 14 November 1921 at Whitechurch, Ontario; home in London, Ontario. Enlisted London, 4 March 1941. To No.1 Manning Depot, 21 April 1941. To No.1 BGS (guard), 16 May 1941. To No.3 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.11 EFTS; graduated 12 September 1941 and posted next day to No.8 SFTS; graduated and commissioned 5 December 1941. To "Y" Depot, 6 December 1941. To RAF overseas, 7 January 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 December 1943. Repatriated 19 May 1945. To No.1 Air Command, 22 May 1945. To No.16 SFTS, 27 June 1945. To No.4 Release Centre, 9 September 1945. Retired 17 September 1945 to live in London, Ontario.

This officer has completed very many sorties against targets in Germany and has never failed to press home his attacks. In December 1944 he piloted an aircraft in an attack against Duisburg. On the run in to the target the starboard engine began to vibrate badly. Nevertheless, Flight Lieutenant Henderson maintained his position in the formation until the target was bombed. Not until then did he break away to feather the propeller of the defective engine. Afterwards his aircraft was subjected to much concentrated anti-aircraft fire but Flight Lieutenant Henderson flew clear and on to an airfield in allied territory. Whilst making his approach to land he saw another aircraft in a condition which made it imperative that it be landed at once. Although at a low altitude and with one engine out of action, Flight Lieutenant Henderson circled the airfield until the other aircraft was safely down. He then came in himself and effected a safe landing. This officer has invariably displayed a high standard of courage and resolution.

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HENDERSON, F/L Dugald Austin (J12702) - **Commended for Valuable Services in the Air** - No.14 SFTS - Award effective 14 June 1945 as per Canada Gazette of that date and AFRO 1127/45

dated 6 July 1945. Born 21 March 1916. Enlisted in Toronto, 20 July 1940. To No.7 EFTS, 28 July 1940. To "D", 13 August 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 12 October 1940 when posted to No.8 EFTS; graduated 27 November 1940 and posted next day to No.31 SFTS; graduated and promoted Sergeant, 24 March 1941. Posted that day to Trenton. To No.14 SFTS, 3 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 1 June 1942. Commissioned 30 June 1942. Promoted Flying Officer, 15 December 1942. Promoted Flight Lieutenant, 1 June 1944. To No.31 SFTS, 30 June 1944. To No.14 SFTS, 15 August 1944. To No.6 OTU, 27 February 1945. To Halifax, 10 July 1945. To Release Centre, 13 September 1945. Retired 26 September 1945.

This officer has shown more than average enthusiasm in carrying out his duties as an instructor and flight commander and has taken great pride in all service matters. His spirit and example have done much to inspire his fellow instructors. Through his efforts the morale and enthusiasm of those who worked with him were kept to a high standard.

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HENDERSON, S/L Emanuel (C2635) - **Mention in Despatches** - No.121 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. American citizen. Enlisted Ottawa, 10 August 1940. Promoted Flight Lieutenant, 15 August 1941. With No.123 (Army Cooperation) Squadron, 17 February 1942. To No.1 Composite Training School, 26 March 1943. To No.121 Squadron, 17 May 1943. Promoted Squadron Leader, 1 October 1943. To No.4 Composite Flight, 30 September 1945. To Eastern Air Command Communications Flight, 7 December 1945. To No.8 Release Centre, 21 January 1946. Retired 24 January 1946.

The high peak of efficiency and serviceability of this officer's squadron are due mainly to his energetic and capable work. Target towing for the Navy and Army has required maximum aircraft serviceability and because of Squadron Leader Henderson's zeal and enthusiasm these aircraft have always been available. He has been instrumental in developing the Hudson aircraft for target towing.

NOTE: The diary of No.121 (Composite) Squadron includes the following entry under date of 15 March 1944:

While on a test with the M-3 Sleeve today, S/L E. Henderson got in trouble when the cable became tangled in the tail plane of the aircraft. It was feared he may have to jump, but after some time he was able to free the cable and land safely.

The diary of No.121 (Composite) Squadron contains a report dated 15 March 1944 from Squadron Leader Henderson to Commanding Officer, Dartmouth Air Station, transcribed below. It contains one error: the Drogue Operator was Corporal Malcolm William Siggins (R104079), Mentioned in Despatches, 14 June 1945.

1. Report of damage to Bolingbroke aircraft Mk. IV 10086
2. Time: 1200 hours above date.
- 3: Place: Dartmouth, Nova Scotia
4. Crew: Pilot - S/L K. Henderson (C2635), Observer - Lieutenant M.J. Gordon; Drogue Operator - Corporal J.M.A. Siggins (R104079).
5. Extent of Damage: Two inch tear of fabric on lower port side of rudder, negligible.
6. Cause: Towing cable entered the opening of the lower hinge pin of rudder trim tab during final stages of reeling in 6,000 feet of cable causing very restricted use of rudder control due to the tension between the winch and the jamming point, and the resulting loss of complete control of the aircraft.
7. Circumstances: Upon completion of a special test flight in connection with Radar targets for Test and Development, Rockcliffe, under instructions in letter 33-13 (SABORARM) dated 29th February 1944. The cable was being wound in in the normal manner while flying at a height of approximately 5,000 feet in the area over the ocean three miles south of Dartmouth aerodrome, with air conditions slightly bumpy. At approximately 11.30 hours while maintaining straight and level flight the aircraft suddenly yawed to starboard, much the same as if hard right rudder had been used; however full lateral control was still available. The Drogue Operator was immediately contacted and advised to prepare himself for immediate abandonment of the aircraft, if necessary, and to try to find out the point at which the towing cable was jammed. His report was to the effect that nearly all the cable had been wound in but was unable to see the actual point of fouling. During this interval Lieutenant M.J. Gordon, who was riding in the Observer's position, was also ready for abandoning the aircraft through the floor exit at the observer's compartment. The Drogue Operator was then ordered by the Captain of the aircraft to release tension of the cable slightly from the winch and the aircraft was flown at a height of 8,000 feet to the area five miles north of the aerodrome, at which time the pilot notified the Control

Tower of the situation and to allow for emergency precautions to be taken in the event of the crew being forced to abandon aircraft. At this height the pilot proceeded to experiment with flying controls of the aircraft and determined that good flying control was available at an I.A.S. of 140 m.p.h. Then upon receiving permission from Control Tower and all field and traffic precautions being taken the aircraft was flown to a point four miles south of the aerodrome and a direct power approach was made from a height of 3,500 feet. Using throttle control and very slight use of elevator trim tab a touch down on runway 02 was made at 140 m.p.h. and resulted in a fair landing with no additional damaged to the aircraft.

8. Conclusion: Photographs herewith attached clearly illustrate the failure -

(a) It is suggested that a type of guard over the rudder trim tab area be constructed to prevent this fouling.

(b) All Units engaged in this type of work be advised of the above experience in the general interests of safety and economy.

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HENDERSON, WO2 (now P/O) John Clifford (R81603/C52859) - **Air Force Cross** - Eastern Air Command Meteorological Flight - Award effective 7 July 1945 as per **Canada Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 3 December 1912. Enlisted in Montreal, 6 December 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 31 January 1941. To No.5 (BR) Squadron, 25 June 1941. To No.116 (BR) Squadron, 1 July 1941. Promoted AC1, 4 September 1941. To Botwood, 31 July 1942. Promoted LAC, 1 January 1943. Remustered to aircrew and posted to No.9 BGS, 12 June 1943. Promoted Sergeant, 6 August 1943. To Halifax, 7 August 1943. To No.116 (BR) Squadron, 14 August 1943. Promoted Flight Sergeant, 6 May 1944. To Halifax, 5 June 1944. Promoted WO2, 6 November 1944. Commissioned 3 February 1945. Promoted Flying Officer, 3 August 1945. To Release Centre, 30 September 1945; retired 28 October 1945. As recommendation he had flown 2,388 hours, 1,433 operational. Home in Montreal; enlisted there 6 December 1940. Flew both overseas and in Canada. No citation in biographical file; following found in file of F/O H.T. Giles:

This warrant officer, as a flight engineer, has completed a very large number of arduous flying hours with a meteorological flight and attached to operational squadrons. Despite adverse weather conditions he has at all times shown great keenness, resourcefulness and devotion to duty. The efficient and reliable manner in which he has carried out his assignments has been an example to all

members of his unit.

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HENDERSON, F/L Lloyd Waymouth (J27690) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 765/45 dated 4 May 1945. Born in Saskatchewan, 1 February 1919; home in Herschel, Saskatchewan (farmer). Enlisted Regina, 29 May 1942 and posted to No.2 Manning Depot. To No.5 BGS (guard duty), 12 September 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.6 EFTS until 9 January 1943; graduated 5 March 1943 and posted next day to No.4 SFTS; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 26 July 1943; promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, 1 July 1944. Repatriated 6 April 1945; retired 19 June 1945.

As captain of aircraft Flight Lieutenant Henderson has completed a number of operations during which he has shown high courage and unwavering resolution to press home his attacks, often in adverse circumstances. On one occasion in June 1944, his aircraft was detailed to attack Trappes. After the target had been bombed his aircraft was attacked by a Focke Wulf 190. By skilful airmanship he enabled his gunners to fire on the fighter, which burst into flames and was destroyed. Flight Lieutenant Henderson's devotion to duty has always been of the highest order.

NOTE: Public Records Office Air 2/9050 has recommendation dated 20 December 1944 with sortie list and a much more detailed account of his tour; comparison of lists indicate that F/O W.R. Foster, DFC was a member of his crew for much of this tour.

* 2nd pilot

1 May 1944 - Malines (3.30)
10 May 1944 - Lens (3.50)
11 May 1944 - Trouville (3.45)
19 May 1944 - Boulogne (3.30)
27 May 1944 - Bourg Leopold (3.40)
1 June 1944 - Ferme d'Urville (4.00)
2 June 1944 - Trappes (4.35)
3 June 1944 - GARDENING (4.50)
5 June 1944 - Mont Fleury (4.45)
7 June 1944 - GARDENING (5.20)
9 June 1944 - GARDENING (5.20)

12 June 1944 - Amiens (4.05)
27 June 1944 - GARDENING (5.00)
28 June 1944 - Blainville (6.45)
1 July 1944 - St.Martin (3.42)
5 July 1944 - St.Martin (3.44)
6 July 1944 - Croixdale (3.45)
12 July 1944 - Thiverny (4.31)
17 July 1944 - Mont Condon (3.17)
18 July 1944 - Vaires (4.15)
23 July 1944 - Kiel (4.50)
24 July 1944 - Stuttgart (7.55)
25 July 1944 - Ferfay (3.50)
28 July 1944 - Foret de Nieppe (3.38)
1 August 1944 - Prouville (3.40)
3 August 1944 - Bois de Casson (4.01)
9 August 1944 - Foret de Mormal (3.15)
10 August 1944 - Dijon (6.27)
12 August 1944 - Brunswick (5.13)
14 August 1944 - Thirlemont (4.04)
18 August 1944 - Sterkrade (4.18)
25 August 1944 - Brest (5.20)
26 August 1944 - GARDENING (4.53)
26 September 1944 - Boulogne (2.46)
28 September 1944 - Calais (3.14)
6 October 1944 - GARDENING (3.53)

Acting Flight Lieutenant Henderson was posted to No.10 Squadron on 27 April 1944 and after completing 36 sorties comprising 157 operational hours has been screened and posted for instructional duties. He has attacked such heavily defended German targets and Brunswick, Stuttgart and Kiel.

He has pressed home his attacks with the utmost determination, often in the face of very heavy opposition. His courage, skilful pilotage and cool judgement under extremely difficult conditions have inspired his crew and his leadership has played a good part in the successes of his operational flights. He has obtained many good photographs of the aiming point.

He was the captain of a Halifax aircraft detailed to attack Trappes on 2nd June 1944. After bombing the target his aircraft was attacked by a FW.190 but acting on information from his gunners he carried out successful evasive action. His

skilful airmanship enabled his gunners to get in accurate bursts of fire. The enemy aircraft burst into flames, was seen to crash, and claimed as destroyed. During a sortie on Croixdale the port outer engine of his aircraft failed three minutes after crossing the English coast and was feathered. This happened on the outward flight and though his aircraft was losing height he carried on and bombed the target from 12,000 feet instead of the ordered height of 15,500 feet.

I consider that this Canadian officer is a superior captain of aircraft whose skill, gallantry and devotion to duty have been of the highest order. It is strongly recommended that his fine operational record be recognized by the award of the Distinguished Flying Cross.

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HENDERSON, P/O Raymond Pennecott (J90879) - **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 28 January 1924 in London, Ontario; home there (awning maker); enlisted there, 6 November 1942. Granted Leave Without Pay until 20 June 1943 when posted to No.2 Manning Depot. To "A", 11 July 1943; to No.2 SFTS (non-flying duty), 25 August 1943; to No.1 Air Gunner Ground Training School, 1 October 1943; promoted LAC, 12 November 1943 and posted that date to No.3 BGS; graduated and promoted Sergeant, 23 December 1943. To "Y" Depot, Lachine, 4 January 1944; to No.4 AGTS, 16 January 1944; to "Y" Depot again, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 2 October 1944. Repatriated 9 February 1945. Retired 28 April 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 24 March 1945 when he had flown 32 sorties (169 hours 30 minutes) between 3 August and 24 December 1944.

This officer has shown a high degree of skill as an Air Gunner on his total of thirty-two successful sorties over enemy territory. His co-operation, coolness and devotion to duty contributed in a large measure to the success of his crew. His cheerful confidence has inspired all Air Gunners in the squadron.

For his devotion to duty and high degree of ability, Pilot Officer Henderson is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

3 August 1944 - Foret de Nieppe (4.00, day)
5 August 1944 - St. Leu d'Esserent (4.25, day)
7 August 1944 - La Hogue (4.10, day)
8 August 1944 - Chantilly (4.05)
9 August 1944 - Foret de Nieppe (4.00)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Mont Richard (5.45, day)
12 August 1944 - Falaise (2.20, duty not carried out)
14 August 1944 - Bons Tassilly (4.20, day)
25 August 1944 - Brest (4.35)
27 August 1944 - Mimoyceques (3.30)
28 August 1944 - Brest (4.30)
31 August 1944 - Ile de Cezembre (5.00, day)
3 September 1944 - Volkel (3.50)
6 September 1944 - Emden (3.55, day)
27 September 1944 - Bottrop (5.20, day)
30 September 1944 - Sterkrade (4.50, day)
14 October 1944 - Duisburg (5.10, day)
14 October 1944 - Duisburg (5.35)
23 October 1944 - Essen (5.55)
25 October 1944 - Homburg (5.35)
28 October 1944 - Cologne (5.20, day)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.30)
2 November 1944 - Dusseldorf (5.45)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (6.05, day)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (7.30)
4 December 1944 - Karlsruhe (6.30)
6 December 1944 - Osnabruck (5.55, day)
18 December 1944 - Duisburg (6.40)
24 December 1944 - Dusseldorf (4.30, day)

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HENDERSON, F/O Wallace Graham (J37173) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 8 September 1911 in Toronto; home there (accountant); enlisted there 11 August 1942. Granted Leave Without Pay until 30 August 1942 when posted to No.1

Manning Depot; to No.14 SFTS (guard duty), 21 January 1943; to No.6 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.4 AOS until 29 May 1943; graduated and promoted Sergeant, 15 October 1943; subsequently commissioned with effect from that date. To "Y" Depot, 29 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated 26 August 1945. Retired 5 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.5557 (RG.24 Vol.20668) had recommendation dated 13 January 1945 when he had flown 30 sorties (161 hours five minutes), 7 August to 24 December 1944.

During a most successful tour of operational duty, this officer has proved to be a most valuable member of his squadron. He is an outstanding navigator and has invariably made the utmost effort to complete his duties. His cheerful confidence and willing co-operation has always been apparent in whatever task he was assigned to.

For his unstinting 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:

7 August 1944 - La Hogue (4.10, day)
8 August 1944 - Chantilly (4.05)
9 August 1944 - Foret de Nieppe (4.00)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Mont Richard (5.45, day)
12 August 1944 - Falaise (2.00, duty not carried out)
14 August 1944 - Bons Tassily (4.20, day)
25 August 1944 - Brest (4.35)
27 August 1944 - Mimoyecques (3.30)
28 August 1944 - Brest (4.30)
31 August 1944 - Ile de Cezembre (5.00, day)
3 September 1944 - Volkel (3.50)
6 September 1944 - Emden (3.55, day)
27 September 1944 - Bottrop (5.20, day)
30 September 1944 - Sterkrade (4.50, day)
14 October 1944 - Duisburg (5.10, day)
14 October 1944 - Duiburg (5.35)

23 October 1944 - Essen (5.55, day)
25 October 1944 - Homburg (5.35, day)
28 October 1944 - Cologne (5.20, day)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.45)
16 November 1944 - Julich (5.00, day)
18 November 1944 - Munster (6.05, day)
30 November 1944 - Duisburg (6.30)
2 December 1944 - Hagen (7.30)
4 December 1944 - Karlsruhe (6.30, day)
6 December 1944 - Osnabruck (5.55)
18 December 1944 - Duisburg (6.40)
24 December 1944 - Dusseldorf (4.30, day)

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HENDERSON, FS William (R50641) - **Mention in Despatches** - No.22 Sub Repair Depot - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Dundee, Scotland, 5 February 1913. Carpenter and projectionist in civilian life. Enlisted in Vancouver, British Columbia, 20 November 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 20 February 1940. To Station Vancouver, 30 June 1940. To No.4 SFTS, 16 September 1940. Promoted LAC, 1 December 1940. To No.1 Manning Depot, 15 February 1941. To No.6 Repair Depot, 26 February 1941. To Embarkation Depot, 10 March 1941. Posted overseas, 5 April 1941 and assigned to No.401 Squadron, 10 April 1941. Promoted Corporal, 15 August 1941. To No.411 Squadron, 26 January 1942. To No.417 Squadron, 30 February 1942, Embarked from Britain, 13 April 1942. Disembarked in Egypt with No.417 Squadron, 4 June 1942. Promoted Sergeant, 1 October 1942. Embarked from Tripoli to Sicily, 16 June 1943 (but Sicily was not invaded until 10 July 1943 - a dating error ?). Promoted Flight Sergeant, 13 November 1943. For photo in No.417 Squadron; see PL-18975, taken January 1944, with F/O James Coburn of Edmonton. To Personnel Depot, 8 July 1944. Arrived in United Kingdom, 12 August 1944. Repatriated 7 October 1944. To No.6 OTU, 10 November 1944. To Sea Island, 25 November 1944. To No.22 Sub Repair Depot, 16 January 1945. To No.8 Release Centre, 2 July 1945; released 10 July 1945. Died in Penticton, British Columbia, 5 September 1992 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of December 1992/January 1993.

This non-commissioned officer served for over two years in North Africa, Sicily, Malta and Italy. On returning to Canada his keenness, energy, organizing ability

and devotion to duty were most readily displayed. These qualities were a most noteworthy example for all ranks of the Royal Canadian Air Force and most effectively resulted in superior work being executed by the men under his command.

Recommendation raised 3 July 1945 by W/C D.D. Miller, Officer Commanding, No.22 Sub-Repair Depot, Sea Island. Wording as above; duty described as "NCO in charge Airframe Mechanics, No.22 S.R.D/"

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HENDRICK, G/C Max Morton (C161) - **Officer, Order of the British Empire** - Canadian Joint Staff, Washington (since moved to RCAF Overseas Headquarters) - Awarded 1 January 1945 (AFRO 89/45 dated 19 January 1945). Born in Portland, Oregon, 28 April 1910 (RCAF Press Release 4907 reporting award). Educated at Ottawa Collegiate, University of Toronto and McGill University. He was on the Social Research Council at McGill and was a research assistant in Industrial Engineering. Enlisted in Montreal, 2 June 1930. Received wings, 1935. Attended Cranwell before the war. As of 1 June 1941 he had attained the rank of Wing Commander. Opened No.3 Wireless School. With CJS (Washington), 1942-1943. Promoted Group Captain, 1 May 1943. To RCAF Overseas Headquarters, 2 May 1944 and served in AEF Signals. Repatriated 4 August 1945. To AFHQ, 9 August 1945. To United Kingdom, 7 September 1946. Confirmed as Group Captain, 1 October 1946. To AFHQ, 4 October 1946. To Edmonton, 6 January 1948. Promoted Air Commodore, 1 December 1949. Awarded Queens Coronation Medal, 21 October 1953 while with AFHQ. Promoted Air Vice-Marshal, 1 July 1955. Died in Peterborough, Ontario, 18 March 1996. RCAF photo PL1692 taken 1940 as Squadron Leader.

This officer, throughout an extensive period of war service, has displayed a high degree of initiative, resourcefulness and good judgement in the performance of his duties. The very satisfactory results obtained due to his ability and energetic efforts have been most commendable. As Senior Signals Officer in the United States of America, he has maintained excellent relations with the representatives of the United Nations. The highly meritorious performance of service rendered by this officer is most praiseworthy.

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HENNESSY, F/L Martin John Bishop (C7051) - **Mention in Despatches** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Home in Haileybury, Ontario; enlisted in North Bay, 25 August 1941 and immediately commissioned as Flying Officer. To No.1 SFTS, 7 September 1941. Posted elsewhere at

uncertain date; to School of Flying Control, 21 November 1942; to Prince Rupert, 12 February 1943. Promoted Flight Lieutenant, 1 July 1943. To Terrace, 10 December 1943. To Sea Island, 31 March 1944. Promoted Squadron Leader, 1 January 1945. To Patricia Bay, 31 May 1945. To No.1 Air Command, 3 August 1945; to Release Centre, 16 January 1946; retired 21 January 1946.

Flight Lieutenant Hennesy has shown exceptional ability as Senior Flying Control Officer at Royal Canadian Air Force Station, Patricia Bay. His calm competence in emergencies is noteworthy while his untiring efforts and self-sacrifice displayed in supervising the organization of Air/Sea rescue parties to search for missing aircraft have been an inspiration to all concerned. Time and again he has taken double shifts in the control tower in such emergencies and has shown devotion to duty far beyond what is normally expected.

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HENRICKSON, F/L Donald Carl (J10516) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 6 September 1917 in Winnipeg; home there. Enlisted Winnipeg 14 November 1940. To No.1A Manning Depot, 9 December 1940. To "S", 31 December 1940. To No.3 ITS, 23 March 1942; graduated and promoted LAC, 19 April 1941; posted that date to No.15 EFTS; graduated 9 June 1941 when posted to No.11 SFTS; graduated and commissioned 27 February 1942. To Trenton, 20 March 1942; to Rockcliffe, 14 May 1942; to No.31 GRS, 11 June 1942. To No.2 BGS, 11 August 1942. Promoted Flying Officer, 1 October 1942. To Embarkation Depot, 28 September 1943; taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Lieutenant, 2 February 1945. Repatriated 8 February 1945. To No.5 OTU, 18 March 1945. Retired 18 September 1945. RCAF photo PL-40237 (ex UK-15812 dated 16 October 1944) is captioned as follows: "Flying Officer W.R. Ogilvie, gunner from Portage la Prairie, Manitoba, and his skipper, Flight Lieutenant D.C. Henrickson of Winnipeg, tell of their trip to Bochum during which one engine was hit and they came home on three motors."

This officer has participated in very many sorties and has displayed notable skill, courage and perseverance. One night in October 1944 he was captain and pilot of an aircraft detailed to attack Cologne. Early on the outward flight the port out engine became defective. Despite this, Flight Lieutenant Henrickson continued to the target where a successful bombing attack was executed. Engine trouble still persisted and an attempt was made to feather the propeller of the defective engine but without avail. Nevertheless this pilot flew the aircraft back to base. This officer is a cool and resourceful captain whose example has greatly inspired his crew.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation by W/C R.L. Bolduc dated 20 November 1944 when he had flown 30 sorties (150 hours five minutes).

On the night of October 30th, 1944, Flight Lieutenant Henrickson was detailed to attack Cologne. Shortly after take-off en route to the target his port outer engine started to give trouble due to a defective magneto. In addition the gyro-horizon failed. In spite of these difficulties Flight Lieutenant Henrickson continued to the target which entailed flying through overcast for a considerable period with the port outer engine becoming more unmanageable as time went on. After bombing the target an attempt was made to feather the port outer engine but with no success, the port outer propellor continuing to windmill and the engine remaining dead from that period on. However, Flight Lieutenant Henrickson surmounted these difficulties and brought his aircraft safely back to a diversion base.

This officer has completed a large number of attacks on enemy territory, including such targets as Dusseldorf, Wilhelmshaven and the Ruhr. His cheerful attitude and keen offensive spirit have been most praiseworthy at all times.

It is considered that this officer's exhibition of skill and his example to press on to the target in spite of difficulties coupled with his fine offensive spirit fully merit the award of the Distinguished Flying Cross.

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HENRY, Corporal Albert Elwood James (R148018) - **British Empire Medal** - Overseas - Award effective 23 March 1945 as per London Gazette of that date and AFRO 721/45 dated 27 April 1945. Born in Halifax, 31 January 1922; home in Montreal (electrician). Enlisted Montreal, 18 December 1941 in General Duties trade. At No.1 Manning Depot, 18 December 1941; to No.1 SFTS, 4 February 1942; promoted AC1, 19 March 1942; promoted LAC, 18 June 1943; to "Y" Depot, 20 January 1943; to RAF overseas, 8 March 1943; repatriated 16 December 1945; to Release Centre, 26 December 1945; released 25 January 1946. Incident occurred 21 October 1944 near Grave. Died in London, Ontario, 13 October 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2004.

In October 1944, the enemy dropped a number of bombs on an airfield. One of the bombs killed four men and seriously wounded Corporal Henry in the thigh and chest. Other bombs, which fell in a dispersal area, set fire to two piles of can

and barrels containing petrol. Despite his wounds, Corporal Henry responded promptly to the fire call and continued fighting the flames until they were completely extinguished. He then lay down until picked up and placed in an ambulance. This airman displayed fortitude and a high sense of duty in ignoring his wounds and continuing his duty until his task had been completed.

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HENRY, F/L Douglas Woods (J15093) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born 25 August 1916, Kincardine, Ontario; home there. Brother of Ernest Raymond Henry. Another brother, Ralph Ballantyne Henry, killed 26/27 July 1942 while training on Beauforts, No.5 OTU. Enlisted Ottawa 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940 when posted to No.1 AOS; graduated 8 December 1940 when posted to No.1 BGS; graduated and promoted Sergeant, 18 January 1941 when posted to No.1 CNS; may have graduated 15 February 1941. Posted for embarkation, 12 March 1941; posted overseas 29 March 1941. Commissioned 5 December 1941. Commenced first tour with No.15 Squadron. Posted on 13 July 1942 to No.214 Squadron and joined crew of W/C Smyth, the Commanding Officer. Promoted Flying Officer, 1 October 1942. ORB reported he was promoted Flight Lieutenant, effective 17 November 1942. To RCAF Repatriation Depot, 23 November 1943. Had been Squadron Navigation Officer. Repatriated 4 December 1943; at No.1 BGS, 27 January 1944 to 11 February 1945 (promoted Squadron Leader, 1 June 1945); re-engaged for postwar service, 21 December 1945; reverted to Flight Lieutenant, 1 October 1946; promoted Squadron Leader, 1 June 1949; promoted Wing Commander, 1 January 1957. RCAF photo PL-2688 shows Sergeants F.C. Adams (Windsor, Ontario), D.W. Henry (Kincardine, Ontario), D.A. Macauley (Chatham, Ontario), R.G. Smith (Chatham, Ontario), A.P. Ouellette (Windsor, Ontario) and J.D. McKnight (Sarnia, Ontario).

This officer has been squadron bombing leader since July 1942. A high proportion of the sorties in which he has participated have been against important targets, where much opposition was encountered. Many of his sorties have been of long duration, calling for high navigational skill. Flight Lieutenant Henry has invariably displayed the utmost keenness for operations and his example in this respect, as well as his excellent work as squadron bombing leader, have resulted in a great improvement in the standard of bomb aiming in the squadron.

NOTE: Public Record Office Air 2/8950 has recommendation dated 21 March 1943 which includes a sortie list and more detail; he was then credited with 39 sorties (240 hours 55 minutes operational time). Some details in brackets added by Dave Wallace via e-mail.

14 July 1941 - Bremen
16 July 1941 - Hamburg
23 July 1941 - Mannheim
25 July 1941 - Hamburg
12 August 1941 - Hanover
14 August 1941 - Hanover
19 August 1941 - Kiel
26 August 1941 - Cologne
29 August 1941 - Mannheim
1 September 1941 - Cologne
3 September 1941 - Brest
7 September 1941 - Boulogne
10 September 1941 - Turin
12 September 1941 - Frankfurt
15 September 1941 - Hamburg
26 September 1941 - Dunkirk
28 September 1941 - Genoa
30 September 1941 - Stettin
3 March 1942 - Billancourt (Paris)
8 March 1942 - Le Havre
25 March 1942 - Lorient
28 March 1942 - Lubeck
10 April 1942 - Heligoland
12 April 1942 - Essen
13 April 1942 - Balkrum (?)
22 April 1942 - Kiel Bay
23 April 1942 - Rostock
25 April 1942 - Rostock
7 May 1942 - Stuttgart
8 May 1942 - Warnemunde
17 May 1942 - Blaavand's Point
29 May 1942 - Norderney
30 May 1942 - Cologne
1 June 1942 - Essen
2 September 1942 - Karlsruhe [first trip with No.214 Squadron.
8 December 1942 - Kattegat
11 January 1943 - St.Jean de Luz [reported by Wallace as Gardening, Sweet Peas,
objective not reached due to trouble with port inner.
12-13 January 1943 - GARDENING, Elderberry [added to list by Dave Wallace]

26 February 1943 - Cologne
11 March 1943 - Stuttgart
4-5 May 1943 - Dortmund with F/L R.C. Campbell - rear turret u/s due to burst oil pipe, attacked at 0104 [added by Dave Wallace]
21-22 June 1943 - Krefeld with F/O S.G. Falconer [added by Dave Wallace]
24-25 June 1943 - Wuppertal with Falconer [added by Dave Wallace]
10-11 August 1943 - Nuremberg with F/L F.Lee [added by Dave Wallace]
23-24 August 1943 - Berlin with P/O John Verrall RNZAF [added by Dave Wallace]

Flight Lieutenant Henry has been Squadron Bombing Leader in this squadron since 13th July 1942, and has now completed 39 operational sorties, involving 240 hours 55 minutes, in Wellington and Stirling aircraft, as navigator.

A high proportion of these sorties have been to the most heavily defended targets and many have been of long duration, calling for the highest order of navigational skill. They have included operations to Bremen, Hamburg, Kiel and Essen, and targets in Northern Italy, and thanks to his efforts they have been successfully bombed.

Flight Lieutenant Henry has displayed the utmost keenness to attack the enemy and his example in this respect has set a magnificent example to the crews of this squadron. His work as Squadron Bombing Leader has been excellent, and has resulted in a great improvement in the accuracy of bomb aiming in the squadron.

HENRY, F/L Douglas Woods (J15093) - **Bar to Distinguished Flying Cross** - No.214 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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HENRY, F/L Ernest Raymond (J16469)- **Distinguished Flying Cross** - No.109 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Kincardine, Ontario, 6 July 1918; educated there; home there (ledger keeper). Brother of Douglas Woods Henry. Another brother, Ralph Ballantyne Henry, killed 26/27 July 1942 while training on Beauforts, No.5 OTU. Former sea cadet. Enlisted Niagara Falls, 16 August 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; ceased training 29 January 1941 when posted to No.1 Manning Depot. To No.4 AOS, 14 April

1941; graduated 7 July 1941 on posting to No.4 BGS; graduated 18 August 1941 and promoted Sergeant. To No.1 ANS, 18 August 1941; to No.31 OTU, 8 October 1941; to RAF overseas, 22 October 1941, embarking 23 October 1941 and arriving in UK on 4 November 1941. To No.22 OTU, 25 November 1941. Promoted Flight Sergeant, 1 May 1942. To No.156 Squadron, 12 June 1942. Promoted WO2, 18 August 1942. To No.15 OTU, 30 November 1942. Commissioned 28 December 1942. Promoted Flying Officer, 28 June 1943. To No.1655 Mosquito Training Unit, 7 December 1943. To No.109 Squadron, 15 February 1944. Promoted Flight Lieutenant, 15 June 1944. To No.8 Group Headquarters, 31 October 1944. To No.25 Aircraft Holding Unit, 25 July 1945. Repatriated 23 December 1945; released 3 February 1946. Died in Scarborough, Ontario, 15 September 1991. RCAF Photo PL-43438 (ex UK-20728) and PL-43439 (ex UK-20729, 23 April 1945 taken soon after his marriage to John Henry Kyle. Caption stated he had flown two tours. 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 23 June 1944 when he had reportedly flown 58 sorties (232 hours), although sortie sheet lists 60 trips.

(F) denotes flare sortie
(M) denotes marking sortie
* denotes daylight sortie

6 February 1942 - GARDENING (Lorient)
16 June 1942 - GARDENING (Borkum)
19 June 1942 - GARDENING (Emden)
21 June 1942 - GARDENING (Borkum)
25 June 1942 - Bremen
21 July 1942 - Duisburg
25 July 1942 - Duisburg
26 July 1942 - Hamburg
31 July 1942 - Dusseldorf
12 August 1942 - Mainz (F)
15 August 1942 - Dusseldorf (F)
18 August 1942 - Flensburg (F)
24 August 1942 - Frankfurt (F)
27 August 1942 - Kassel (F)
28 August 1942 - Nuremburg (F)
1 September 1942 - Saarbrücken (F)
2 September 1942 - Karlsruhe (F)
14 September 1942 - Wilhelmshaven (F)
16 September 1942 - Essen (F)
19 September 1942 - Saarbrücken (F)

1 October 1942 - Krefeld (F)
6 October 1942 - Osnabruck (F)
9 October 1942 - Hamburg (F)
18 October 1942 - Turin (F)
24 February 1944 - St.Trond
25 February 1944 - St.Trond
1 March 1944 - Florennes
2 March 1944 - Aachen
7 March 1944 - Aachen
10 March 1944 - Duisburg (M)
20 March 1944 - Cologne
22 March 1944 - Dortmund
24 March 1944 - Munster
25 March 1944 - Hann
27 March 1944 - Duisburg (M)
30 March 1944 - Twente (M)
4 April 1944 - Cologne
6 April 1944 - Cologne
22 April 1944 - Laon (M)
27 April 1944 - Montzen (M))
1 May 1944 - Acheres
1 May 1944 - Abancourt*
6 May 1944 - Chateaudun
8 May 1944 - 4938N 0132E*
11 May 1944 - Hasselt (M)
12 May 1944 - Chateaudun
14 May 1944 - Leverkusen
27 May 1944 - Morsaliens (M)
30 May 1944 - Leverkusen (M)
31 May 1944 - Montcouple (M)
2 June 1944 - Calais (M)
5 June 1944 - St.Pierre du Mont (M)
6 June 1944 - Caen (M)
8 June 1944 - Fougères (M)
9 June 1944 - Flers (M)
11 June 1944 - Massy (M)
12 June 1944 - Gelsenkirchen (M)
14 June 1944 - Gelsenkirchen (M)
15 June 1944 - Boulogne (M)
18 June 1944 - Watten

A navigator who has now completed 58 operational sorties, 49 of which have been as a target marker. His keenness to fly on operations against the enemy and his ability to always produce good results has been most marked.

HENRY, F/L Ernest Raymond, DFC (J16469) - **Bar to Distinguished Flying Cross** - No.109 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945.

Since the award of the Distinguished Flying Cross, this officer has continued to operate with outstanding skill, courage and devotion to duty which, combined with his unflinching determination to complete his allotted tasks, are worthy of high praise.

NOTE: Public Record Office Air 2/9038 has recommendation for Bar to DFC drafted 24 October 1944 crediting him with 92 sorties (34 since previous award) and 309 operational hours (77 since previous award). It includes an incomplete sortie sheet which lists targets (but owing to part of the sheet not being copied, gives dates for only the first half::

Borkum - 6 August 1944 - Marking and Bombing
Emden - no date - no details
Borkum - 8 August 1944 - Marking
Bremen - 9 August 1944 - Marking
Lorient - 11 August 1944 - Marking
Duisburg - 12 August 1944 - Route Marking
Duisburg - 14 August 1944 - Marking
Hamburg - 15 August 1944 - Bombing
Dusseldorf - 18 August 1944 - Bombing
Mainz - 23 August 1944 - Bombing
Dusseldorf - 5 September 1944 - Marking
Flensburg - 9 September 1944 - Marking
Frankfurt - 10 September 1944 - Marking
Kassel - - 12 September 1944 - Marking
Nuremberg - 17 September 1944 - Marking
Castrop-Rauxel - details missing
Fremental - details missing
Dortmund - details missing
Douai - details missing
5029N 0611E - details missing
4757 ½ N 0016 ½ E - details missing

Dortmund - details missing
Wanne Eickel - details missing
Homburg - details missing
Le Havre - details missing
Le Havre - details missing
Le Havre - details missing
Scholven - details missing
Boulogne - details missing

This navigator has now completed 92 operational sorties with Bomber Command and his second operational tour. His first operational tour of 24 sorties was done with No.156 Squadron and includes 15 trips as Path Finder when that squadron joined the Path Finder Force. For his second tour Flight Lieutenant Henry completed a further 68 sorties, also as a target marker on Mosquito aircraft.

Flight Lieutenant Henry's workmanship has always been of a very high standard and his ability to turn probable failure into success has been noticed on many occasions. He is very deserving of the award of a Bar to the Distinguished Flying Cross.

The Officer Commanding, RAF Station Little Staughton, added his remarks on 24 October 1944:

Since the award of the Distinguished Flying Cross, this officer has continued to operate with courage and devotion to duty of a high order. This, combined with his unfailing determination to carry out the task in hand, makes him very worthy of the award of a Bar to the Distinguished Flying Cross.

Assessments: "A navigator of some ability who lacks drive and initiative." (9 December 1943, at No.15 OTU - had flown 496 hours 35 minutes of which 26 hours had been in previous six months).

"Posted as RCAF Sub-Staff Officer at Headquarters 8 Group Bomber Command, 31 October 1944 and making rapid progress in his present admin duties." (G/C D.W. Stoneham,, 21 January 1945)

Notes: Application for Bar to Operational Wing dated 11 February 1944 stated he had flown 68 sorties (177 hours), 22 February to 15 September 1944.

Form dated 4 December 1944 stated he had flown 92 sorties (308 hours five minutes) plus 383.40 non-operational. Last sortie was 17 September 1944. Types experienced were Proctor

(two hours), Whitney Straight (2.00), Oxford (38.45), Anson (66.55), Wellington (297.30), Lancaster (5.30) and Mosquito (279.05).

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HENRY, F/O Jack Calvin (J85016) - **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 17 October 1921 in Toronto; home there. Enlisted Toronto 19 March 1942. To No.1 Manning Depot, 13 April 1942. To No.4 Manning Depot, 3 June 1942. To No.5 Manning Depot, 17 July 1942. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.4 EFTS until 7 November 1942; graduated 23 January 1943 on posting to No.5 SFTS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, Halifax, 25 June 1943; to United Kingdom, 29 June 1943. Commissioned 11 February 1944. Promoted Flying Officer, 11 August 1944. Repatriated 13 August 1945. Released 1 October 1945. Living in Toronto as of June 1950. **Legion Magazine**, December 1970, reported the death in Transcona, Manitoba of F/L Jack C. Henry, 120205, on 2 October 1970; not sure if this is the same man.

This pilot has completed numerous sorties. One night in August 1944 he was detailed to attack a flying bomb site. Heavy anti-aircraft fire was encountered and the aircraft was hit. The oil lines to both the inner engines were severed. One of the affected engines became useless. Despite this, Flying Officer Henry successfully completed his bombing task and afterwards flew the damaged aircraft to base. His unselfish devotion to duty and outstanding efficiency have won him much success.

The original recommendation (DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was drafted 16 September 1944 when he had flown 36 sorties (171 hours 20 minutes) and was as follows:

A bomber pilot of exceptional ability, Flying Officer Henry has successfully completed 36 operational sorties over heavily defended targets such as Stuttgart and Kiel.

On the night of 27th August 1944, he and his crew were detailed to bomb a robot dote on Marquis Mimeyceques, France. The Bomb Aimer gave the direction to the target and the pilot set course for the run-in. The course of the aircraft was picked out by enemy flak which followed it into the target.

With exceptional courage, Flying Officer Henry successfully completed his mission, despite the fact that several large flak holes pierced through the aircraft

and severed the oil lines to both inner engines. The starboard inner engine was rendered unserviceable and had to be feathered. The oil pressure dropped and oil was escaping from the severed lines and milling about the aircraft.

Once again, displaying his cool courage and undaunted determination to make a successful bombing, this pilot continued on three engines. The target was bombed effectively and a good picture was taken. This captain of aircraft set a straight course for home as one engine was already unserviceable and the port inner engine was failing rapidly.

On numerous other sorties he has exhibited conspicuous gallantry in the air. His unselfish devotion to duty and outstanding efficiency while on operations has been a source of courage to the other members of the crew. These exceptional qualities are deserving of highest praise. I therefore recommend Flying Officer Henry be awarded the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

8 May 1944 - St. Pierre (4.30)
9 May 1944 - Calais (3.35)
12 May 1944 - Louvain (4.50)
2 June 1944 - Neufchatel (3.50)
5 June 1944 - Houlgate (5.00)
6 June 1944 - Coutances (4.30)
8 June 1944 - Mayenne (5.50)
10 June 1944 - Versailles (5.30)
12 June 1944 - Cambrai (5.15)
14 June 1944 - St. Pol (3.45)
16 June 1944 - Sautrecourt (4.30)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientques (4.35)
27 June 1944 - Foret d'Eary (4.30)
3 July 1944 - Biennais (4.20)
6 July 1944 - Coqueraux (4.40)
12 July 1944 - Thiveray (4.45)
25 July 1944 - Stuttgart (8.10)
31 July 1944 - Oeuf-en-Ternois (4.45)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Cassan (4.40)
5 August 1944 - St. Leu d'Esserent (4.55)
7 August 1944 - La Hogue (4.35)

8 August 1944 - Foret de Chantilly (5.10)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (8.35)
13 August 1944 - Falaise (4.05)
15 August 1944 - Brussels (4.00)
16 August 1944 - Kiel (5.25)
18 August 1944 - Connantre (6.35)
25 August 1944 - Brest-Cornouailles (5.15)
27 August 1944 - Marquis Mimoyecques (3.40)
28 August 1944 - Ile de Cezembre (4.20)
3 September 1944 - Volkel (3.45)
9 September 1944 - Le Havre (3.50)
10 September 1944 - Le Havre (4.20)

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HENRY, F/L Jack Carleton (J14687) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 5 June 1918 in Kingston, Ontario; home in Saskatoon. Enlisted there 2 September 1941. To No.2 Manning Depot, 21 September 1941. To No.12 SFTS (guard), 4 January 1942. To No.7 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942 when posted to No.16 EFTS; to No.15 SFTS, 20 June 1942. Graduated and commissioned, 9 October 1942. To No.3 Flying Instructor School, 6 November 1942. To No.23 EFTS, 21 December 1942 but posting changed (same date) to No.6 EFTS. Promoted Flying Officer, 9 April 1943. To No.1 SFTS, 10 July 1943. To "Y" Depot, 23 September 1943. Dates of proceeding overseas, repatriation and release not known. Promoted Flight Lieutenant, 9 October 1944. Rejoined as pilot, 14 November 1947 (120205) with rank of Flying Officer. Transferred to Accounts trade, 29 June 1954. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C H.M. Smith dated 9 March 1945 when he had flown 30 sorties (210 hours 29 minutes), 6 October 1944 to 5 March 1945.

Flight Lieutenant Henry has carried out thirty offensive sorties against enemy targets, including attacks against such well defended targets as Hamburg, Hanover and Merseberg. He has carried out these attacks with consistent skill and courage, and has at all times set an example of skilful pilotage, cool judgement and determination, frequently in the face of strong enemy opposition, which has been an inspiration to his crew.

Flight Lieutenant Henry has shown great devotion to duty, and I feel merits the

awards of the Distinguished Flying Cross.

The sortie list was as follows:

6 October 1944 - Dortmund (5.50, second pilot)
9 October 1944 - Bochum (6.00, second pilot)
23 October 1944 - Essen (5.45)
25 October 1944 - Hamburg (5.10)
21 November 1944 - Castrop Rauxel (6.50)
27 November 1944 - Neuss (6.00)
30 November 1944 - Duisburg (6.55)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.30)
5 December 1944 - Soest (7.35)
6 December 1944 - Osnabruck (5.30)
15 December 1944 - Ludwigshaven (6.30)
16 December 1944 - Duisburg (6.15)
30 December 1944 - Cologne (5.58)
2 January 1945 - Nuremberg (9.00)
5 January 1945 - Hanover (5.51)
6 January 1945 - Hanau (7.52)
14 January 1945 - Merseberg (9.25)
16 January 1945 - Zeitz (9.03)
25 January 1945 - Stuttgart (7.40)
1 February 1945 - Mannheim (8.12)
2 February 1945 - Weisbaden (6.46)
4 February 1945 - Bonn (7.02)
7 February 1945 - Goch (6.17)
20 February 1945 - Dortmund (6.52)
23 February 1945 - Pforzheim (9.03)
27 February 1945 - Mainz (7.11)
1 March 1945 - Mannheim (7.38)
2 March 1945 - Cologne (5.04)
5 March 1945 - Chemnitz (10.19)

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HENRY, F/L Jack Stuart (J23018) - **Commended for Valuable Services in the Air** - No.10 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 18 August 1918. Enlisted in Toronto, 22 June 1940. To No.2 ITS,

30 June 1940; graduated and promoted LAC, 1 September 1940 but then posted as "BMP" (whatever that means). Posted again to No.2 ITS, 10 April 1941; to No.8 EFTS, 14 May 1941; graduated 2 July 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 20 September 1941. To Trenton, 21 September 1941. To No.10 SFTS, 28 December 1941. Promoted Flight Sergeant, 20 March 1942. Promoted WO2, 20 September 1942. Subsequently commissioned with effect from 14 September 1942. Promoted Flying Officer, 14 March 1943. To No.7 BGS, 13 January 1944. To No.10 SFTS, 7 June 1944. Promoted Flight Lieutenant, 15 July 1944. To No.7 BGS, 15 September 1944. To Release Centre, 6 August 1945; retired 10 August 1945. NOTE: The following citation may be for either the award of 14 November 1944 or 21 April 1945: should be checked when possible:

This officer, for the past three years on flying instructional duties, has consistently displayed exceptional ability and enthusiasm for his duties and has at all times set an excellent example to those serving under him.

HENRY, F/L Jack Stuart (J23018) - **Commended for Valuable Services in the Air** - No.10 SFTS - Award effective 21 April 1945 as per Canada Gazette of that date and AFRO 802/45 dated 11 May 1945. NOTE: Citation given above might be appropriate to this date.

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HENRY, F/L Robert James (J14688) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 25 August 1921 in Yorkton, Saskatchewan (1 September 1923 according to obituary); home in Saskatoon. Enlisted Saskatoon, 3 September 1941. Trained at No.7 ITS (graduated 11 April 1942), No.16 EFTS (graduated 20 June 1942) and No.15 SFTS (graduated 9 October 1942). Commissioned October 1943. Retired 20 June 1945. Rejoined RCAF, 1 August 1956 (120206); retired 28 December 1970. Living in Belleville on release. Died in Surrey, British Columbia, 17 June 2011. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 17 April 1945 when he had flown 36 sorties (230 hours five minutes), 15 September 1944 to 24 March 1945.

Flight Lieutenant Henry flew thirty-six sorties completing his first tour against the enemy. Among the targets attacked were many heavily defended German cities such as Essen, Cologne, Hanover and Stuttgart. During all these raids Flight Lieutenant Henry proved himself to be an ideal bomber pilot and crew captain by displaying a fine offensive spirit, keenness, courage and devotion to duty.

The sortie list was as follows:

15 September 1944 - Kiel (5.40)
20 September 1944 - Calais (3.30)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.25)
28 September 1944 - Cap Gris Nez (3.55)
4 October 1944 - Bergen (4.40)
14 October 1944 - Duisburg (3.40)
14 October 1944 - Duisburg (6.15)
23 October 1944 - Essen (5.10)
25 October 1944 - Homberg (5.10)
28 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.15)
3 November 1944 - Bochum (4.50)
6 November 1944 - Gelsenkirchen (5.15)
27 November 1944 - Neuss (6.05)
30 November 1944 - Duisburg (7.05)
3 December 1944 - Hagen (7.00)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (6.50)
30 December 1944 - Kalk/Cologne (6.45)
5 January 1945 - Hanover (5.50)
14 January 1945 - Merseberg (9.35)
16 January 1945 - Zeitz (8.45)
28 January 1945 - Stuttgart (7.45)
4 February 1945 - Bonn (6.35)
13 February 1945 - Dresden (11.10)
20 February 1945 - Dortmund (7.05)
21 February 1945 - Duisburg (6.50)
27 February 1945 - Mainz (7.45)
28 February 1945 - Neuss (2.40, recalled)
1 March 1945 - Mannheim (7.40)
7 March 1945 - Dessau (10.10)
11 March 1945 - Dortmund (6.35)
20 March 1945 - Hemmingstedt (5.45)
24 March 1945 - Bottrop (6.05)

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HENRY, P/O Roy Alexander (J17441) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 5 January 1919 in Toronto; enlisted there 21 May 1941 and posted to No.1 Manning Depot. To Rockcliffe, 22 June 1941. To No.1 ITS, 26 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.1 Manning Depot; to No.20 EFTS, 15 September 1941; ceased training and posted to Trenton, 13 October 1941; to No.4 AOS, 22 November 1941; to No.4 BGS, 14 March 1942; graduated and promoted Sergeant, 25 April 1942 when posted to No.2 ANS. To "Y" Depot, 26 May 1942. To RAF overseas, 19 July 1942. Commissioned 3 April 1943. Promoted Flying Officer, 3 October 1943. Promoted Flight Lieutenant, 3 April 1945. Dates of repatriation and release uncertain. Rejoined RCAF, 21 January 1952 in Ground Observer Corps trade (43758). Reclassified as Fighter Controller, 31 March 1953. Served with No.2403 Aircraft Control and Warning Squadron (Auxiliary). Retired 1 April 1960. Wartime bomb aimer in P/O N.G. McNeill's crew. Shown in RCAF photo PL-25090. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock).

In capacity of air bomber he has taken part in many operational sorties attacking such heavily defended targets as Wilhelmshaven, Kiel, Frankfurt and the Ruhr Valley. He has also successfully laid mines in enemy waters. This officer's keenness and determination under fire have been of the highest order and the accuracy of his bombing has been displayed in photographs. At all times his courage, skill and devotion to duty have been an inspiration to his crew.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation by W/C L.Crooks drafted 14 June 1943 when he had flown 25 sorties (152 hours twenty minutes). Sortie list (almost identical to that of Flight Sergeant James H. Evans) and submission as follows:

14 January 1943 - Lorient (5.14)
21 January 1943 - Gardening (5.12)
26 January 1943 - Lorient (6.50)
29 January 1943 - Lorient (5.45)
4 February 1943 - Lorient (6.40)
13 February 1943 - Lorient (10.10)
14 February 1943 - Cologne (5.50)

16 February 1943 - Lorient (7.15)
19 February 1943 - Wilhelmshaven (6.05)
24 February 1943 - Wilhelmshaven (5.20)
23 March 1943 - Gardening (4.20)
26 March 1943 - Duisburg (5.20)
28 March 1943 - St. Nazaire (
29 March 1943 - Bochum (5.45)
4 April 1943 - Kiel (6.20)
10 April 1943 - Frankfurt (7.45)
14 April 1943 - Stuttgart (7.10)
16 April 1943 - Mannheim (8.10)
28 April 1943 - Gardening (5.48)
13 May 1943 - Bochum (5.35)
23 May 1943 - Dortmund (5.10)
25 May 1943 - Dusseldorf (5.00)
27 May 1943 - Essen (5.05)
29 May 1943 - Wuppertal (5.50)

Sergeant Henry, in the capacity of air bomber, has done exceptionally good work on this unit, His keenness and determination under fire have been of the highest order and the accuracy of his bombing has been displayed in the photographs of the target area for which he has been responsible.

He has taken part in raids on such targets as Wilhelmshaven, Kiel, Frankfurt and the Ruhr Valley and has successfully laid mines in enemy waters.

For devotion to duty and consistent good work against the enemy, I recommend the award of the Distinguished Flying Cross.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/he868.html> dealing with accidents in Yorkshire has the following:

WELLINGTON HE868 DAMAGED BY FLAK, RETURNED TO DISHFORTH AIRFIELD

On the night of 29th May 1943 this 426 Squadron crew and aircraft took off from Dishforth airfield at 22.20hrs to undertake an operational flight to bomb Wuppertal. The crew released their bombload over PFF target markers at 01.00hrs from 17,000ft through 5/10ths cloud. While flying over Hagen the aircraft was fired upon by anti aircraft defences and the aircraft sustained damage, later counted as being twenty eight holes in the aircraft. Despite the

damage the crew were able to make a safe return to Yorkshire and land safely at base of Dishforth at 04.09hrs on 30th May 1943. Crew listed as follows: Pilot - F/Lt John Gordon McNeill RCAF (J/9201), of Calgary, Alberta, Canada; Second Pilot - Sgt William Frederick Griffin RCAF (later J/18916), of Hamilton, Ontario, Canada; Navigator - F/O John Douglas Bernard Valentine Reffitt RAFVR (47458); Bomb Aimer - P/O Roy Alexander Henry RCAF (J/17441), of Toronto, Ontario, Canada; Wireless Operator / Air Gunner - Sgt James Harvey Evans RCAF (R/114226), of Waterloo, Ontario, Canada; Air Gunner - Sgt Henry Maxwell Smith RCAF, of Toronto, Ontario, Canada.

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HEPBURN, F/L Donald Stuart Reddy (J5676) - **Mention in Despatches** - No.97 Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born 22 May 1918 in Montreal. Educated at Bright School, Toronto (1922-1928), Brown Public School, Toronto (1929-1929), North Toronto Collegiate Institute (1930-1931), Malvern Collegiate Institute (1931-1935) and Queen's University (extra-mural in chartered accountancy). Clerk and accountant, 1935 to 1940. Home in Brighton, Ontario. Enlisted in Toronto, 15 August 1940. To Trenton, 31 August 1940. To No.1 ITS, Toronto, 10 November 1940; graduated 4 January 1941 on posting to No.1 AOS, Malton; graduated 31 March 1941 on posting to No.1 BGS, Jarvis; graduated 12 May 1941, promoted Sergeant and posted to No.1 ANS; graduated and commissioned 10 June 1941. To "Y" Depot that date. To RAF overseas, 29 June 1941. Promoted Flying Officer, 30 October 1941. Navigator on Augsburg Raid, 17 April 1942 (killed in action, Lancaster L7573). Other Canadians involved were P/O Ian Colquhoun (Edmonton), Sergeant John Ratcliffe (Welland), P/O Gilbert Hooey (Toronto) and FS William Henry Keane (Quebec). No citation to MiD. The Red Cross subsequently obtained the following account from a S/L Sherwood:

Squadron Leader Sherwood tells us that on the 17th of April 1942, he was the leader of one of the flights which carried out the daylight raid on Augsburg. Just after he left the target his aircraft was hit by flak and so badly damaged that he ordered the crew to their stations before making a crash landing. Whilst making for a clearing in a valley, the plane suddenly went out of control and after swinging into the side of a hill, became a total wreck. Squadron Leader Sherwood managed to extricate himself, but being dazed by the shock he does not clearly remember subsequent happenings.

Later he was told by a German in Augsburg that all his crew had lost their lives. When he arrived in hospital at Dulag Luft this sad information was repeated, although he did not at any time have an opportunity to identify his companions or their personal effects.

The website "Lost Bombers" gives the following. Lancaster L7573, No.97 Squadron (OF-K), target Augsburg, 17 April 1942. L7573 was delivered to No.97 Squadron in February 1942. Only

one prior Gardening operation (Rosemary), 8/9 April 1942 traced. This was one of two No.97 Squadron Lancasters lost on this operation (the other was R5513). Airborne at 1455 hours, 17 April 1942 from Woodhall Spa for this daylight low-level operation. Hit by Flak in the target area and crash-landed, on fire, near Augsburg. Crew were S/L J.S. Sherwood who had a miraculous escape, being thrown from the Lancaster as it crashed, P/O A.T.Webb, MiD (killed in action), F/O D.S.R.Hepburn, RCAF (killed in action), Sergeant R.S.Page, MiD (killed in action), Sergeant A.M.Cox (killed in action), Flight Sergeant D.W.Harrington, MiD (killed in action), Flight Sergeant V.Wilding (killed in action).

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HEPBURN, F/L Donald Thayer (J14908) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 26 June 1923; home in Toronto (checking clerk); enlisted there 31 October 1941 and posted to No.3 Manning Depot. To No.6 SFTS (guard), 23 November 1941; to No.1 ITS, 31 January 1942; graduated and promoted LAC, 27 March 1942 but not posted to No.20 EFTS until 11 April 1942; graduated 19 June 1942 and posted next day to No.16 SFTS; graduated and commissioned 9 October 1942. To No.1 GRS, 30 October 1942. To No.32 OTU, 8 January 1943. Promoted Flying Officer, 9 April 1943. To "Y" Depot, 15 May 1943. To RAF overseas, 26 May 1943. Promoted Flight Lieutenant, 9 October 1944. Repatriated 9 February 1945. Retired 10 April 1945. Died 8 January 2008 as per No.427 Squadron website. RCAF photo PL-40177 (ex UK-16834 dated 22 November 1944) is captioned as follows: "F/O D.T. 'Mitch' Hepburn, Toronto, a Lion squadron pilot, on the left, and his bomb aimer, F/L H.S. 'Hi' Harvey, Winnipeg, standing, being interrogated by S/L R.J. 'Pop' Lawlor, Pictou, Nova Scotia, a Lion flight commander, on their return from an operational sortie in support of Allied troops near Aachen." 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.1729 (RG.24 Vol.20607) has recommendation dated 17 December 1944 when he had flown 33 sorties (176 hours 50 minutes) between 9 April and 5 December 1944.

This captain has completed thirty-three heavy operational bombing attacks against the enemy. On the night of December 4th, 1944, his aircraft was detailed to attack Karlsruhe. Just after takeoff the port inner engine packed up but this pilot feathered the engine and set course for Karlsruhe. By superior engine handling this captain was able to attain a height of 16,500 feet on three engines. He was able, by cutting corners, to keep up with the stream and bomb the target, obtaining a primary. He then brought his aircraft safely back to base. Flight Lieutenant Hepburn has at all times shown himself to be a superb captain and has been an inspiration not only to his crew but to the entire squadron.

The sortie list was as follows:

9 April 1944 - Villeneuve St. Georges (5.50)

10 April 1944 - Ghent (3.55)

18 April 1944 - Le Bourget (5.50)
20 April 1944 - Lens (5.00)
22 April 1944 - Dusseldorf (5.45)
24 April 1944 - Karlsruhe (6.25)
26 April 1944 - Villeneuve St. Georges (5.10)
27 April 1944 - Aulnoye (5.05)
30 April 1944 - Somain (5.15)
9 May 1944 - St. Valery en Caux (4.10)
11 May 1944 - Boulogne (3.55)
22 May 1944 - Le Mans (5.00)
27 August 1944 - Mimoyecques (3.20)
28 August 1944 - Forestel (4.00)
31 August 1944 - Cezembres (5.00)
3 September 1944 - Volkel (3.30)
6 September 1944 - Emden (4.35)
11 September 1944 - Le Havre (4.15)
15 September 1944 - Kiel (6.00)
6 October 1944 - Dortmund (6.30)
12 October 1944 - Wanne Eickel (5.10)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (6.10)
16 October 1944 - Wilhelmshaven (5.30)
2 November 1944 - Dusseldorf (5.40)
4 November 1944 - Bochum (6.00)
16 November 1944 - Julich (5.05)
18 November 1944 - Munster (6.05)
21 November 1944 - Castrop Rauxel (6.15)
25 November 1944 - Gardening (6.45)
27 November 1944 - Neuss (6.40)
4 December 1944 - Karlsruhe (6.50)
5 December 1944 - Soest (5.35)

RCAF Press Release No. 7713 dated 6 December 1944 from: F/L H.W. Eggelston read as follows:

With the RCAF Bomber Group in Great Britain: - Displaying great courage and determination in pressing home the attack after an engine cut out on them over base, F/L D.T. "Mitch" Hepburn, Toronto, Ontario, (67 Courcellette Road), and P/O T.P. Mitchell, Toronto, Ontario, (371 Clendenan Road), pilot and navigator respectively of a Halifax bomber from the Lion squadron of the RCAF Bomber Group are receiving the plaudits of their brother fliers.

It was during an attack on the German city of Karlsruhe that the Halifax bomber developed engine trouble when setting course over its home base. Determined to complete the operation the pilot "feathered" the port inner engine, went on

to successfully bomb the target, returned to base with only three engines functioning, and only 50 gallons of petrol left in the tanks.

"The navigator did a bang-up job", said F/L Hepburn. "In order to reach the target, I had to cut corners in order to preserve petrol. He gave me able assistance in figuring out a course and getting us there on time."

"The flight engineer (a Welshman), also did a grand job in equalizing the petrol in the tanks so that I could maintain the necessary height to bomb the target."

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HEPBURN, F/O Harry Rich (J29585) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Toronto, 28 November 1921. Home there; enlisted there 7 May 1942. To No.1 Manning Depot, 7 July 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted until 29 December 1942 when sent to No.20 EFTS. Ceased training and posted to No.1 Manning Depot, 5 February 1943; to No.4 AOS, 3 April 1943; graduated and commissioned, 20 August 1942. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Posted from No.61 Base to No.426 Squadron, 15 May 1944; from No.426 Squadron to No.24 OTU, 1 December 1944. Repatriated 5 August 1945. Retired 17 September 1945. Wartime navigator to F/L J.R. May. 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.4431 (RG.24 Vol.20649) has recommendation dated 22 October 1944 when he had flown 29 sorties (134 hours ten minutes), 22 May to 14 September 1944.

Flying Officer Hepburn has completed 29 sorties over enemy territory. By his work in the air and on the ground he has constantly been an inspiration and example to all, especially new navigators arriving in the squadron. His standard of navigation has been of a very high order and his work in the training of new crews invaluable. His keenness and devotion to duty and his coolness in the face of danger has set a splendid example to his crew and has in no small way been responsible for the successful completion of many sorties. He is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

22 May 1944 - Le Mans (4.35)
24 May 1944 - Trouville (3.35)
27 May 1944 - Bourg Leopold (4.40)
31 May 1944 - Au Feuvre (4.20)
12 June 1944 - Cambrai (4.25)
16 June 1944 - Sterkrade (4.55)
21 June 1944 - Bientques (4.30)

23 June 1944 - St. Martin (4.40)
24 June 1944 - Bamieres (4.00)
27 June 1944 - Foret d'Eauy (4.25)
28 June 1944 - Metz (5.40)
1 July 1944 - Biennais (3.45)
4 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.00)
7 July 1944 - Caen (4.35)
25 July 1944 - Stuttgart (8.25)
30 July 1944 - Amaye Seulles (4.45)
1 August 1944 - Ferme de Forestelle (3.35)
4 August 1944 - Bois de Casson (4.35)
7 August 1944 - Totalize 5 (4.05)
12 August 1944 - Mont Richard (5.20)
15 August 1944 - Brussels (3.55)
9 September 1944 - Le Havre (4.00)
11 September 1944 - Castrop Rauxel (5.20)
13 September 1944 - Osnabruck (5.10)
25 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (4.55)
30 September 1944 - Sterkrade (4.55)
14 October 1944 - Duisburg (5.40)

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HEPPLEWHITE, FS Frank (R74739) - **Mention in Despatches** - No.133 Squadron - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Newcastle-on-Tyne, England, 28 May 1916. Educated in Alberta. Motor mechanic before the war. Enlisted in Vancouver, British Columbia, 11 October 1940 as Aero Engine Mechanic. To Technical Training School, 31 December 1940. Promoted AC1, 24 May 1941. To No.7 SFTS, 28 May 1941. To No.15 SFTS, 9 June 1941. Promoted LAC, 24 August 1941. Promoted Corporal, 1 October 1941. To No.135 (Fighter) Squadron, 19 June 1942. To No.3 Repair Depot, 13 April 1943. To No.163 (Fighter) Squadron, 5 July 1943. Promoted Sergeant and Acting Flight Sergeant, 1 September 1943. To No.133 (Fighter) Squadron, 15 March 1944. To Patricia Bay, 21 August 1944. Confirmed as Flight Sergeant, 1 April 1945. To No.8 Release Centre, 16 September 1945. Retired 29 September 1945. Died in Vancouver, 24 November 1986 as per British Columbia Vital Statistics.

This unit converted from Hurricane to American Kittyhawk aircraft in March 1944. The Kittyhawks had seen extensive service in the Aleutians and were not in good condition. Through long hours of arduous work with little or no equipment and personnel who had little knowledge of this type of aircraft, Flight Sergeant Hepplewhite with his indomitable spirit and cheerful devotion to duty greatly contributed to the high serviceability of the aircraft and the operational

status of the unit. The zeal and enthusiasm displayed by Flight Sergeant Hepplewhite over the past twelve months has been an inspiration to all who have come into contact with him.

The above was initiated as a BEM submission, 15 June 1945, by the Commanding Officer of No.133 Squadron; endorsed on 29 July 1945 by W/C R.I. Thomas. Text identical to that shown above.

Note: A certificate dated 4 September 1943 stated that he had completed a one-week course in Ground Warfare at Station Sea Island. Subjects had been Rifle Service, Sten Sub Machine Gun, Bayonet Fighting, Anti-Gas, Field Engineering, Range Firing (Rifle, Lewis and Sten), Lewis Machine Gun (Ground), Hand Grenade (Mills), Unarmed Combat, First Aid and Field Craft.

Assessment by S/L D.L. Ramsay, No.163 Squadron, Patricia Bay, 9 February 1944 read, "Sergeant Hepplewhite is an exceptionally fine NCO, most outstanding in leadership and ability."

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HERBERT, F/O Ralph Gordon (J85050) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Vancouver, 29 May 1923; home in Kelowna; enlisted Vancouver 25 July 1941. Trained at No.2 ITS (graduated 8 April 1942), No.19 EFTS (graduated 3 July 1942) and No.12 SFTS (graduated 23 October 1942). Commissioned February 1944. Remained in poswar RCAF (27151), retiring 29 January 1971. Died in Calgary, 23 October 1994 (genealogical website). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office document Air 2/8827 has recommendation dated 20 August 1944 when he had flown 45 sorties (215 hours 59 minutes), 9 August 1943 to 12 August 1944.

* denotes no sortie credited

denotes counted as 1/3 sortie

9 August 1943 - NICKELING (4.25)*
27 September 1943 - Hannover (5.35)
29 September 1943 - Bochum (5.35)
3 October 1943 - Kassel (7.00)
4 October 1943 - Frankfurt (8.00)
8 October 1943 - Hannover (5.35)
22 October 1943 - Kassel (5.10)*
18 November 1943 - Mannheim (7.45)
20 December 1943 - Frankfurt (5.20), DNCO

29 December 1943 - Berlin (7.55)
20 January 1944 - Berlin (7.15)
28 January 1944 - Berlin (8.15)
15 March 1944 - Stuttgart (6.50)
18 March 1944 - Frankfurt (5.02)
10 April 1944 - Laon (3.36)#
11 April 1944 - Aachen (3.23)
20 April 1944 - Lens (3.03)#
24 April 1944 - Karlsruhe (5.23)
26 April 1944 - Essen (4.09)
3 May 1944 - Montdidier (3.10)
6 May 1944 - Nantes Gassicourt (2.49)
19 May 1944 - Mont Couple (1.58)
21 May 1944 - Duisburg (4.05)
22 May 1944 - Dortmund (3.51)
27 May 1944 - Rennes Airfield (3.49)
28 May 1944 - Mardick (2.12)
31 May 1944 - Trappes (3.51)
2 June 1944 - Trappes (3.30)
5 June 1944 - Longues (3.04)
10 June 1944 - Versailles (3.53)
11 June 1944 - Toures (4.52)
12 June 1944 - Amiens (2.58)
15 June 1944 - Lens (2.34)
16 June 1944 - Renescure (1.55)
5 July 1944 - Wizernes (1.54)
7 July 1944 - Caen (2.36)
10 July 1944 - Nucourt (2.37)
12 July 1944 - Paris/Vaires (3.12)
17 July 1944 - Cangny (2.38)
20 July 1944 - Coutraï (2.07)
23 July 1944 - Kiel (5.13)
24 July 1944 - Stuttgart (7.06)
25 July 1944 - Stuttgart (7.17)
28 July 1944 - Stuttgart (6.38)
3 August 1944 - L'Isle Adam (3.09)
5 August 1944 - Chausse (3.03)
8 August 1944 - Lucheux (3.10)
10 August 1944 - La Pallice (5.12)
12 August 1944 - Russelsheim (4.29)

This officer is an outstanding pilot and captain who is now on his second tour of operations. He is a first class leader with an excellent knowledge of airmanship and its application in emergencies. On two different occasions his aircraft was

attacked by enemy fighters but through his keen presence of mind and skilful manipulation of the controls he was able to bring his damaged aircraft back to base. The excellent personal example set by Flying Officer Herbert to all members of his crew is most commendable.

HERBERT, F/L Ralph Gordon, DFC (J85050) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

Throughout two tours of operational duty Flight Lieutenant Herbert has proved himself to be a skilful and successful pilot and captain of aircraft. The targets attacked include such heavily defended areas as Berlin, Stuttgart and Stettin. His aircraft has been in combat on many occasions. Despite serious damage sustained during two of these combats he has displayed superb airmanship in flying back to base. His coolness, courage and devotion to duty even under the most hazardous circumstances have been most commendable.

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

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

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

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

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HERBERT, F/O Raymond Groo (J36863) - **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 2 June 1924 in Calgary; home in Vancouver (student and former member, Royal Canadian Artillery). Enlisted in Calgary, 19 June 1942. To No.3 Manning Depot, 7 July 1942. To No.7 SFTS (guard), 14 August 1942. To No.4 ITS, 26 September 1942; graduated 4 December 1942 when posted to No.5 EFTS; graduated 5 February 1943 and posted next day to No.3 SFTS. Ceased training and posted to No.3 Manning Depot, 11 May 1943; to No.5 BGS, 11 June 1943; graduated 4 September 1943 when posted to No.1 CNS; graduated and commissioned, 15 October 1943. To "Y" Depot, 28 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated 9 July 1945. To St. Hubert, 21 August 1945. Retired 6 October 1945. As a Reserve Officer and a Law Professor at UBC for several decades, he was for Commanding Officer of the RCAF UBC Squadron, 1952-1968. Awarded Queens Coronation Medal, 23 October 1953 while at University of British Columbia. 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." For transcripts of interviews see the following:

- (1) http://www.library.ubc.ca/archives/military/AT_370-1.pdf
- (2) http://www.library.ubc.ca/archives/military/AT_370-2.pdf
- (3) http://www.library.ubc.ca/archives/military/AT_370-3.pdf

As air bomber this officer has participated in many sorties against important targets in Germany. At all times he has shown great keenness and determination which together with his fine fighting spirit and devotion to duty have been most praiseworthy. In November 1944, when returning from a mission against Oberhausen, the aircraft in which Flying Officer Herbert was flying was attacked by a Focke Wulf 190 which opened fire from four hundred yards range while his pilot was taking evasive action. Flying Officer Herbert promptly fired at the enemy aircraft which caught fire in the air, crashed to the ground and was destroyed.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has the original recommendation by W/C R.L. Bolduc dated 18 December 1944 when he had flown 26 sorties (148 hours 30 minutes).

On November 1st, 1944, when returning from an attack on Oberhausen, the aircraft in which Flying Officer Herbert was air bomber was attacked by a FW.190 which opened fire from 400 yards range on the port beam above. As the pilot was taking evasive action Flying Officer Herbert manned the Vickers Gas Operated nose gun and, taking advantage of an excellent sighting angle, fired 60 rounds at the enemy aircraft. The FW.190 caught fire in the air, crashed and was destroyed (confirmed).

This air bomber has participated in 26 raids on enemy territory, many of them

against the heavily defended districts of the Ruhr. He has at all times shown great keenness for his work and has proven himself a valuable crew member who is always on the alert. His offensive spirit and determination to place his bombs on the target have been an example to his crew in particular and the squadron as a whole.

It is considered that this officer's record of operations, combined with his offensive spirit as demonstrated by the above incident, fully merits the immediate award of the Distinguished Flying Cross.

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#HERBERT, WO1 (now F/O) Robert Freeman (Can 289/C24837) - **Mention in Despatches** - No. 11 Squadron (Canada) - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born and educated in Vancouver; enlisted in Vancouver, 24 September 1929.

This Warrant Officer is mainly responsible for the extremely satisfactory serviceability of aircraft in this squadron. By his devotion to duty and close supervision of maintenance work more aircraft have been available for operational flights against the enemy than would have otherwise been possible. He has the confidence and respect of his senior officers and the airmen serving under him.

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HERCHMER, F/L Kirby Alexander (C7996) - **Mention in Despatches** - No.165 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. - Born in Fernie, British Columbia, 14 June 1910. Educated in British Columbia including University of British Columbia, 1931-1933 (Electrical Engineering). Also attended Royal Military College (31 August 1927 to 22 August 1931) and took correspondence courses from Boeing School of Aeronautics, Oakland, California, 1938-1939 with special attention to meteorology. Employed as Rodman, Geographical Survey of Canada, 1932-1933, salesman, 1934-1937 and Radio Operator/Despatcher for TCA, 1939-1941. Enlisted in Winnipeg, 11 October 1941 in Administration Branch and commissioned that date. To Eastern Air Command, 27 October 1941. Promoted Flying Officer, 11 January 1942. To Western Air Command, 10 November 1942. Promoted Flight Lieutenant, 30 April 1943. To No.165 Squadron, 20 September 1943. Retired 25 October 1945. Died in Ganges, British Columbia, 1991 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1992.

Flight Lieutenant Herchmer, senior flight Despatcher for No.165 Squadron, has been largely responsible for organizing and operating the despatch and control of the squadron's operations on the North West Staging Route and the West Coast. He has done a brilliant job of despatching and his efforts in this and in

training both assistants and aircrew in meteorology have been far beyond the bounds of ordinary duty. Results obtained by him have been directly responsible for an excellent safety record.

The recommendation (for an MBE) was raised by W/C H.O. Madden (Commanding Officer, No.165 Squadron) on 16 December 1944 - wording as above. Supported at next level on 26 December 1944 but Mention in Despatches substituted.

Notes: Letter dated 2 March 1939 drafted by John W. Thomas (Chief Station Meteorologist, Municipal Airport, Oakland) noted he had been assigned for duty to Meteorological Office there, 12 January to 25 February 1939 when he "assisted in the preparation of the Synoptic Weather Charts and familiarized himself with general routine in an operating Meteorological Office." It added "His work has proven he has conscientiously applied himself to his studies and it is believed will quickly develop into a competent airline Meteorologist. He is capable and readily adapted himself to the routine duties of this office."

Certificate of Proficiency in Radio issued to him by Department of Transport, 11 October 1939, noting that he had been "examined in accordance with the General Radio Communication Regulations (Revision of Cairo, 1938), annexed to the International Telecommunication Convention (Madrid, 1932)" and was qualified in :

(a) Practical knowledge of radiotelephony, especially as regards the avoidance of interference.

(b) Knowledge of the adjustment and working of radiotelephone apparatus of not less than 50 watts.

(c) Ability to send correctly and to receive correctly by telephone.

(d) Knowledge of the Regulations applying to the exchange of radiotelephone communications and of the part of the Radiocommunication Regulations relating to the safety of life.

Course in Flying Control, Station Patricia Bay, 14 June to 14 August 1943. Courses in Control Theory (117/200), Control, Practical (80/100), Signals, Practical (45/50), Signals, Theory (133/150), Navigation, Theory (99/100), Navigation, Plotting (194/200) and Meteorology (97/100). Placed first in a class of 38. "Excellent appreciation of the Theory of Flying Control. Will make capable officer with practical experience."

Selected Assessments: "Recently posted to Operations Room duties. Takes his work seriously and with further experience should make a good and reliable plotting officer." (G/C M. Costellot, Eastern Air Command Headquarters, 15 December 1941).

"Could be employed on aerodrome control but is much more valuable in his present occupation

since he has had 12 months experience in it and consequently a thorough knowledge. Has taken course at Boeing School of Aeronautics. Had this officer not been posted on compassionate grounds he would have received promotion to Flight Lieutenant effective 1-11-42. It is strongly recommended that he be given a Flight Lieutenant position on your establishment and promoted to Acting Flight Lieutenant.” (S/L A.C. Tuft, Eastern Air Command Headquarters, 27 October 1942)

“Suitable for employment in Operations Room or in Air Staff, Flying Control position. Lack of establishment has been only bar to promotion of this officer in the past. Strongly recommended for promotion to Acting Flight Lieutenant. (S/L F.T.S. Sehl, Western Air Command Joint Staff Headquarters, 21 April 1943).

“This officer has an outstanding knowledge of practical meteorology and the despatching of aircraft. He also organizes his despatching very efficiently and is a key man in this detachment.” (F/L F.E.W. Smith, No.165 Squadron Detachment, Edmonton, 21 January 1944).

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HERDER, F/L Hubert Clinton (J10972) - **Air Force Cross** - No.9 SFTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. - Born in St.John's, Newfoundland, 27 November 1917 (RCAF press release announcing award); director of the St.John's **Evening Telegram** before war. Enlisted in Ottawa, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 22 July 1940 when posted to No.3 EFTS; graduated 7 October 1940 when posted to No.31 SFTS; graduated and promoted sergeant, 30 December 1940. To Trenton, 8 January 1941. To No.9 SFTS, 20 March 1941. Promoted WO2, 30 December 1941. Commissioned 31 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 April 1943. To Release Centre, 16 March 1945. Retired 20 March 1945. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 2,400 hours, 2,174 as instructor, 107 in previous six months.

This officer has been on continuous instructional duties on this unit since April 1941. During this time he has completed approximately twenty-four hundred flying hours. He is the most outstanding flight commander and assistant squadron commander at this unit. His qualities of leadership have proven an invaluable asset to this unit and the manner in which he has at all times carried out each and every one of his duties is in keeping with the highest traditions of the service.

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HERIOT, F/L Duncan Halley (C8090) - **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 18 May 1910. Home in Toronto; enlisted there 18 April 1941 as Radio Mechanic. To No.1 Manning Depot, 18 May 1941. To University of Western Ontario, 13 June 1941. Commissioned

20 September 1941. To No.31 Radio School, 12 December 1941. To "Y" Depot, 12 March 1942. To RAF overseas, date uncertain. Promoted Flying Officer, 20 March 1942. Promoted Flight Lieutenant, 20 September 1943. Repatriated 5 August 1945. To No.1 Air Command, 10 August 1945. To Mountain View, 11 September 1945. Retired 28 September 1945.

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HERMANSON, F/O Evert Emanuel (J19175) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 29 June 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 6 November 1919 in Buchanan, Saskatchewan; home there (chemist's assistant). Enlisted Regina, 22 April 1941 and posted to No.2 Manning Depot. To No.32 SFTS (guard), 23 May 1941. To No.2 ITS, 21 June 1941; graduated and promoted LAC, 8 August 1941 when posted to No.19 EFTS; graduated 25 September 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF Trainee Pool, 7 January 1942. Promoted Flight Sergeant, 19 June 1942. Promoted WO2, 19 December 1942. Promoted WO1, 19 April 1943. Commissioned 4 October 1943. Promoted Flying Officer, 4 April 1944. Repatriated 13 August 1945. Retired 1 October 1945. Joined RCAF Auxiliary, 22 September 1949 (70099). Promoted Flight Lieutenant, 1 July 1955. Victories scored on Mosquito HK429 (KP-D). Cited with his observer, F/L Douglas J.T. Hamm (RCAF, awarded DFC); which see for citation.

Public Record Office Air 2/9086 has recommendation drafted 27 April 1945:

This officer has displayed high qualities of skill and enthusiasm for night fighting. On the night of April 23rd/24th he destroyed in short order two Junkers 87s and one Focke Wulf 190 over Germany, after a series of brilliantly executed interceptions. By his exceptional perseverance and devotion to duty this officer set an inspiring example to the other pilots in his squadron.

RCAF Press Release No. 7975 dated 3 January 1945 from: F/O Cromie read:

WITH A CANADIAN NIGHTFIGHTER SQUADRON IN FRANCE: Veteran pilots of the RCAF Nighthawk squadron gave out with unstinted praise for one of the squadron's newest crews when they brought home a Mosquito night fighter that had been badly mauled by flak over the Western Front.

Pilot and navigator of the battered Mossie were F/O E.E. Hermanson of Buchanan, Saskatchewan and F/L Douglas Hamm of Lunenburg, Nova Scotia, who returned from a night patrol with two thirds of their port elevator blown off and the port flap shot away. The motor cowling was liberally sprinkled with shrapnel holes and one blade of the propeller was holed.

"We'd been trying to get onto a Stuka, but we lost him when he went down very low over a hot ack-ack area," said Hermanson. "The stuff started popping

around us and we thought we'd been hit, but had no idea of the damage done. I couldn't trim the port aileron properly, but everything else seemed o.k. I guess I made a sort of ropey landing – the Mossie wanted to drop to the left all the time.”

On the ground, the Saskatchewan skipper found out why when he looked at the jagged wood and metal stub where his elevator had been and the gaping hole that was once a flap.

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HERMANSON, FS Robert Gerald (R98776) - **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 19 October 1921. Home in Buchanan, Saskatchewan. Enlisted in Saskatoon, 23 April 1941. Retired 24 September 1945. Rejoined postwar RCAF, 11 March 1946 (26023), retiring in Vancouver, 10 February 1969. Worked for BC Hydro for 18 years. Died in White Rock, British Columbia, 25 August 2014. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 1 February 1945 to No.63 Base HQ when he had served 15 months in Canada, 42 months overseas. NCO in charge of DSS Radar.

Flight Sergeant Hermanson, by virtue of his long service on operational squadrons overseas, conscientious devotion to duty, and regard for the welfare of those of whom he is in charge, deserves special mention. He has displayed a quality of leadership which has been an inspiration to those serving with him, encouraging them, through personal example, in many circumstances requiring special effort to get maximum radar operation serviceability. His practical ability has been demonstrated on every occasion in which a quick decision was necessary, thus inspiring his men with confidence of a high order. His ideas for increasing the efficiency of the radar section as a whole have been no less noteworthy.

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HERON, F/L Gordon Lachlan (J27687) - **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 Victoria, 4 October 1914; home in Vancouver. Educated at University of British Columbia. Worked in lumber mills, 1939-1940 and for an insurance company (salesman), June 1940 to April 1942. Enlisted Vancouver, 30 April 1942. Granted Leave Without Pay until 6 July 1942 when posted to No.3 Manning Depot. To No.4 SFTS, 15 August 1942 (guard). To No.7 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.6 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.4 SFTS until 6 March 1943; graduated and commissioned 25 June 1943. To “Y” Depot, 9 July 1943. To United Kingdom, 15 July 1943, disembarking 22 July 1943. To No.6 (Pilots) AFU, 31 August 1943. Attached to No.1523 Beam Approach Training

Flight, 13-26 October 1943. Promoted Flying Officer, 25 December 1943. To No.82 OTU, 4 January 1944. To No.61 Base, 25 April 1944. Attached to No.1666 Conversion Unit, 7 May to 13 June 1944. While there, on 17 May 1944, he was involved in an accident (Halifax II, DT551). Took off at 1005 from Wombleton for initial dual practice. Landed normally at 1130 but while travelling at speed the port oleo collapsed causing aircraft to ground loop. Main casting found to be cracked, a fault not noted during a recent inspection. F/O Heron was not injured. To No.420 Squadron, 13 June 1944. Repatriated 8 December 1944. To Western Air Command, 20 December 1944. Retired 20 April 1945. Died in Vancouver, 8 September 1975 as per British Columbia Vital Statistics. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 9 November 1944 when he had flown 35 sorties (171 hours 10 minutes).

Flight Lieutenant Heron has completed numerous successful sorties against the German and occupied targets. Despite stiffest opposition from combined enemy defences, this officer has invariably pressed home his attacks with coolness and determination. His enthusiasm for operational duties and his constant request to be on any and all sorties are highly commendable.

The sortie list was as follows:

16 June 1944 - Sautrecourt (3.30)
23 June 1944 - Bientque (4.25)
24 June 1944 - Bemieres (4.15)
27 June 1944 - Foret de Eawy (4.20)
1 July 1944 - Biennais (4.20)
15 July 1944 - Nucourt (4.50)
17 July 1944 - Caen Area A.1 (4.05)
18 July 1944 - Wesseling (5.40)
20 July 1944 - Ferme de Forestel (3.55)
24 July 1944 - Ferfay (4.15)
25 July 1944 - Stuttgart (8.55)
28 July 1944 - Hamburg (5.20)
29 July 1944 - Amaye sur Seulles (4.25)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Cassan (4.45)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (5.15)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (3.55)
12 August 1944 - Foret de Montrichard (6.05)
12 August 1944 - Falaise (3.55)
15 August 1944 - Brussels/Melsbroeck (4.00)
16 August 1944 - Kiel (5.45)

[18 August 1944 - Connantre \(5.40\)](#)
[25 August 1944 - Brest \(6.00\)](#)
[27 August 1944 - Marquis Mimoyecques \(4.15\)](#)
[10 September 1944 - Le Havre \(4.20\)](#)
[11 September 1944 - Castrop Rauxel \(5.20\)](#)
[15 September 1944 - Kiel \(5.50\)](#)
[16 September 1944 - Boulogne \(3.50\)](#)
[25 September 1944 - Calais \(3.45\)](#)
[27 September 1944 - Bottrop \(5.40\)](#)
[6 October 1944 - Dortmund \(5.50\)](#)
[15 October 1944 - Wilhelmshaven \(5.10\)](#)
[25 October 1944 - Hamburg \(5.05\)](#)

[HERON, F/L Gordon Lachlan, DFC \(J27687\) - **Chevalier, Legion of Honour \(France\)** - Award effective 12 March 1948 as per AFRO 153/48 of that date.](#)

[HERON, F/L Gordon Lachlan, DFC \(J27687\) - **Croix de Guerre** - No.420 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. See DHist file 181.009 D.1746 \(PAC RG.24 Vol.20608\); recommended 10 January 1945, by which time he had flown 35 sorties \(171:10 hours\). Recommendation read as follows:](#)

[This officer was captain of an aircraft detailed to attack enemy troop concentrations in the Caen area on the morning of July 17th. Just after their bombs were released, their aircraft collided with another bomber causing extensive damage to their own aircraft and making it extremely difficult to control. A few minutes later, while still over the target area, Flight Lieutenant Heron was engaged by very accurate heavy flak and suffered further damage to the fuselage and mid-upper turret. Realizing the consequences of abandoning the aircraft in that area and subsequent danger of crashing among our own troops, this officer displayed outstanding coolness and fortitude in struggling back to England with his damaged aircraft. Flight Lieutenant Heron has taken part in many raids on military targets in occupied France, and his care and precision in bombing, together with his inspiring gallantry, have greatly contributed to the liberation of our French allies.](#)

[Public Records Office Air 2/9645 has recommended citation edited from the above, as follows:](#)

[This officer was captain of an aircraft engaged in attacking enemy troops concentrations on the morning of July 17th. Just after the bombs were released their aircraft collided with another causing extensive damage to their aircraft. Soon after this incident they were engaged by very accurate heavy anti-aircraft fire and suffered further damage. With outstanding coolness and fortitude this officer flew his damaged aircraft back to base in England. He has displayed a very high degree of gallantry and leadership.](#)

NOTE: This award was announced again as being a Croix de Guerre with Palm (France), effective 12 March 1948 as per AFRO 153/48 of that date. It appears that this was due to confusion at Air Ministry in 1946 as to whether both had been approved by French authorities or whether the Legion of Honour was a substitution for the Croix de Guerre. As of 3 February 1948 it had been determined that both had indeed been intended for him.

Further Notes:

At No.6 (P) AFU he flew Oxfords (5.45 day dual to first day solo, 25.00 day dual, 28.20 day solo, 4.00 night dual to first night solo, 16.45 night dual total, 27.35 night solo. "This pilot has attained a good average standard. He tends to be over confident but has coped quite well with the Oxford." (S/L M. Papworth).

At No.82 OTU flew Wellington aircraft (15.55 day dual to first day solo, 16.30 total day dual, 32.55 day solo, 7.25 night dual to first night solo, 7.50 total night dual, 31.45 night solo). "A sensible pilot who seems to be very practical and should become a good operational pilot." (W/C W.D. Ferris).

Assessment from No.1666 HCU describe him as follows: "Flying Officer Heron is a good captain but a rather under confident pilot. He had occasion to ditch during the course and under adverse conditions coped extremely well. This shook his confidence and we have watched him most carefully since. He can now fly the aircraft reasonably well and has finished the course successfully. His Engineer is rather a poor type and should be watched carefully." The engineer appears to have been replaced as he is not listed in crew when Heron had a mid-air collision.

Involved in collision, 0556 hours, accident form gives date as 18 July 1944, Halifax LL574 during operational flight; no injuries. Crew consisted of himself, J29335 F/O N.C. Christie (navigator), J28969 F/O J.L. Balmer (air bomber), R183519 Sergeant J.S. Beetham (WOP/AG), R223627 Sergeant J.R. Archibald (air gunner), R197561 Sergeant C.H. Fox (air gunner), R252161 Sergeant Oxner (? , air gunner) and 1892034 Sergeant W.J. Ryalls (flight engineer).)He reported,

Bombing run just completed and picture taken. Heard warning "Look Out" and commenced turn to port which was clear. Glanced out starboard side and saw Lancaster coming up under wing. Immediately raised wing sharply in steep turn to port, but was unable to avoid other aircraft. Sharp impact was felt and heard. Pilot's impression was that impact was with port wing of other aircraft, but crew state it was starboard wing which was sheared off outboard of outer engine nacelle. Pilot saw very little, no difficulty was had in straightening up Halifax aircraft which resumed normal flight with a slight alteration of trim.

Engineering assessment of the damage was as follows:

Damage to leading edge and underside of starboard outer wing, cutting main

spar. Trailing edge starboard aileron severed. Damage to all three blades starboard outer propellor with few minor dents on same engine cowling. [illegible word] starboard outer gills and carburettor aor scoop fairing on starboard inner engine blown off. Fuselage punctured through near D.F. loop cutting stringers only. Fuselage skin cut on starboard side near frame 34, two large holes and two large dents on leading edge starboard tail plane. One small dent leading edge starboard rudder. No technical failure involved.

The blame for the collision was placed on the Lancaster pilot.

On repatriation form dated 27 November 1944 he stated he had flown 35 sorties (171 hours 20 minutes) on operations plus 294 hours five minutes non-operational.

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HERON, F/O Peter William (J11139) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 2 June 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Edmonton, 1 July 1920; home there. Enlisted Edmonton 29 May 1941. To No.2 Equipment Depot, 7 August 1941. To No.2 ITS, 21 August 1941; graduated and promoted LAC, 26 October 1941 when posted to No.2 EFTS; graduated 19 December 1941; to No.10 SFTS, 22 December 1941; graduated and commissioned 10 April 1942, seventh in his class. To "Y" Depot, 14 April 1942. To RAF overseas, 8 May 1942. Repatriated 19 May 1945. Retired 3 September 1945. RCAF photos PL-28123 (ex UK-8726 dated 17 March 1944) is captioned as follows: "Attacks against two enemy submarines were made in the North Atlantic during the same week recently by an RCAF Wellington bomber crew captained by F/O P.W. Heron (Edmonton). Heron now has three sub attacks to his credit."

This officer has completed a large number of sorties including many anti-submarine patrols. On three occasions he has engaged U-Boats. On the last occasion in February 1944, the submarine was sighted with decks awash and Flying Officer Heron at once pressed home a determined attack from extremely low level, straddling the vessel with a number of depth charges. This officer has invariably displayed a high degree of courage and tenacity.

NOTE: Heron had joined the squadron on 15 September 1942 and attacked U-boats on 1 September 1943 and 7 February 1944. His third attack report deals with an encounter on 11 February 1944 as 0410 hours, position 60 degrees 45 minutes north, 12 degrees 50 minutes West (southeast of Iceland).

The U-boat was first sighted at a range of one-half miles by F/O Hayes (navigator) using the naked eye; it was observed with decks awash on a course of 270 degrees (almost due west), the aircraft on a course of 150 degrees. The report narrative is as follows:

"At 0408A/11 February 1944 Wellington D/407 was flying at 1,000 feet on track 140 T in

position 60.50N - 12.59W when a radar contact was obtained dead ahead at 6 miles and pilot immediately began to home with contact holding steady. At ½ miles and 100 feet Navigator from nose (and a fraction later second pilot, operating Leigh Light) saw the shape of a C/T (conning tower) but no wake, very slightly to starboard caught in the moonlight through a break in the clouds; at 0410A and a range of 3/8 mile Leigh Light was put on illuminating a U-boat with decks awash and C/T showing on a course of 270 degrees T (speed estimated slow) in position 60.45N - 12.50W, and Captain went straight in to attack tracking across U-boat just ahead of C/T from a point 110 degrees green relative to U-Boat's heading and dropping six Mark II depth charges in level flight from 60 feet spaced at 60 feet and set to 25 ft depth. Rear gunner saw one explosion on the U-Boat's starboard beam just aft of the C/T before the whole U-Boat was obscured by explosions on the port beam and as the plumes were subsiding he saw a large dull-red glow on the surface of the water, while almost immediately after light anti-aircraft fire was opened with tracer coming from apparently just forward of the glow. As the pilot took evasive action this glow was seen by several members of the crew, one of whom it reminded of a dim searchlight while another compared it to the glow seen from a brazier at night though considerably bigger (completely dwarfing the flame float which was also visible) and it was also stated to flicker before dying.

“The Captain flew level until he was sure the depth charges had gone and then began to take evasive action and circled to starboard, coming back to circle the flame float at 400 feet and two miles range, having regained a contact which appeared to be close to the flame float and stationary. Both this contact and the original one (which was lost at 3/8 mile) were unusually small and the operator had difficulty in identifying them. Contact was finally lost at 0420A after which a search was continued without result until PLE (prudent limit of endurance) at 0505A.

“Both front gunner and rear gunner opened fire during the attack and claim hits on the C/T and water surrounding it. Light anti-aircraft of estimated 20-mm calibre was opened by the U-Boat after the attack, beginning just as the depth charge plumes were subsiding and being fairly accurate until the Captain took rapid evasive action. No description of the U-boat could be given.”

The weather was described as “fair”, with 8/10 strato-cumulous clouds, bases at 500 feet. Visibility was 2-3 miles. The front gunner had fired 75 rounds, the rear gunner 200 rounds.

The crew this date were:

J.11139 F/O Peter William Heron

J.21194 F/O James Oswald Hornby

J.13771 F/O Charles Joseph Sullivan

J.10661 F/O Robert Cecil Hayes

R.91282 Warrant Officer Leslie Walter Tunney (later commissioned as J.86100)

R.78057 Flight Sergeant Joseph Gerrard McDonald (later commissioned as J.88355)

Public Record Office Air 2/9156 has recommendation drafted 3 May 1944 when he had flown 40 sorties (320 operational hours):

This officer has completed one tour on shipping strikes and submarine patrols. He has proven himself to be a captain of exceptional skill and courage, having made three U-boat attacks, two on successive trips, the last of which on 11th February 1944 was assessed as "Probably Sunk". His record of attacks is as follows:

(1). F/407 - Bay of Biscay - 2nd September 1943 - U-boat report number Chivenor/UBAT/1.

(2). C/407 - Western Approaches - 7th February 1944 - U-boat report number Limavady/44/1

(3). D/407 - Western Approaches – 11th February 1944 - U-boat report number Limavady//44/3.

All three attacks carried out in Leigh Light Wellington aircraft.

On the 11th February, radar contact was obtained at a range of six miles. At 3/8 mile the searchlight was switched on, illuminating a U-boat with decks awash and conning tower only showing, in position 60 45' North, 12° 50' West. An attack was made from 60 feet with six depth charges. One explosion was observed on the U-boat's starboard beam just aft of the conning tower before the whole of the U-boat was obscured by explosions on the port beam. As the plumes subsided a large dull red glow was observed on the surface of the water. The front and rear gunners obtained hits on and around the conning tower during the attack. A very good attack by a good crew.

This was supported by the Officer Commanding, Station Chivenor on 5 May 1944. On 10 May 1944 the Air Officer Commanding, No.19 Group, wrote:

This captain has a well trained crew. His attack on 11 February 1944 leaves little doubt that the U-boat was probably sunk, a survivor being seen in the water. Recommended for the immediate award of the Distinguished Flying Cross.

This was finally approved by the Air Officer Commanding-in-Chief, Coastal Command, on 15 May 1944.

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HERRING, F/L Arthur Murray (J10764) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Toronto, 10 January 1920; home at Long Branch, Ontario (clerk, accountant; former member of RCN). Enlisted Hamilton, 24 July 1941 and posted to No.4A Manning Depot. To No.3 ITS, 1 September 1941; graduated and promoted LAC, 7 October 1941; posted next day to No.17 EFTS; graduated 6 December 1941 and posted next

day to No.8 SFTS; graduated and commissioned 27 March 1942. To Trenton, 29 March 1942. To No.1 SFTS, 1 July 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 10 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944. Promoted Flight Lieutenant, 27 March 1944. Repatriated 8 June 1945. To No.1 SFTS, 22 July 1945. To Release Centre, 12 September 1945. Retired 22 September 1945. Photo PL-43767 shows three RCAF members of No.101 Squadron - left to right they were F/O R.L. Black, DFC ("flew with a four leaf clover cased in perspex"), F/O C. Harder of Lethbridge (navigator to Black) and F/L A.M. Herring, DFC of Long Branch, Ontario ("a friend of the late F/L D.E. Hornell."). 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."

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HESELTON, P/O Gordon Warters (J18175) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born in Vancouver, 5 December 1919; home there; enlisted there 6 August 1941 and posted to No.2A Manning Depot. To No.8 BGS, 20 August 1941 (guard). To No.4 ITS, 20 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.2 AOS; to No.8 BGS, 28 March 1942; graduated and promoted Sergeant, 9 May 1942; posted that date to No. 1 ANS; may have graduated 8 June 1942 but not posted to "Y" Depot until 22 June 1942. To RAF overseas, 19 July 1942. Commissioned 9 May 1943. Promoted Flying Officer, 9 November 1943. Repatriated 26 June 1945 with No.431 Squadron. Retired 29 September 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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HESS, S/L Clifford Borden (J6720) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born at Lone Butte, Alberta, 1 April 1918; home in Iroquois, Ontario. Enlisted Kingston, 11 November 1940. To No.1 ITS, 11 December 1940; graduated and promoted LAC, 16 March 1941 but not posted to No.11 EFTS until 28 March 1941; graduated 16 May 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 10 August 1941. To Trenton, 11 August 1941. Commissioned 20 August 1941. To No.12 (Communications) Squadron, date uncertain. To No.4 BGS as staff pilot, 8 June 1942. Promoted Flying Officer, 10 August 1942. To "Y" Depot, 20 August 1942. To RAF overseas, 5 September 1942. Promoted Flight Lieutenant, date uncertain. Promoted Squadron Leader, 30 April 1943. Repatriated 22 October 1944. Retired 26 January 1945. Died 22 June 1985. PL-26908 (ex UK-8807) taken at wedding of W/C W/A. McKay, DFC (No.432 Squadron) to Section Officer Phyllis Thompson (Toronto, Intelligence Officer at his base). McKay and Thompson at left, with other present being S/L Bob Hess, DFC (Iroquois, Ontario, best man), Section Officer Claire Maxfield (Luton, Bedfordshire, Maid of Honour), and F/L H.J. Launt (Toronto, gave bride away). RCAF photo PL-32564 (ex UK-13647 dated 28 August 1944) shows him. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill,

fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 19 September 1943 when he had flown 23 sorties (125 hours 30 minutes), 6 February to 30 August 1943.

Under a calm and quiet manner this officer has shown exceptional qualities of leadership and coolness. During his 23 operational sorties he has only once been unsuccessful in not bombing the target. The majority of these trips have been over heavily defended targets in Germany, such as Dortmund, Dusseldorf, Krefeld, Mulheim, Wuppertal, Gelsenkircken, Cologne, Hamburg, and Essen. His quiet confidence, which has inspired a high standard of morale in his crew, and his co-operation, coolness and devotion to duty warrant a strong recommendation for the award of the Distinguished Flying Cross.

The sortie list read as follows:

6 February 1943 - mining (4.00)
7 February 1943 - Lorient (6.20)
14 February 1943 - Cologne (6.00)
28 February 1943 - St. Nazaire (6.50)
23 March 1943 - mining (5.35)
28 March 1943 - St. Nazaire (5.55)
14 April 1943 - Stuttgart (7.20)
16 April 1943 - Mannheim (7.45)
23 May 1943 - Dortmund (3.15, unsuccessful)
25 May 1943 - Dusseldorf (5.25)
11 June 1943 - Dusseldorf (5.20)
12 June 1943 - mining, Frisians (4.05)
21 June 1943 - Krefeld (4.35)
22 June 1943 - Mulheim (4.50)
24 June 1943 - Elberfeld (6.00)
25 June 1943 - Gelsenkirchen (4.45)
29 June 1943 - Cologne (5.30)
3 July 1943 - Cologne (5.45)
24 July 1943 - Hamburg (5.50)
25 July 1943 - Essen (4.40)
29 July 1943 - Hamburg (5.35)
30 August 1943 - Munchen-Gladbach (4.45)

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HESS, F/L William Minor (J12869) - **Mention in Despatches** - No.34 WSU - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 15 December 1921. American, home in Ogdensburg, New York; enlisted in Ottawa, 11 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 when posted to No.17

EFTS; may have graduated 13 March 1942 but not posted to No.8 SFTS until 28 March 1942; graduated and commissioned 17 July 1942. Retained at that unit until 9 October 1942 when posted to No.36 OTU. Promoted Flying Officer, 17 January 1943. To "Y" Depot, 22 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Lieutenant, 23 February 1944. Repatriated 3 May 1945. Retired 19 June 1945. No citation.

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HESSFLOW, F/L Harold (C2639) - Commended for Valuable Services in the Air - No.12 Aeronautical Inspection District - Award effective 11 August 1945 as per Canada Gazette of that date and AFRO 1453/45 dated 14 September 1945. Born in Omaha, Nebraska, 31 January 1915. Educated in Des Moines, Iowa (1920-1929) and at Abraham Lincoln High School, Council Bluffs, Iowa, graduating 1933. Attended Citizens' Military Training Camp, Fort Crook, Nebraska, 1-30 August 1933 (Infantry). Began flying in 1933 and accumulated 284 hours 51 minutes. Salesman, 1935-1939, manager of western division, Creative Educational Society, 1939-1940. Enlisted in Ottawa, 19 August 1940 as General List and commissioned as Flying Officer that date; posted to No.1 Manning Depot. To Central Flying School, Trenton, 21 September 1940. To No.2 BGS, Mossbank, 18 October 1940. Applied for overseas service, February 1941 (hoping to be a fighter pilot) but unsuccessful. To Ferry Flight, Picton, 14 October 1941. To Rockcliffe, 27 November 1941. In June 1942 he applied for transfer to American Forces and was accepted as a Lieutenant, but then withdrew the application; American commission cancelled, Promoted Flight Lieutenant, 1 June 1943. To No.124 (Ferry) Squadron, St. Hubert, 1 March 1944. To Station St. Hubert, 12 March 1944. To No.12 Aeronautical Inspection District, 13 March 1945. To No.8 Release Centre, 15 January 1946. Retired 23 January 1946. Died in Lincoln County, Nebraska, 31 January 1975; buried in Fort McPherson National Cemetery.

Flight Lieutenant Hessenflow is in charge of Acceptance and Testing of Mosquito aircraft at this District and has carried out his duties in a most efficient and conscientious manner. He is at all times most co-operative and always available for any work to be done, never thinking of himself and always devoted to duty. He has made many special flights on research of Mosquito aircraft.

Recommendation for AFC raised by W/C R.W. Skinner, 14 May 1945, as above. He has flown 3,000 hours (200 in previous six months). Endorsed by Air Commodore A.D. Ross, 15 May 1945. Reduced to Commendation, 9 July 1945 by Air Commodore M. Costello (Assistant Chief of the Air Staff); approved by Chief of the Air Staff, 12 July 1945.

Recommended for the AFC again, 31 December 1945 by S/L A.W. Hooper, No.124 Squadron, as follows:

Flight Lieutenant Hessenflow has been a pilot with this squadron since its inception during which time he has demonstrated outstanding ability. No task, however, difficult has been beyond his capability. His efforts in the testing and delivery of Mosquito aircraft since the type came into production has been

largely responsible for the efficient and accident free delivery of the type.

This did not proceed beyond Station Rockcliffe.

Notes: Accident, 3 April 1942, Malton, Bolingbroke 9136. Flying a course for radio research for British Inspection Board. Crank shaft broke causing propellor on starboard engine to break off. He was with F/L K. Groff and Flight Sergeant H.G. Lee; no injuries.

Selected Assessments: "Shoots a bit of a line at times but always seems to get the job done. Has recently married and will probably settle down." (S/L H.O. Madden, 1 November 1942).

"A good pilot, qualified on either single or twin engine aircraft, now employed on special work flying Mosquitos ." (F/L S.M. Punnett, 19 November 1943).

"Above average pilot, qualified in more than 20 types of aircraft, capable Flight Leader. Recommended for appointment to the rank of Temporary Flight Lieutenant, effective 1st June 1943." (F/L S.M. Punnett, 7 February 1944).

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HESSION, S/L Basil Lloyd (C4041) - **Mention in Despatches** - Overseas - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Home in Vancouver, enlisted in Camp Borden 16 November 1940 in Medical Branch and posted overseas almost immediately. Granted rank of Squadron Leader, 1 March 1941. To Rockcliffe, 14 November 1942. To No.4 Training Command, 30 October 1942. To Western Air Command, 10 February 1943. To Yarmouth, 20 August 1944. Promoted Wing Commander, 1 January 1945. To Eastern Air Command Headquarters, 3 May 1945. Retired 17 October 1945. Living in London, Ontario in 1947. No citation.

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HETHERINGTON, F/O John Nicol (J29846) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 24 February 1914; home in New Westminster (pharmacist). Enlisted Vancouver, 9 July 1942. To No.3 Manning Depot, 21 August 1942. To No.3 SFTS, 14 November 1942 (guard). To No.2 ITS, 8 January 1943; graduated and promoted LAC, 20 March 1943 but not posted to No.2 AOS until 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Posted to Repatriation Depot, 3 November 1944. Repatriated 23 November 1944. To Western Air Command, 10 January 1945. Retired 23 February 1945. Navigator to F/L L.A. Mann. RCAF photo PL-32966 (ex UK-15263 dated 23 September 1944) shows F/O Bill Lastuk (Toronto, on right) and F/O John Hetherington, New Westminster (left), looking at a large piece of flak shrapnel that had barely missed Hetherington before lodging in aircraft; Lastuk described as having recently returned to squadron after bailing out over France.

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.4431 (RG.24 Vol.20649) has recommendation dated 16 October 1944 when he had flown 33 sorties (146 hours ten minutes), 28 June to 14 October 1944.

Flying Officer Hetherington has completed 33 sorties during which he has acquired a reputation for his skill and coolness under every kind of strain. On one occasion he navigated using only D.R. methods, all his other equipment being unserviceable, arriving on time at the target with sufficient accuracy for the Bomb Aimer to obtain a picture of the aiming point. His navigation throughout has always been of a high standard, his efficiency and keenness beyond reproach. He is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

28 June 1944 - Metz (6.45)
4 July 1944 - Biennais (3.25)
5 July 1944 - Biennais (4.15)
6 July 1944 - Coquereaux (4.15)
7 July 1944 - Caen (4.10)
18 July 1944 - Wesseling (5.10)
20 July 1944 - L'Hey (3.15)
23 July 1944 - Donges (6.10)
3 August 1944 - Foret de Nieppe (3.25)
4 August 1944 - Bois de Casson (4.30)
7 August 1944 - TOTALIZE 5 (4.15)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (3.30)
10 August 1944 - La Pallice (7.00)
12 August 1944 - Montrichard (5.25)
12 August 1944 - Falais (3.45)
13 August 1944 - Bons Tassilly (4.50)
15 August 1944 - Brussels (3.30)
16 August 1944 - Kiel (5.35)
27 August 1944 - Mimoyeques (3.25)
3 September 1944 - Volkel (3.35)
9 September 1944 - Le Havre (4.25)
10 September 1944 - Le Havre (4.00)
11 September 1944 - Castrop Rauxel (5.10)
13 September 1944 - Osnabruck (4.50)
15 September 1944 - Kiel (5.30)
16 September 1944 - Boulonge (3.45)
25 September 1944 - Calais (4.05)

[26 September 1944 - Calais \(4.20\)](#)
[27 September 1944 - Bottrop \(4.35\)](#)
[28 September 1944 - Cap Gris Nez \(3.50\)](#)
[9 October 1944 - Bochum \(5.45\)](#)
[12 October 1944 - Wanne Eickel \(5.10\)](#)
[14 October 1944 - Duisburg \(4.50\)](#)

NOTE: Further to the above, the same file has an undated recommendation for a DFC when he had done eight trips (34 hours 55 minutes). This noted that he had lost his first captain in a crash in June 1944 and since then had been a spare navigator, volunteering vigorously and showing great determination and devotion to duty. The station commander at Linton-on-Ouse, Group Captain C.L. Annis, sent it back to the squadron on 24 August 1944, noting, "I do not consider this officer has, as yet, put in sufficient sorties nor otherwise rendered sufficiently distinguished flying to justify the award of the DFC at this time."

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HEWETSON, F/O Harvey John (J27629) - Distinguished Flying Cross - No.625 Squadron - Award effective 15 March 1945 as per London Gazette dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 13 January 1923 in Saskatoon; home there (student, former COTC). Enlisted Saskatoon, 21 January 1942 and posted to No.2 Manning Depot. To No.12 SFTS, 28 March 1942 (guard). To No.2 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.2 EFTS until 1 August 1942; may have graduated 25 September 1942 but not posted to No.11 SFTS until 10 October 1942; 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 17 December 1944. To No.2 Air Command, 28 February 1945. Retired 28 April 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 14 December 1944 when he had flown 25 sorties (128 hours):

* bombs brought back on instructions of Master Bomber

[16 September 1944 - Rheine-Salzbergen](#)
[17 September 1944 - Eikenhorst](#)
[26 September 1944 - Calais](#)
[27 September 1944 - Calais](#)
[28 September 1944 - Calais*](#)
[5 October 1944 - Saarbrucken](#)
[7 October 1944 - Emmerich](#)
[12 October 1944 - Fort Fredrick-Hendrik](#)
[14 October 1944 - Duisburg](#)
[14 October 1944 - Duisburg](#)
[20 October 1944 - Stuttgart](#)

23 October 1944 - Essen
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
8 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
6 December 1944 - Merseburg-Leuna
12 December 1944 - Essen
17 December 1944 - Ulm

Flying Officer Hewetson is the Canadian captain and pilot of a Lancaster aircraft and has now completed 25 sorties comprising 128 operational hours. Among the targets he has operated against, many of the enemy's strongest defence have been overcome and successful attacks delivered against important targets such as Duisburg, Stuttgart, Essen, Dusseldorf, Bochum and Dortmund.

On each occasion Flying Officer Hewetson 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 attack with total disregard of enemy opposition. He has on many occasions obtained photographs of the target, allowing nothing to deter him from reaching and bombing the target.

This officer's cheerfulness, confidence and high spirits when under fire has done much to inspire the remainder of his crew. He has set a high standard of courage and devotion to duty during his tour of operations, and I strongly recommend him for an award of the Distinguished Flying Cross.

The commander at RAF Station Kelstern added (16 December 1944):

Under a breezy, cheerful manner this officer has always carried out his allotted task with the greatest determination. He is a very fine captain and leader, whose example has been a great asset to his squadron. He is strongly recommended for the award of the Distinguished Flying Cross.

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HEWITT, F/L Harold Arthur (J21294) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated

29 September 1944. Born 29 July 1917 in Emerson, Manitoba; home at Lac Vert, Saskatchewan. Educated at Emerson Public Schools, Lac Vert Public School, Saskatoon Technical School and University of Saskatchewan. Enlisted Regina, 30 September 1940 and posted to No.2 Manning Depot, Brandon. 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 17 March 1941 and promoted Sergeant. To Trenton, 30 March 1941; to No.4 SFTS to instruct, 25 June 1941. Commissioned 9 November 1942. To "Y" Depot, 15 November 1942. To RAF overseas, 13 December 1942. Disembarked in Britain, 29 December 1942. To No.15 (Pilots) AFU, 9 February 1943. Attached to Beam Approach Training Flight, Binbrook, 6-13 March 1943. To No.23 OTU, 6 April 1943. Promoted Flying Officer, 9 May 1943. To No.1659 Conversion Unit, 27 June 1943. To No.419 Squadron, 14 July 1943. Promoted Flight Lieutenant, 1 September 1943. To No.1659 Conversion Unit, 2 April 1944. Repatriated 15 May 1945. To No.2 Air Command, Winnipeg, 27 May 1945. To No.6 Release Centre, Regina, 15 July 1945. Retired 20 July 1945. Died 13 March 1989 in LeRoy, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1989. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 17 May 1944 when he had flown 32 sorties (229 hours 20 minutes), 24 July 1943 to 16 March 1944.

24 July 1943 - Hamburg (6.00)
25 July 1943 - Essen (5.10)
27 July 1943 - Hamburg (5.50)
29 July 1943 - Hamburg (6.00)
30 July 1943 - Remscheid (5.45)
2 August 1943 - Hamburg (4.40)
12 August 1943 - Milan (9.50)
17 August 1943 - Peenemunde (8.45)
22 August 1943 - Leverkusen (6.45)
23 August 1943 - Berlin (7.45)
27 August 1943 - Nuremburg (8.30)
31 August 1943 - Berlin (8.20)
5 September 1943 - Mannheim (7.50)
6 September 1943 - Munich (10.10)
23 September 1943 - Mannheim (7.45)
3 October 1943 - Kassel (6.35)
3 November 1943 - Dusseldorf (5.00)
11 November 1943 - Cannes (9.30)
16 November 1943 - Sea Search (4.00)
19 November 1943 - Leverkusen (7.00)
22 November 1943 - Berlin (7.15)
25 November 1943 - Frankfurt (7.35)
29 November 1943 - Berlin (7.30)
28 January 1944 - Berlin (8.00)

2 February 1944 - GARDENING, Kiel Bay (5.50)
15 February 1944 - Berlin (6.05)
19 February 1944 - Leipzig (7.25)
24 February 1944 - GARDENING, Kiel Bay (6.35)
25 February 1944 - GARDENING, Kiel Bay (5.50)
12 March 1944 - Le Mans (5.40)
15 March 1944 - Amiens (5.15)
16 March 1944 - Amiens (5.10)

This officer has completed 32 night sorties against the enemy, 25 of them being to main targets in the interior of Germany. As Deputy Flight Commander of "A" Flight he has, by his fine personal example and enthusiasm to attack the enemy, contributed in a great measure to the efficiency and high esprit de corps of those he comes in contact with.

I consider that this officer's continuous gallantry, the fine leadership qualities he has shown and his determination to attack the enemy at all times fully merits the non-immediate award of the Distinguished Flying Cross.

Training: At No.2 ITS he placed 93rd in a class of 95 but was nevertheless described as "Good average type."

At No.10 EFTS he flew Finch aircraft (33.20 dual, 15.25 solo). "This trainee has progressed satisfactorily ever since his arrival. He is rather slow, but retains the knowledge very well. Trainee gets nervous if he makes a mistake and this is emphasized to him." In ground school he placed 20th in a class of 31.

At No.5 SFTS (4 January to 17 March 1941) he flew Ansons (29.30 day dual, 44.30 day solo, 3.15 night dual, 7.00 night solo). "Below class average. Slow to learn but is willing and attentive." Placed 21st in a class of 40.

At No.1512 Beam Approach Training Flight, 7-13 March 1943, flew in Oxfords (10.40, all instrument and beam flying) plus 7.25 as passenger and five hours in Link. "This pilot has had much experience and his general flying is good. His I.F. is of a high standard and application of Beam procedure very satisfactory." (S/L C.L. Roy, 13 March 1943)

At No.23 OTU, 6 April to 14 June 1943. Flew Wellington X and III aircraft - 3.55 day dual to first day solo, 14.15 day dual total, 27.25 day solo, 2.45 night dual to first night solo, 8.45 total night dual, 32.00 night solo, plus 4.50 as passenger. Spent 3.15 in formation and 16.15 on instruments. Also logged 15.10 in Link. Dropped 46 bombs by day and 32 by night. Carried out 16 Infra-Red exercises (seven successful) and four night photography exercises (three successful). Ground courses in Airmanship (235/300), Armament (207/300), Meteorology (66/100), Navigation (155/200) and Signals (81/100). Flying tests in General Flying (300/400), Applied Flying (150/200), Instrument Flying (200/250), Night Flying (90/100) and Link (35/50).

"A very capable captain and pilot. He worked cheerfully and well throughout the course and generally obtained good results. Coped well with his crew. Volunteered and recommended for Pathfinder duties." (W/C F.W.S. Turner, 6 June 1943).

Assessments: Checked as an instructor at No.4 SFTS, 7 November 1941 by S/L Shelfoon of RCAF Visiting Flight. At the time he had completed 295 hours instructing. Tested on Crane aircraft in Sequences ("good average"), Voice ("good"), Manner ("confident"), Ability to Impart Knowledge ("high average"), Ability as Pilot ("capable in all respects") and generally described as "A good instructor".

"Excellent operational material. Hard working instructor and fine pilot. Has been reliable and very conscientious about his work." (S/L W.R. Mollar - guessing at this name - No.4 SFTS, 9 November 1942).

"This officer has completed over 1,000 hours of flying instruction." (W/C H.T. Miles, No.1659 HCU, 12 July 1944, noting that he had flown a total of 1,540 hours (148 in previous six months).

"As deputy flight commander and instructor, this officer more than shouldered his share of work whilst at this unit." (W/C A.D.R. Lowe, No.1659 HCU, 25 April 1945 noting he had now flown 1,940 hours, 100 in previous six months).

Notes: Involved in accident, 29 October 1941, No.19 EFTS, Virden, ferrying Tiger Moth 253 at Dafoe aerodrome. Sole occupant and uninjured. Taxiing along tarmac when he lost control and crashed into a hangar. "Tail skid loss of control" but apparently no serious consequences.

On repatriation he reported he had flown 230 operational hours (30 ½ sorties) and 530 non-operational hours overseas. Last sortie had been 16 March 1944. Aircraft flown were Oxford (75 hours), Wellington (80 hours) and Halifax II, III and V (575 hours). However, application for Operational Wing (24 April 1944) stated he had flown 30 ½ sorties and 222.5 hours, 24 July 1943 to 19 March 1944.

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HEWITT, Corporal Howard Edward (R177021) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 16 July 1918. Home in Magnetawan, Ontario. Enlisted North Bay, 15 July 1941 as Master Motor Mechanic and posted to No.1 Manning Depot. To Trenton, 2 August 1941. To No.4 Wireless School, 6 September 1941. Promoted LAC, 2 February 1942. To "Y" Depot, 3 June 1942. To RAF, 18 July 1942. Promoted Corporal, 1 April 1943. Repatriated 28 August 1945. Retired 13 October 1945. Died in Spence Township, Parry Sound District, 1 November 1988.

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HEWITT, F/L John Thorburn (J85562) - Distinguished Flying Cross - No.10 Squadron - Award effective 4 November 1944 as per London Gazette dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 31 August 1920 in Simcoe County, Ontario; home in Orillia (brass worker). Enlisted Toronto, 30 September 1941. To No.2 Manning Depot, 26 October 1941. To Trenton, 2 January 1942. To No.1 ITS, 20 February 1942; graduated and promoted LAC, 24 April 1942; posted next day to No.7 EFTS; may have graduated 3 July 1942 but not posted to No.16 SFTS until 18 July 1942; graduated and promoted Sergeant, 6 November 1942). To "Y" Depot, 20 November 1942. Commissioned 18 March 1944. Promoted Flying Officer, 9 June 1944. Repatriated 2 August 1945. Retired 23 September 1945. Photo PL-35871 is a portrait.

This officer has proved himself to be an outstanding captain of aircraft and a skilful and resolute pilot. He has always pressed home his attacks with utmost determination and obtained many valuable photographs. His aircraft was detailed to attack a target in Berlin in December 1943. On leaving the target area a Junkers 88 attacked his bomber. By skilful evasive tactics, in co-operation with his gunners, the enemy aircraft was hit and crashed to the ground. During a sortie on Fouillard in June 1944, his aircraft was attacked by a Junkers 88 which was shot down. Again in June 1944 he was in combat with a Messerschmitt 210 which was shot down over Blainville. Flight Lieutenant Hewitt displayed brilliant combat manoeuvres during these hazardous operations which undoubtedly contributed to the extrication of his crew and aircraft from dangerous situations.

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HEWSON, F/L Benjamin George (J10354) - Distinguished Flying Cross - No.357 Squadron - Award effective 11 December 1945 as per London Gazette of that date and AFRO 212/46 dated 1 March 1946. Born 31 October 1916 in Indian Head, Saskatchewan (RAF Ferry Command records); home in Winnipeg. Enlisted Regina, 17 July 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; to Trenton, 2 March 1941; to No.11 SFTS, 30 April 1941. Commissioned 1 March 1942. Promoted Flying Officer, 1 October 1942. To No.2 Flying Instructor School, 27 February 1943. To No.6 OTU, 13 July 1943. Promoted Flight Lieutenant, 1 October 1943. Attached to RAF Ferry Command, 24 November 1943. Departed Montreal with Mitchell FW172, 2 January 1944, proceeding to Goose Bay. Departed Goose Bay, 3 January 1944 to Greenland. Left for Reykjavik, 6 January 1944; left for Britain, 7 January 1944. Back in Canada, date uncertain. To No.2 Flying Instructor School, 18 January 1944. To No.6 OTU, 13 July 1944. To "Y" Depot, 25 October 1944. To No.3 PRC, 20 November 1944. Repatriated 29 December 1945. Retired 8 February 1946. Died 29 January 2003 in Indian Head, Saskatchewan as per Royal Canadian Legion "Last Post" website and Legion Magazine of November/December 2003.

This officer has an outstanding record of operational flying. He has completed fifty-one sorties against targets in Burma and Siam. On one occasion in June 1945, he undertook a sortie in the Bangkok area. Extremely adverse weather

prevented him finding the exact area. Nevertheless he followed the railway line a distance of 120 miles in order to locate his objective. The route he followed was very heavily defended and took him directly over two enemy occupied airfields. The operation, however, was a complete success. As a deputy flight commander this officer, by his ability and leadership, has contributed largely to the success of the flight.

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HEWSON, P/O Kenneth (J17979) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Birmingham, England, 27 August 1923; home on Long Island, New York. Enlisted Montreal, 3 October 1941 and posted to No.1 Manning Depot. To No.13 SFTS (guard duty), 27 October 1941. To No.3 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.17 EFTS; graduated 28 March 1942 when posted to No.8 SFTS; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 31 July 1942; to RAF overseas, 6 August 1942. Commissioned 2 June 1943. Promoted Flying Officer, 2 December 1943. Repatriated 18 December 1944. To No.124 Squadron, 3 March 1945. To No.170 Squadron, 29 June 1945. To No.124 Squadron again, 30 September 1945. To Release Centre, 9 January 1946; retired 12 January 1946. Shown in RCAF photo PL-32532 (ex UK-13802 dated 23 August 1944). No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Described as a Fitter IIE who had served 11 months in Canada, 28 months in UK.

This airman who is much older and more mature than his crew has at all times during operations shown an utter disregard for physical discomforts. His courage and devotion to duty have been a guide to his team mates and he has set a magnificent example to all who have come in contact with him.

RCAF Press Release No.4475 dated 7 April 1944 from Sergeant John Badger read:

WITH RCAF BOMBER GROUP OVERSEAS: At 20, Flying Officer Kenneth Hewson is a DFC-holder, veteran of a tour of operations as captain of an RAF Halifax, and presently an instructor at an RCAF heavy conversion unit in this Group.

The Long Island City lad (4310 Forty-Fourth Street, Long Island City, N.Y.) won his wings with the Royal Canadian Air Force in his 18th year. The Air Ministry citation that accompanied his DFC mentioned his "fortitude and keenness". Attached to the RAF for his tour of operations, Ken took his four-engined bomber over many important targets.

The most exciting incident that occurred in all his missions took place one night

on a return flight from Bochum, Germany. The aircraft was crossing the coast of the Continent when a Junkers 88 appeared astern and above. It dived at their tail, firing cannon shells and machine gun bullets. They missed, skimming underneath the bomber. The RAF tail-gunner began firing his Brownings back. His mate, in the mid-upper gun turret, could not manoeuvre his guns into a position to aim at the pursuer. Ken was corkscrewing the Halifax according to the tail-gunner's directions for evasive action over the intercom system. The Junkers ceased fire but overtook the bomber like a killer shark hunting a whale. It was within five or six hundred yards, poised for the kill, when the tail gunner put a burst in it. Fire spurted out of the night-fighter at once. It peeled off and hurtled earthward in a nosedive. Several of the boys in the bomber saw it crash, a broken mass of flame.

After the war, Ken wants to become an airline pilot. A youth who can do as much as he has before becoming a man – in legal status – will likely get his way about that too.

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HEXEMER, LAC Edgar Oscar (R100504) - **Mention in Despatches** - No.408 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 28 December 1897. Home in Lancaster, Ontario; enlisted in Toronto, 19 March 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 25 July 1941. Promoted AC1, 29 November 1941. To No.1 BGS, 3 December 1941. To "Y" Depot, 19 January 1942. To RAF overseas, 9 February 1942. Promoted LAC, 27 February 1942. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Release Centre, 18 October 1945. Retired 25 October 1945. Died in Stevensville, Ontario, 1977. RCAF photo PL-41405 (ex UK-17882 dated 4 January 1945) is captioned as follows - "Happy to be back on operations after a crash landing near Brussels following a sky battle with enemy intruders is Flight Sergeant A.G. Stables, Ocean Falls, B.C., seen here with LAC E.O. Heximer [sic], Chippawa, Ontario, fitter." No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Described as a Fitter IIE who had served 11 months in Canada, 28 months in UK.

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HEXTER, FS George Eric (R129608, later J88039) - **Distinguished Flying Medal** - No.619 Squadron - Award effective 14 April 1944 as per **London Gazette** of that date and AFRO 1020/44 dated 12 May 1944. Born 17 September 1923 in London, Ontario; home there; enlisted there 25 September 1941. Granted Leave Without Pay until 3 November 1941 when posted to No.2 Manning Depot. To No.6 ITS, 26 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.12 EFTS until 1 August 1942; ceased training 25 September 1942 and posted next day to Trenton; to No.8 BGS, 26 September 1942; graduated 4 December 1942 and posted next day to No.2 AOS; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 3 February 1943; to RAF overseas, 9 February 1943. Commissioned 24 June 1944.

Repatriated 23 November 1944. Promoted Flying Officer, 24 December 1944. To Mountain View, 13 February 1945. To Release Centre, 23 March 1945. Retired 2 April 1945. Died in London, Ontario, 15 March 2014. Cited with FS Derek Schofield (RAF).

Flight Sergeant Hexter and Flight Sergeant Schofield were bomb aimer and pilot respectively of an aircraft detailed to attack Stuttgart one night in March 1944. When about 150 miles from the target the aircraft was attacked by a fighter. Before the enemy aircraft could be evaded the bomber had sustained much damage, while Flight Sergeant Hexter had been wounded in the hand and foot. Undeterred, Flight Sergeant Schofield continued his mission and eventually reached the target over which he was able guided by Flight Sergeant Hexter who, though in considerable pain, had insisted on remaining at his post. Shortly afterwards the oxygen supply failed but Flight Sergeant Schofield came down to a lower altitude and afterwards flew the damaged aircraft to this country where he effected a safe landing at an airfield near the coast. This airman displayed skill, courage and determination of a high order. Flight Sergeant Hexter also set a fine example of courage and fortitude and his conduct in trying circumstances was worthy of great praise.

Public Record Office Air 50/281 has the following Combat Reports that bear upon his career:

2/3 January 1944 - Target Berlin, X/619; Flight Sergeant Schofield (pilot), Warrant Officer Golding (WOP), Sergeant Withinshaw (navigator), Sergeant Kemp (engineer), Flight Sergeant Hexter (air bomber), Sergeant Durkin (mid-upper gunner), Sergeant Broll (rear gunner).

On the night of 2.3rd January 1944, Lancaster Mark I "X" of No.619 Squadron at 0242 hours approaching target, position 55°55' N 13°06' E, height 20,000 feet, heading 166 True, Indicated Air Speed 160, visibility good in starlight with 10/10th cloud at about 12,000 feet/ Rear gunner spotted twin-engined aircraft with navigation lights, above and dead astern, which was approaching in a diving attack, Monica did not seem to be working properly as it gave no indication until enemy aircraft, then recognised as a Ju.88, was in to about 400 yards. Rear Gunner instructed pilot to corkscrew when the Ju.88 was at 600 yards and both gunners opened fire, the two right hand guns of the tail turret did not fire and were frozen up. The Ju,88 broke away to port immediately and was not seen again. No claim.

"X" on the return journey at 0323 hours, position 51°57' N, 11°31' E, height 20,000 feet, heading 262 True, Indicated Air Speed 160, under similar conditions, was attacked by another Ju.88. Rear Gunner first saw enemy aircraft at about 700 yards, on starboard beam, level. Monica also gave indication. The Ju.88 came in to attack, and Rear Gunner instructed pilot to corkscrew; Mid-Upper fired a burst but the tail guns would not function, as all guns were now frozen up. The '88 did not open fire and broke away to starboard. The enemy aircraft

started a second attack from this position, but broke away almost at once, as "X" commenced to corkscrew again, and was lost to sight. No claim.

The freezing up of the tail guns has been investigated and remedied.

20/21 January 1944 - Target Berlin, X/619; Flight Sergeant Schofield (pilot), Flight Sergeant Withinshaw (navigator), Flight Sergeant Hexter (air bomber), Warrant Officer Golding (WOP), Sergeant Kemp (engineer), Sergeant Durkin (mid-upper gunner), Sergeant Broll (rear gunner).

Lancaster Mark I, "X" of No.619 Squadron on outward journey to Berlin, position 5350" N 10 10" E, height 20,000 feet, heading 129 True, Air Speed 150 indicated. Visibility under starlight conditions, 10/10ths cloud at 15,000 feet. Visual Monica was working and Wireless Operator detected aircraft at 700 yards on starboard, switched off Monica in order to report presence of aircraft. Meanwhile Rear Gunner has seen Ju.88 which was then dead astern at 500 yards and ordered pilot to corkscrew to port. Enemy aircraft opened fire, which both gunners returned, and Ju.88 broke away above to port and was lost to sight. No hits were observed and no damage was done to our aircraft.

There were no searchlights and no unusual phenomena. No damage and no claims.

Rear Gunner, 1,200 rounds - Mid-Upper Gunner, 500 rounds.

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HEYBROEK, W/C Ernest Peter (J7318) - **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 23 December 1918. Home in Montreal; enlisted there 27 November 1940 and posted to No.2 Manning Depot. To No.2 ITS, 20 February 1941; graduated and promoted LAC, 8 April 1941 but not posted to No.18 EFTS until 19 June 1941 when posted to No.12 SFTS; graduated and commissioned 1 September 1941. To Embarkation Depot, 12 September 1941. To RAF overseas, 6 October 1941. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 20 January 1943. Promoted Squadron Leader, 28 September 1943. Repatriated 30 November 1944. Taken on strength of No.3 PRC overseas again, 17 January 1945. Repatriated 7 August 1945. Retired 17 October 1945. Re-engaged as Intelligence Officer, RCAF Reserve, 28 March 1950 with No.401 (Auxiliary) Squadron and rank of Squadron Leader (120541). Promoted Wing Commander, 9 December 1950. Released 21 May 1952. Recommended for MiD, 10 February 1944 while with No.409 Squadron; no details found.

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HEYWORTH, Sergeant George (R138012) - **British Empire Medal** - No.6 OTU - Award effective 1 January 1946 as per Canada Gazette of that date and AFRO 82/46 dated 25 January 1946. Born

in Vancouver, 4 April 1918. Educated at Nelson Avenue Public School and Vancouver Art School. Commercial artist and general help in a pharmacy. Military service under National Resources Mobilization Act, 28 August to 20 November 1940, training at No.1255 Canadian Army (Basic) Training Centre, Vernon, British Columbia. Enlisted in Vancouver, 14 October 1941 for General Duties and posted to No.3 Manning Depot. To No.3 SFTS, 12 November 1941. To Patricia Bay, 9 December 1941. Promoted AC1, 14 January 1942. Promoted LAC, 14 April 1942. To Western Air Command Headquarters, 23 September 1942. Promoted Corporal, 1 April 1943. To No.32 OTU, 31 March 1944. To No.6 OTU, 31 May 1944. Promoted Sergeant, 1 September 1944. To Debert, 19 July 1945. Released 3 October 1945. Died in Vancouver, 10 November 1987 as per British Columbia Vital Statistics.

Possessed of a vivid imagination and exceptionally talented as a painter and sketcher, Sergeant Heyworth has designed and executed very many drawings for have been used for educational, instructional and morale purposes. This has been done outside of normal working hours and, in the interests of the unit, he has unstintingly made his talents available to all sections, which work was accomplished only through sacrifice of many hours of leisure.

Notes: While at Patricia Bay (still an AC1), an undated document was prepared by Sergeant R.R. Griffith (Airman's Mess) stating, "This airman is a good worker and would make a good waiter in the officer's mess."

He completed a course in musketry training at Patricia Bay, 6 May 1942.

Described on 30 March 1943 as follows: "A good General Duties with a thorough knowledge of cartooning, sign painting, etc." (Squadron Leader Campbell, Western Air Command Administrative Unit, Vancouver).

Described on 8 July 1943 as follows: "This airman is in charge of all incoming and outgoing mail for Personnel Branch and doing an excellent job. In view of his capabilities as an artist and cartoonist he has twice been recommended for remustering to Spec Misc (Artist)." (Squadron Leader, name illegible, Western Air Command Headquarters).

Assessed at No.6 OTU, Comox as follows: "A good type of Non-Commissioned Officer. Quiet in manner, efficient and dependable. Is a good painter and caricature artist. Recommended for appointment to temporary rank." (S/L T.B. Jones, 31 August 1944).

Upon discharge assessed as follows: "27 years old and not well educated formally, has had about 11 years experience in Commercial Art counting service and civilian years. Excellent service record, mostly in the Artistic field, though he has shown himself to be eminently capable of performing station duties involving responsibility, and of directing men. Excellent character, mature, confident and efficient. Has done such a variety of work in the Artistic field while in the service that he feels that he does not need further training or refresher work." (F/L C. Haugen, 1 October 1945).

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HIAM, F/L Gilbert St.George Robidoux (C4007) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 23 April 1908. Home in Montreal; enlisted in Ottawa, 14 June 1940 as Armament Officer. To "K", 16 August 1940. Promoted Corporal, 20 September 1940. To Trenton, 28 September 1940. Commissioned 30 November 1940. Granted rank of Flying Officer, 14 January 1941. Promoted Flight Lieutenant, 15 January 1942. To No.6 (BR) Squadron, 14 January 1941. Posted to No.8 SFTS, 23 March 1942. To "Detachment F", 12 July 1942. To Torbay 23 November 1942. To "Y" Depot, 30 June 1943. To United Kingdom, 2 August 1943. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.14 SFTS, 2 June 1945. To No.1 Air Command, 8 September 1945. To "Y" Depot, 16 October 1945. To United Kingdom again, 24 October 1945. Promoted Squadron Leader, 1 February 1946. Repatriated, date uncertain but he was with No.10 Group as of 3 August 1947. Released 16 September 1947. Involved in bomb incident, 8 March 1945 with S/L A.M. Roth, MBE (which see).

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HICKEN, F/L Howard Skouson (J29118) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Raymond, Alberta, 24 August 1919; home there (farmer). Formerly in Royal Canadian Artillery. Enlisted Halifax, 1 June 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 24 July 1942. To No.3 ITS, 26 September 1942; promoted LAC, 5 December 1942 but not posted to No.4 EFTS until 9 January 1943; to No.13 SFTS, 17 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. Promoted Flying Officer, 6 February 1944. Posted from No.61 Base to No.426 Squadron, 15 July 1944; from No.426 Squadron to No.1695 (B) DT Flight, 26 February 1945. Repatriation to Canada by air, 12 June 1945. To Release Centre, 6 December 1945; retired 8 December 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2891 (RG.24 Vol.20633) has recommendation dated 7 January 1945 when he had flown 31 sorties (185 hours 30 minutes), 23 July 1944 to 2 January 1945.

This officer has completed 31 sorties in his first tour of operations against the enemy. He has attacked such targets as Kiel, Hamburg, Ludwigshaven and many heavily defended cities in the Ruhr. Throughout his tour Flight Lieutenant Hicken has shown himself to be a cool, resolute Captain who can be relied upon to press home his attack against all opposition to the best advantage.

His determination and keenness for operations coupled with his desire to assist new pilots in all respects have been a source of inspiration to all concerned and has set a fine example for courage and persistence. He is therefore strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

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HICKERSON, F/L Carl Wendell (C3161) - **Air Force Cross** - No.124 Ferry Squadron - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. American in RCAF; born in Ryan, Oklahoma, 14 March 1900. Educated at Oklahoma State Teachers College and University of Arizona (B.Sc.). Pre-war he was an auto mechanic, school teacher, high school principal and flying instructor. He had flown 936 hours 37 minutes before joining the RCAF, much of it instructing at his own school in Flagstaff, Arizona; on application he wrote, "Flying was my hobby until I took it as my profession." Enlisted at Ottawa, 15 November 1940. To No.1A Manning Depot, Picton on that date. Promoted Flying Officer, 20 January 1941. To Refresher Training Flight, Picton, 20 March 1941. To Central Flying School, Trenton, 27 July 1941 for flying control duty. To Conversion Training Squadron, Picton, 21 November 1941. To Rockcliffe, 26 November 1941. To Ferry Squadron, Rockcliffe, 1 December 1941. Promoted Flight Lieutenant, 1 February 1943. Taken on strength of No.170 (Ferry) Squadron, Winnipeg, 1 March 1944. Resigned his commission, 12 June 1944 on transfer to American forces. Died in College Station, Texas, 7 May 1990 as per **Airforce Magazine** of October-November-December 1990.

This officer has been employed as a ferry pilot and Flight Leader for approximately fourteen months. Throughout this period he has displayed exceptional skill and unswerving devotion to duty, which have been an excellent example and inspiration to other pilots. In the past twelve months he has flown 19 types of aircraft, often under very difficult conditions, with an aggregate of 613 hours. This has been accomplished without an accident to mar his enviable record.

Recommendation was raised 17 February 1943 by S/L H.O. Madden, No.124 (Ferry) Squadron; text almost identical to above. The added comments of G/C J.G. Bryans (20 February 1943) are notable:

Flight Lieutenant Hickerson has been a very successful ferry pilot during his tour with 124 squadron which means he has been energetic to a degree, at the same time abundantly aware of flying conditions and the capabilities of his pilots.

Notes: Letter of 4 February 1941, S/L W.J. McFarlane (Refresher Training Flight, Picton) to AFHQ Ottawa, re P/O C.W. Hickerson and accident on 15 January 1941:

Pilot Officer C.W. Hickerson (C-3161) and passenger Pilot Officer R.H. Dumont (C-3293) were practising circuits and landings in Battle aircraft 1734. On approach at 1600 hours and when fifty feet from the ground at the end of the runway, Yale aircraft 3359, with student pilot R.G. Small (C-3291) and instructor Flying Officer C.H. Mussells (C-1639) collided with the tail assembly of Battle 1734, causing Battle aircraft to crash and be completely written off. Pilot Officer Hickerson sustained a compound fracture of the right ankle and Pilot Officer Dumont

various bruises. The Yale aircraft landed safely with crew uninjured.

Pilot Officer Hickerson received medical treatment in the Prince Edward County Hospital, Picton, Ontario until January 28th. On that date he was moved to Christie Street Hospital, Toronto, Ontario, where the fractured ankle could be watched more closely during the period of recovery. Pilot Officer Hickerson's condition has improved sufficiently to be removed from the seriously injured list.

The accident temporarily removed him from flying duties and he was employed at Picton as an Aerodrome Control Officer. However, a letter of 2 November 1941 indicated that he wanted to return to flying duty or obtain his discharge and return to the United States.

He requested an overseas posting after American entry into the war but was retained in Canada.

He had a forced landing on 1 August 1942 when Lysander 420 sustained engine failure near Dorchester, New Brunswick.

On 21 December 1942 in Hurricane 5653 he was reported missing en route to North Bay. Squadron Leader H.O. Madden organized a search with four Ansons and a Norseman. Madden found Hickerson at 2100 hours, north end and east shore of Lady Evelyn Lake (20 miles west of Haileybury); Hickerson had a fire burning; he had force-landed with minimal damage to the Hurricane; Madden completed the rescue on the 22nd using a Norseman.

Assessment of 16 September 1943 indicates his continuing value: "A capable, energetic and very useful officer. He is an outstanding example to others in the performance of his duties." (S/L F.V. Robinson).

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HICKEY, F/O Francis Lawrence (J36401) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Lethbridge, Alberta, 6 October 1922; home in Edmonton (inspector); enlisted in Calgary, 17 September 1942. To No.3 Manning Depot, 29 September 1942. To No.7 SFTS (guard duty), 23 November 1942. To No.4 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943; to No.2 AOS, 15 May 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 1 September 1944. Repatriated 15 April 1945. To Edmonton, 2 May 1945. To Northwest Air Command, 1 June 1945. To No.7 Release Centre, 10 December 1945. Retired 14 December 1945. Re-engaged with RCAF, 9 September 1947 with No.418 (Auxiliary) Squadron (service number 120574). Retired 23 May 1950. Died in Calgary, 9 March 2008. 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 2/9089 has recommendation dated 12 January 1945 when he had flown thirty sorties (149

hours eight minutes). Sortie sheet badly torn and part missing; operations commenced 3 September 1944 and conclude with a raid on Bonn. He appears to have been in the same crew as F/O Norman L. Austen and it may be deduced their careers are either identical or differ only with respect to one sortie.

Flying Officer Hickey, a Canadian, has completed a very fine tour of operations with this squadron, comprising 30 successful sorties against a variety of targets in Germany and occupied Europe. This officer has at all times displayed a fine offensive spirit and by his skill, determination and outstanding cheerfulness in the face of danger, he has been an excellent example to the crew and greatly helped his captain to maintain a high standard of morale.

Flying Officer Hickey has always shown a highly commendable keenness for operations and a determination to complete the task in hand, undeterred by the heaviest opposition, and the success of many difficult and fiercely opposed sorties has been to a great extent due to his technical excellence as a navigator. At all times assured that no effort of his was spared to achieve the very best results, his captain and crew have the greatest confidence in his ability to deal successfully with any navigational emergency.

It is recommended that this officer's devotion to duty and splendid record of achievement together with his constant courageous example be recognized by an award of the Distinguished Flying Cross.

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HICKEY, FS (now P/O) Keith Alexander (R193797/J94915) - **Distinguished Flying Medal** - 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 11 February 1923 in Cobourg, Ontario; home in Highland Creek, Ontario (clerk). Enlisted Toronto, 24 September 1940. Granted Leave Without Pay until 18 October 1942 when posted to No.1 Manning Depot. To No.4 WS, 20 January 1943. To No.1 Equipment Depot, 14 April 1943. To No.6 ITS, 1 May 1943; promoted LAC, 3 September 1943 but not posted to No.1 AOS until 18 September 1943; graduated and promoted Sergeant, 11 February 1944. To No.4 AGTS, 25 February 1944. To "Y" Depot, 22 March 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Commissioned 1 April 1945. Repatriated 15 June 1945. Retired 25 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had completed 14 sorties (96 hours 40 minutes), 14 February to 8 April 1945.

As navigator on four-engined aircraft, this NCO's operational record to date is considered highly deserving of recognition. On one operational trip in particular, during an attack on Kiel [NOTE - not listed in his sorties on this form], Flight

Sergeant Hickey did an exceptional trip of navigation. Before reaching the target, all navigational aids became unserviceable or were unreliable. In spite of this, two good fixes were obtained, one before the target and one after the target.

A manual air plot was kept going during the whole of the trip, and the accuracy of same was good. Maximum use was made of this air plot. When he finally was able to determine his position accurately he used an ingenious method to waste time, and in doing so succeeded in arriving on the target only 1/3 a minute early. During the whole trip he displayed extreme coolness, good judgement and quick thinking, and showed exceptional navigation ability.

This navigator, by his keenness and cool judgement, has been a source of inspiration to his crew, and an example to his fellow navigators.

The sortie list was as follows:

14 February 1945 - Chemnitz (9.25)
17 February 1945 - Wesel (6.40)
20 February 1945 - Mannheim (7.10)
27 February 1945 - Mainz (7.25)
1 March 1945 - Mannheim (7.25)
2 March 1945 - Cologne (6.05)
14 March 1945 - Zweibrucken (7.35)
15 March 1945 - Hagen (7.00)
19 March 1945 - Witten (7.10)
24 March 1945 - Gladbach (6.30)
25 March 1945 - Munster (5.40)
31 March 1945 - Hamburg (5.30)
4 April 1945 - Harburg (6.20)
8 April 1945 - Hamburg (6.25)

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HICKEY, F/O Lawrence Francis (J10966) - **Commended for Valuable Services in the Air** - No.8 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Kingston, Ontario, 1 June 1919. Educated in Summerland, British Columbia, 1925-1938. Projectionist at movie theatre, 1930-1935; transport driver, 1933-1939. Served in British Columbia Dragoons Cadets, 1933-1936. Enlisted in Vancouver, 5 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940; posted that date to No.8 EFTS. To No.4 SFTS, 12 October 1940. Graduated and promoted Sergeant, 20 December 1940; posted that date to Central Flying School, Trenton. To No.8 SFTS, 1 March 1941. Promoted WO2, 20 December 1941. Commissioned 31 March 1942. Promoted Flying Officer, 15 September 1942. Promoted Flight Lieutenant, 1 September 1943. To No.13 SFTS, 30 June 1944. Killed 2 August 1944 (Harvard AJ800; also killed was LAC Darrell T. Higgins. RCAF photo

PL-1531 taken 27 September 1940 at No.8 EFTS shows LAC L. Marr (Langley Prairie, B.C.), LAC Barney Boe (North Vancouver), LAC L.F. Hickey (Summerland, B.C.), and LAC G.C. Lancaster (Revelstoke, B.C.).

Flying Officer Hickey has been a steady, hard-working instructor for 19 months, during which time he has flown 1,196 hours. He has set a high standard of efficiency and has earned the respect and admiration of all his pupils. His skill, initiative and enthusiasm have been an inspiration to all.

NOTE: Assessed by No.2 Visiting Flight, 25 September 1941, at which time he was a "C" Category Instructor with 470 hours instructing at No.8 SFTS. Described as follows: "High average. This instructor flies accurately and with confidence. Should explain his demonstrations with great attention to detail." (S/L William M. Foster).

Assessed 31 December 1941 by W/C W.W. Brown as follows: "This NCO is a good pilot. His personality and character are very good and he would make a good commissioned officer."

Assessed 23 August 1943 by F/L G.E. Cherrington: "This officer has proved to be a very efficient Flight Commander and is strongly recommended for appointment to Acting Flight Lieutenant."

Recommended for Air Force Cross, 3 October 1942 by officer whose name is illegible,; text as follows:

Flying Officer Hickey has been a steady, hard-working instructor for 19 months, during which time he has flown 1,196:50 hours. He has set a high standard of efficiency and has earned the respect and admiration of all his pupils.

This was endorsed on 7 October 1942 by W/C W.W. Brown who wrote: "A very reliable officer and flying instructor". However, the AFC appears to have been reduced to a Commendation at the level of Air Training Command Headquarters about 19 October 1942.

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HICKEY, S/L Rutherford James (C3898) - **Mention in Despatches** - No.39 Wing (AFRO says only "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born in Sussex, New Brunswick, 8 April 1905. Attended Provincial Normal School, 1922-1923. Taught in Alma Superior School (1924-1927, Principal), Mount Allison Academy (1927-1929), Moose Jaw College (1929-1931) and with Saint John School Board (1931 to enlistment). Home in Saint John, New Brunswick. Second Lieutenant, King's Own Rifles of Canada, 11 January 1930 to 22 April 1933.; Enlisted in Moncton, 15 February 1941 in Administrative trade and posted to Trenton. Promoted Flying Officer, 15 March 1941. To No.17 EFTS, Stanley, Nova Scotia, 17 March 1941. . To "Y" Depot, 15 March 1942; posted overseas, 19 March 1942; disembarked in Britain, 29 March 1942. To No.411 Squadron, 25 April 1942. . Promoted Flight Lieutenant, 1 March 1943. To Station Digby (No.126 Wing), 17 April 1943 To No.127 Wing, 9 July 1943. To No.126 Wing again 14 July 1943.

To No.39 Wing, 1 January 1944 for service as Intelligence Officer. Promoted Squadron Leader, 19 February 1944. Attached Highgate, 14-19 January 1945. Repatriated 21 August 1945. Retired 13 October 1945. Died in Fredericton, New Brunswick, 17 July 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1998.

Notes: Interviewed in Moncton, 14 November 1940 by F/O H. Wensley. "An outstanding applicant. Very good education, Extensive experience directing sport activities at University and schools. Very successful continuous teaching experience. Is well qualified for a Commission in every respect."

Course at School of Administration was 17 February to 15 March 1941. 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 ninth in a class of 69. "A clever and good type of officer who should be able to perform educational or administrative duties in a satisfactory manner."

Assessments: "Has performed his duties in a most satisfactory manner. Character is excellent. Appearance neat. Temperate and of good habits." (F/L G.T. Steeves, 15 June 1941)/

"This officer is most tactful. Loyal and has plenty of common sense. Flying Officer Hickey, since he joined the squadron, has learnt his job as Intelligence Officer remarkably quickly. Is most keen and thorough in his work and in every way most useful member of the squadron. Would be very hard to replace," (S/L R.B. Newton, No.411 Squadron, 14 September 1942)/

"An excellent Intelligence Officer with good organizing ability. He has the confidence and cooperation of all the pilots in the sector and able to make them absorb even the drier parts of his work." (G/C E.A. McNab, Station Digby, 5 August 1943).

"Over the past 16 months this officer has proven himself to be completely suitable as Senior Intelligence Officer. He runs a most efficient section." (G/C R.C. Waddell, No.39 Wing, 31 July 1945). To this is added, "An efficient officer with a strong personality and good organizing ability, quite outstanding among the Senior Intelligence Officers of the Group and fully deserving of his rank." (G/C E.H. Moncrieff).

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HICKMAN, F/O William Robert (J26667) - **Distinguished Flying Cross** - No.8 Squadron - Award effective 28 November 1945 as per **London Gazette** dated 11 December 1945 and AFRO 212/46 dated 1 March 1946. Born 29 July 1921, Calgary (RAF Ferry Command cards); home in Vancouver (stock clerk). Enlisted in Vancouver, 8 April 1942. Granted Leave Without Pay until 1 May 1942 when posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 25 October 1942; to No.5 EFTS, 21 November 1942; to No.15 SFTS, 6 February 1943; graduated and commissioned 28 May 1943. To No.1 GRS, 4 June 1943. To No.111 OTU, Nassau, 21 August 1943. Promoted Flying Officer, 28 November 1943. To No.45 Group (Ferry Command), 3 January 1944. Departed Montreal, 12

February 1944 as passenger in aircraft AL592 to Dartmouth; departed Dartmouth, 13 February 1944 to Rabat. Repatriated 10 September 1945. Retired 30 October 1945.

As captain of aircraft this officer has completed many operational sorties. More recently he has been engaged on supply dropping missions and has achieved many successes despite having to operate over difficult mountainous terrain or over broad stretches of open ocean. Throughout, his keenness, cheerful courage and great devotion to duty have set an inspiring example to all.

NOTE: Public Records Office Air 2/9138 has recommendation dated 12 September 1945 when he had flown 25 sorties (330 operational hours).

This officer has served with the squadron for fifteen months, during which time he has completed a total of 330 operational hours comprising 15 General Reconnaissance sorties and ten Supply Dropping sorties.

He has always been exceptionally keen and efficient throughout his long tour with the squadron and brought very many of his Supply Dropping sorties to a successful conclusion, operating firstly over very difficult mountainous terrain, and latterly operating in addition over very broad stretches of open ocean.

Flying Officer Hickman's qualities of cheerfulness, keenness, courage and devotion to duty have been an inspiration to all, and have played a considerable part in maintaining the morale and operational efficiency of the squadron.

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HICKMOTT, F/O Kenneth Russell (J88264) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 16 June 1924, Leamington, Ontario; home in Harrow, Ontario (farmer). Enlisted Windsor, 30 June 1942 and posted to No.1 Manning Depot. To No.4 BGS, 13 August 1942. To No.1 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.7 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted to No.6 SFTS until 2 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Commissioned 27 July 1944. Promoted Flying Officer, 27 January 1945. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. To No.10 EFTS, 19 May 1945. To Central Flying School, 28 July 1945. To Release Centre, 23 September 1945. Retired 5 October 1945. Died in Pensacola, Florida, Ontario, 2 February 2014. 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 has recommendation dated 14 March 1945 when he had flown 36 sorties (246 hours ten minutes), 9 September 1944 to 6 March 1945.

9 September 1944 - Munchen Gladbach (4.29)

11 September 1944 - Darmstadt (6.04)
17 September 1944 - Boulogne (3.29)
18 September 1944 - Bremerhaven (6.00)
19 September 1944 - Munchen Gladbach (4.37)
23 September 1944 - Handorf (5.59)
26 September 1944 - Karlsruhe (7.08)
5 October 1944 - Wilhelmshaven (4.44)
19 October 1944 - Nuremburg (6.00)
28 October 1944 - Bergen (6.30)
1 November 1944 - Homberg (3.58)
2 November 1944 - Dusseldorf (5.20)
4 November 1944 - Dortmund-Ems Canal (4.05)
11 November 1944 - Harburg (5.07)
21 November 1944 - Mittelland (6.06)
26 November 1944 - Munich (9.32)
17 December 1944 - Munich (9.46)
18 December 1944 - Gyndia (9.11)
21 December 1944 - Politz (10.58)
28 December 1944 - Horten (7.21)
1 January 1945 - Mittelland (6.43)
4 January 1945 - Royan (6.55)
5 January 1945 - Houffalize (5.14)
13 January 1945 - Politz (9.45)
16 January 1945 - Brux (9.10)
1 February 1945 - Siegen (6.19)
2 February 1945 - Karlsruhe (7.06)
7 February 1945 - Dortmund-Ems Canal (6.06)
8 February 1945 - Politz (9.07)
13 February 1945 - Dresden (9.25)
14 February 1945 - Rositz (10.06)
19 February 1945 - Bohlen (7.38)
20 February 1945 - Mittelland (5.53)
23 February 1945 - GARDENING (6.18)
3 March 1945 - Ladbergen (5.16)
6 March 1945 - Sassnitz (8.45)

This officer has successfully completed a first tour of operations as pilot and captain of Lancaster aircraft, and the 36 sorties he has carried out include many penetrations deep into Germany, such as the attacks on Munich, Dresden and Brux. He has always shown the greatest determination in pressing home his

attacks, and by his example he has built up a very sound crew who could be relied upon to tackle any job given to them however difficult or dangerous it might be.

The uninterrupted succession of successful attacks carried out by this crew are the direct result of Flying Officer Hickmott's personal gallantry and devotion to duty in the face of the enemy and have set a shining example to all other crews in the squadron.

Note: A member of his family, David Colin Young, posted a detailed review of his service on the internet via Facebook. This includes a summary of his operational sorties as transcribed from the squadron Operational Record Book. It is evident that his first sortie (9 September 1944) was as a crew spare in Lancaster V/619 (PB210) and that the captain was F/O A.B. Neilson (RAAF). Thereafter his crew normally consisted of Sergeant G.W. Nuttnell, Sergeant W.P. Symons, Sergeant F. Sturkert (RCAF, R109320), Sergeant K.V. Thomas, Sergeant W.T.R. Baron (RCAF, R214008), Sergeant W.T. Baron (RCAF, R214008), and Sergeant R.T. Baglolle (RCAF, R220508).

Notable sorties were as follows:

28 October 1944 (target Bergen, Lancaster R/619, ND792) when they reached the primary target but were ordered to return to base without bombing. "Several bombs were jettisoned to reduce landing weight, the remainder being brought back."

1 November 1944 (target Homberg, Lancaster R/619, ND792) - "One 1,000-lb bomb brought back (hang up)"

17/18 November 1944 (target Munich, Lancaster X/619, ME787) - "Did not bomb as unable to open bomb doors. All bombs brought back. Appeared to be a good attack."

18 December 1944 (target Gyndia, Lancaster X/619, ME787) - "The primary target, Gyndia was bombed from 14,000 feet at 2155 hours. Target identified visually by light of flares, bombs being dropped on ship (possibly the **Lutzow**). Hazy target conditions made difficult observation of results."

28 December 1944 (target Norten, Lancaster M/619, MN957) - "The primary, target off Norten, was bombed from 7,000 feet, 2347 and 2349 hours. Target identified visually. No hits seen but bomb explosion seen over to port."

5 January 1945 (Houffalize, Lancaster U/619, PB862) - "The aircraft proceeded to the target,

Houffalize, but was ordered not to bomb and return to base. Part of the bomb load was jettisoned to reduce landing weight, the remainder being brought back. Diverted to Topcliffe.”

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HICKS, F/O Donald Clarence (J11005) - **Mention in Despatches** - No.115 Squadron (Canada) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 4 April 1922 at Lewisville, New Brunswick; educated in Dorchester, New Brunswick and Mount Allison University where he played hockey. Enlisted in Ottawa, 3 March 1941. Granted Leave Without Pay until 10 July 1941 when posted to No.1 Manning Depot. To No.6 BGS, 8 August 1941 (guard duty); to No.5 ITS, 1 September 1941; graduated and promoted LAC, 26 October 1941; posted that date to No.3 EFTS; graduated 19 December 1941 and posted next day to No.14 SFTS; graduated and commissioned 10 April 1942). To No.115 Squadron, 19 April 1942. To No.14 (Fighter) Squadron, 21 April 1942; to No.115 Squadron again, 12 May 1942. Promoted Flying Officer, 10 October 1942. To Abbotsford, 16 August 1943. To No.115 Squadron, 16 March 1944. To No.7 OTU, 26 June 1944. To “Y” Depot, 8 March 1945; to United Kingdom, 18 March 1945. Promoted Flight Lieutenant, 1 April 1945. Repatriated 9 July 1945. Released 8 September 1945. Studied Forestry at University of New Brunswick, then Dentistry at Dalhousie. Moved to Kamloops in 1956. Died 19 June 2016 in Kamloops, British Columbia. As of award had flown 630 hours, 400 operational (40 sorties).

This officer's devotion to duty and energetic participation in flying activities in Alaska have been outstanding. He is a most efficient and loyal officer and pilot.

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HICKS, F/L John Edgar (J12710) - **Air Force Cross** - No.9 AOS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Hanover, New Hampshire, 23 June 1914 (RCAF press release announcing award). Educated at Lakefield Preparatory School, Upper Canada College and Queen's University. Cost Accounting Paymaster with Tropical Oil Company, Columbia. Enlisted in Toronto, 5 August 1941. To Technical Training School, 20 August 1941. To No.5 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941; to No.9 AOS on 20 December 1941; graduated 28 March 1942 and posted to No.1 BGS; graduated and promoted Sergeant, 9 May 1942; posted 23 May 1942 to No.1 ANS ; graduated and commissioned 3 July 1942. To No.8 AOS, 26 August 1942. Promoted Flying Officer, 3 January 1943. To No.9 AOS, 25 January 1943. Promoted Flight Lieutenant, 1 June 1944. To Release Centre, 8 February 1945; retired 3 March 1945. Died May 1999 in Chemainus, British Columbia as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of September/October 1999. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 205 hours as instructor, 80 hours in

previous six months.

This officer has rendered outstanding service in devising and developing navigational training aids. Throughout his service career his industry and efficiency have been of the highest order. As station navigation officer he has provided excellent leadership and instructional abilities of the highest quality. These qualities have been a source of inspiration to both instructors and pupils alike. By splendid devotion to duty he has made a valuable contribution to navigation training.

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HICKS, FS Robert Benjamin (R135881) - **Distinguished Flying Medal** - No.83 Squadron - Award effective 27 September 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2322/43 dated 12 November 1943. Born 2 November 1923 in Pierrepont Manor, New York. Enlisted in Ottawa, 3 November 1941 and posted to No.1 Manning Depot. To No.6 SFTS, 23 November 1941. To No.1 ITS, 31 January 1942; to Trenton, 24 February 1942; promoted LAC, 16 March 1942; to No.7 BGS, 28 March 1942; promoted Sergeant, 27 April 1942; to "Y" Depot, 28 April 1942; to RAF overseas, 15 May 1942. Further trained at No.7 Air Gunner School, Stormy Down (July 1942). Commissioned 12 March 1944 (J85049). Repatriated 4 July 1944. Retired 5 April 1945.

Flight Sergeant Hicks is an air gunner of fine merit. He has taken part in a large number of sorties and his skill and coolness in the face of enemy fire have been amply demonstrated on numerous occasions. He has proved himself to be a most dependable member of aircraft crew.

Public Record Office Air 50/197 has the following Combat Reports:

Lancaster R5626, M/83, 19 February 1943: Returning from mission to Wilhelmshaven on 19th February 1943 at a height of 14,000 feet at a speed of 170 knots, heading 325 degrees Magnetic, when in a position approximately over the island of Speekorog at 2007 hours, the bomb aimer reported the approach of a Me.109. He reported it approaching dead ahead and it passed through the port bow to port beam at about 50 yards range. The mid-upper gunner [Sergeant Thomas] reported it turning to starboard in the port quarter. Carrying on the commentary the mid-upper gunner saw it turn right round and approach from the port quarter as if to attack. After turning it would be about 500 yards away.

The pilot asked if the fighter could still be seen and the rear gunner [Hicks] replied he could see it about 800 yards away in the port quarter. The pilot then commenced a gentle turn to port.

The mid-upper gunner had momentarily lost sight of the fighter behind the rudder fin, and when he saw it again it was about 200 yards away, slightly to port quarter, coming in as if to attack. The mid-upper gunner then instructed the pilot to make a steep turn to port, which he did, causing the fighter to overshoot towards the starboard beam, below, and was lost to sight.

The pilot was instructed to corkscrew, and after a lapse of about one minute the mid-upper gunner reported the enemy aircraft on the port beam, about 500 yards away, flying parallel. After a few seconds the fighter disappeared and was not seen again.

Visibility at time was good. Moon on starboard bow. Layer of 8/10th to 10/10s cloud below at about 5,000 feet. Fighter came in from darkest part of the sky.

No rounds were fired by the Me.109 and the rear gunner did not open fire as the avoiding action seemed so effective that he did not think it necessary. Mid-upper's guns wouldn't fire.

Lancaster JA940, T/83, 27/28th August 1943: On the night of 27/28th August 1943 at 0101 hours in conditions of starlight at a position of 49 degrees 28" N 11 degrees 10" E, two miles south of the target (Nuremburg) whilst doing the bombing run at a height of 16,500 feet at an I.A.S. of 149 knots, an aircraft identified as a FW.190 was sighted by the Rear Gunner [Sergeant Tolman] making an attack from dead astern at a range of 700 yards. The Rear Gunner immediately gave instructions to the pilot to corkscrew. The enemy aircraft closed in to about 400 yards and the Rear Gunner fired a burst at 500 yards and again at 400 yards. The Mid-Upper Gunner [Hicks] was unengaged as the enemy aircraft was below the tail plane. Altogether 50 rounds were fired. The enemy aircraft did not open fire and broke away down to port and was not seen again. The enemy aircraft carried no lights and there was no searchlight or ground cooperation. The aircraft is not claimed as destroyed, but strikes were observed.

Lancaster JM114, Q/83, 3/4 October 1943: [NOTE: On this occasion Hicks was Mid-Upper Gunner and did not fire; the Rear Gunner was a Flight Sergeant Tolman who fired 100 rounds]. On the night of 3/4th October 1943, at 2129 hours, position 51.02 North 09.04 East, height 13,000 feet at 140 knots, after

bombing run, the Rear Gunner saw a twin-engined aircraft (believed Ju.88) approaching from the port quarter 600 yards below. Evasive action was immediately taken by corkscrewing to port. Aircraft broke away to starboard beam and was not seen again. Rear Gunner fired short burst, no hits observed. There was no searchlight activity at the time.

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HICKS, P/O Victor Claire (J18834) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 19 June 1944 as per **London Gazette** dated June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Edmonton, 23 December 1916; home in Calgary (bank teller). Member, Rocky Mountain Rangers, 22 November to 22 December 1940. Enlisted in Calgary, 14 August 1941. To No.3 Manning Depot, 9 October 1941. To No.15 SFTS for guard duty, 26 October 1941. To No.2 ITS, 6 December 1941; promoted LAC, 31 January 1942; to No.5 EFTS, 28 February 1942; ceased training and posted to Trenton, 20 April 1942; to No.7 AOS, 23 May 1942; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 11 November 1942. To No.10 (Observer) AFU, 15 December 1942. To No.28 OTU, 2 February 1943. Promoted Flight Sergeant, 11 March 1943. To No.1652 Conversion Unit, 27 May 1943. To No.158 Squadron, 22 July 1943. Promoted WO2, 11 September 1943. Subsequently commissioned with effect from 26 August 1943. To No.640 Squadron, 7 January 1944. Promoted Flying Officer, 26 February 1944. To No.22 OTU, 10 May 1944. Repatriated 2 August 1945. Released 20 September 1945. Died in Calgary, 7 September 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. 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 23 March 1944 when he had flown 26 2/3 sorties (180 hours 30 minutes) as follows

* counted as 1/3 sortie

4 May 1943 - Rouen (6.05) - Hit several times by light flak
24 July 1943 - Hamburg (5.40)
29 July 1943 - Hamburg (5.05) - Returned on three engines
2 August 1943 - Hamburg (4.50)
9 August 1943 - Mannheim (6.25) - Night fighter attack near Boulogne
17 August 1943 - Peenemunde (7.45)
22 August 1943 - Leverkusen (4.55) - Heavy flak over target
16 September 1943 - Modane (7.30) - Severe icing over Alps
22 September 1943 - Hanover (5.20)
23 September 1943 - Mannheim (7.15)
27 September 1943 - Hanover (6.35)

29 September 1943 - Bochum (4.50) - Heavy flak over target.
3 October 1943 - Kassel (7.00)
4 October 1943 - Frankfurt (7.40) - Coned over target; heavy flak
23 October 1943 - Kassel (6.20) - Heavy icing
3 November 1943 - Dusseldorf (4.45) - Heavy icing
22 November 1943 - Berlin (6.45) - Heavy icing
25 November 1943 - Frankfurt (7.10)
26 November 1943 - Stuttgart (7.30)
3 December 1943 - Leipzig (7.45)
30 January 1944 - Berlin (6.15)
15 February 1944 - Berlin (6.25)
19 February 1944 - Leipzig (7.35) - Heavy opposition all the way
20 February 1944 - Stuttgart (7.30)
24 February 1944 - Schweinfurt (7.45) - Returned on three engines from target
6 March 1944 - Trappes (5.15)*
7 March 1944 - Le Mans (5.05)*
15 March 1944 - Stuttgart (7.30)

This officer has taken part in many operations over many of the most heavily defended areas in Germany including Berlin, Hamburg and Frankfurt. He has consistently throughout his tour displayed great keenness and energy as an officer, and well above average skill as a navigator. The success of the crew to which he belongs is in no small measure due to Flying Officer Hicks' ability and determination.

Notes: Application for operational wing dated 24 August 1944 stated he had flown 32 sorties (203 hours 30 minutes), 24 July 1943 to 24 April 1944 with Nos. 158 and 640 Squadrons.

Repatriation form dated 13 July 1945 states he had flown 32 sorties 210 hours 25 minutes) plus 188 non-operational hours; last sortie given as 22 April 1944. Types experienced overseas were Anson (27.40), Wellington IC (89.20), Halifax II (180.20), Halifax III (80.30) and Wellington (20.35).

Assessed at No.22 OTU, 30 June 1945 - "A keen, conscientious officer who is above average in instructional ability."

Training: Interviewed 16 December 1940. "Vernon Training Centre. Young bank clerk. Good type in all respects. Well suited to flying training." Should do well."

Course at No.2 ITS was 7 December 1941 to 28 January 1942. Courses in Mathematics

(137/150), Armament (42/50), Signals (150/150), Anti-Gas (42/50), Aircraft Recognition (86/100), Drill (74/100), Law and Discipline (86/100), Navigation (143/200), General Studies (93/100). Placed 44th in a class of 142. "This airman is rather unimpressive on first acquaintance, but improves as he becomes better known. He is steady and reliable with a fair amount of ability. While he is quite mature he displays no particular leadership qualities. His Link mark was low and he is considered definitely borderline in regard to his ability to become a pilot. He is very anxious to try, however."

Attended No.5 EFTS, 2 March to 24 April 1942. Tiger Moth - 12.25 dual and did not solo - spent 1.30 in Link. "Very heavy and rough on controls." The Chief Flying Instructor wrote, "Cannot make safe recovery from bad landings. Very inconsistent. Recommend flying training be discontinued." Assessment overall was, "A good type of pupil who lacks confidence in his flying ability; due to illness he failed mid-term exams. A hard worker who should do well as Air Observer. Conduct excellent."

Course at No.7 AOS was 25 May to 11 September 1942. Anson aircraft - 39.15 as first navigator by day, 27.50 as second navigator by day, 11.55 as first navigator by night, 20.15 as second navigator by night.

Courses and tests in Navigation air work (441/700), Photography air work (82/100), Elements of Navigation (284/500), Magnetism and Compasses (86/100), Instruments (31/50), Signals, practical (100/100), Signals, written (45/50), Maps and Charts (31/50), Meteorology (73/100), Photography (41/50), Reconnaissance (79/100), Aircraft Recognition (40/100). Placed 22nd in a class of 23. Ground assessment - "Slow to understand but very definite about his ideas." Air work - "Neat but not accurate. Doesn't label. Knows the job to be done but doesn't do much about it. Navigation by common sense. Astro not very good." General assessment - "General appearance and bearing are not up to average. Slow in movement and a little lazy. Fairly well disciplined. Not very punctual."

Press Release No. 457 dated 23 July 1945, written by F/L Bill Gill, read as follows:

TORQUAY, ENGLAND ----- Dropping leaflets on France was far more terrifying than all his raids deep into Germany according to F/O V.C. Hicks, D.F.C., of Calgary, (3613-7A St.). Another Calgary Observer, F/O D.D. Tod, (112-23rd Avenue W.,) with two "probable" U-Boats to his credit, claims that the Mediterranean climate beats even that of "Sunny Alberta".

Both observers are at the RCAF Depot in Torquay, a luxury summer resort on the warmest bay in the English Channel and both are homeward bound to Calgary.

Hicks and his crew took their worst beating when they did a pamphlet raid on

Rouen. Their aircraft came back badly holed and Hicks admits "it was a shaky beginning" for an introduction to German shooting. His first German targets were "flattening raids" on Hamburg in July, 1943. Later the crew went on to bomb Hanover, Cassel, Leipzig and Frankfurt. Besides these they were over Berlin three times.

"Berlin was a hot enough target but there was one even worse", said Hicks, "that was Frankfurt; they had a terrific amount of searchlights, fighters and flak to put up every time we went there. It was there a fighter screamed right in on us but for some strange reason never opened up".

Only Canadians in his crew, the Bomber Command airman was attached to an RAF squadron. On the squadron were Australians, Indians, New Zealanders, Scots, English and Irishmen. The Calgarian was all in favor of a "mixed" squadron because of its "broadening influence".

For a year, Hicks instructed in navigation, in a Canadian bomber group. He was doing that on D-Day and felt "out of things" when the "Big show" broke and he was behind the scenes.

Tod was on his second tour of operations when the war on this side of the Atlantic came to an end. His first tour was completed on Hudsons and in that time his crew attacked two U-boats....stiffly classed by the Navy as "probables". The Royal Navy access the Air Force attacks and an old saying in Coastal is that "you've got to bring back the U-boat's beer mugs...stamped 'Made in Germany' before they credit you with a kill".

Operating from the North of Scotland and the Shetland Isles, Tod was moved to Gibraltar and then to North Africa. From there he completed his first tour over the blue waters of the Mediterranean. Returning to England he was attached to Tactical Air Force headquarters...checking navigation and plotting low level bombers.

This will be Tod's second trip back to Canada during the war. And Atlantic crossings may not be finished yet for he has volunteered for the RCAF Occupational Force.

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HICKSON, S/L Egerton Edward (C13864) - **Mention in Despatches** - Eastern Air Command

Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto, 24 May 1906. Educated at University of Toronto, 1923-1927. Employed by A.E. Ames and Company, 1927 to enlistment (advisory, analysis of securities and salesmanship). Home in Toronto; enlisted there, 4 September 1942 in Administrative Branch and posted to No.5 Manning Depot. To No.1 Equipment Depot, 18 September 1942. To School of Administration, Trenton, 2 October 1942. To Eastern Air Command Headquarters, 14 November 1942. Promoted Flying Officer, 1 February 1943. To No.164 Squadron, Moncton, 7 September 1943, to organize unit Victory Loan drive. To Eastern Air Command Headquarters again, 21 September 1943. Promoted Flight Lieutenant, 1 January 1944. Promoted Squadron Leader, 1 January 1945. Retired 2 December 1945. Died in Toronto, 1969.

This officer has been in charge of Airmen's Postings and Careers in Eastern Air Command for the past twenty-two months. His meticulous work and devotion to duty have been responsible for the highly developed organization that exists in this branch today. He has at all times carried out his extensive duties in a most loyal, capable and conscientious manner inspiring great confidence in all those serving under him.

Recommended as above, for an MBE, 31 July 1945 by G/C P.J. Coffey. Reduced at Command Headquarters level to a Mention in Despatches, 12 September 1945 and so treated at AFHQ, November 1945.

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HICKSON, F/O Robert Charles (C17052) - **Mention in Despatches** - No.169 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born in Laura, Saskatchewan, 12 October 1916. Enlisted in Saskatoon, 18 April 1941 as Mechanic.. To University of Saskatchewan, 5 June 1941. Classified as Radio Mechanic and promoted LAC, 13 September 1941. To Embarkation Depot, 8 October 1941; to United Kingdom, 22 October 1941. Commissioned 1 April 1943; promoted Flying Officer, 1 October 1943. Repatriated 16 November 1945. Retired 12 December 1945.

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HIGGENS, F/L Charles Raymond (C3371) - **Mention in Despatches** - No.429 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Bassingstoke, England, 22 February 1894. Served in British Army and Indian Army, 1913 to 1922, rising to Captain. He was in India, 1914, Tochi Valley, Waziristan, 1916, Iraq in 1917, and Waziristan again, 1920-1922. Employed by CPR as time keeper and

paymaster, 1928-1932, Department of National Defence, 1933-1936 (Unemployment Relief Camps at Yawk, East Kootenay and Crowsnest, accountant and foreman), Western Exploration Company, Silverton, British Columbia, 1937 (accountant) and self employed in Public Accounts, Nelson, British Columbia, 1938-1940. Home in Buswell, B.C. Initially in Veterans Guard of Canada, 18 July 1940 with rank of Lieutenant. Enlisted in RCAF, Vancouver, 9 December 1940 in Administrative Branch and posted to Trenton. To No.2 Wireless School, Calgary, 20 January 1941. To No.3 WS, Winnipeg, 24 March 1941. Promoted Flight Lieutenant, 15 September 1941. To No.15 SFTS, Claresholm, 2 March 1942. To "Y" Depot, 29 December 1942; to overseas as of 25 January 1943. Disembarked in Britain, 4 February 1943. To No.431 Squadron, 15 February 1943. To No.62 Base, 12 November 1943. Attached to No.429 Squadron, 12 November 1943; formally posted to that unit, 8 December 1943. Repatriated 28 February 1945. To No.8 Release Centre, Vancouver, 13 March 1945. To No.3 Repair Depot, Vancouver, 29 May 1945. To No.8 Release Centre, 21 June 1945. Retired that date. Died in Nelson, British Columbia, 20 September 1973 as per British Columbia Vital Statistics. Shown in RCAF photo PL-28525 (ex UK-9459 dated 3 April 1944), described as "adjutant, father confessor and general fixer of the squadron." RCAF photo PL-26850 (ex UK-7348 dated 15 January 1944) taken on presentation of a bison head from Wainwright, Alberta to No.429 Squadron by Mr. P.A. Clews, European manager of CNR; this picture shows Clews, W/C J.D. Pattison and F/L C.R. Higgins (Trail, British Columbia), squadron adjutant. RCAF photo PL-26855 (ex UK-7354 dated 15 January 1944) shows, left to right, F/O J.H. Warkentin (Beausejour, Manitoba), S/L D.H. Kenny, DFC, AFC (Fredericton), S/L L.J.W. Bell, DFC (Victoria) and F/L C.H. Higgins (Nelson, British Columbia). DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an MBE dated 15 December 1944.

Flight Lieutenant Higgins joined the RCAF in December 1940, and served in Canada until January 1943 when he was posted overseas. He was appointed Adjutant of 429 Squadron in November 1943. Since joining the squadron, his untiring zeal and effort, beyond normal requirements, has been an inspiration to all personnel associated with him and has resulted in a squadron "esprit de corps" of the highest order. This, together with his outstanding administrative ability, is evidenced in the excellent organization enjoyed by the squadron.

This officer is 51 years of age, saw active service in the war 1914-18 and has twice been Mentioned in Despatches for service in Mesopotamia and on the North-West Frontier.

It is considered that the manner in which this officer has carried out his duties, coupled with his excellent record, merits the award of the MBE.

Selected Assessments: "An effective and useful officer of considerable experience." (W/C

A.H.K. Russell, No.2 WS, 22 March 1941).

“The above named officer has displayed excellent initiative and organizational powers both at the Flying Squadron of this unit and in Wing Headquarters. His drill, deportment and character are excellent. It is considered his administrative efficiency is far above the average. A recommendation that he be promoted to the rank of Temporary Flight Lieutenant was recently submitted to Command Headquarters.” (W/C M.M. Hendrick, No.3 Wireless School, Winnipeg, 11 August 1941.

“Possesses influence, personality, tact and common sense to great advantage in his duties as Adjutant.” (W/C A.F. Avant, 8 July 1944).

“Flight Lieutenant Higgins has filled the post of Squadron Adjutant with No.429 Squadron since 12th November 1943, and has carried out his duties in an outstanding manner. He is highly regarded by his Squadron Commander and has earned the respect of the entire squadron. He was recently recommended for the award of the MBE.” (G/C J.B. Millward, Station Leeming, 26 January 1945).

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HIGGINBOTTOM, FS Bernard Howard (R62068) - **British Empire Medal** - RCAF Station Rockcliffe (Test and Development). Award effective 14 June 1945 (RCAF Routine Order 1127/45) - Born in Derbyshire, England, 26 July 1912. Enlisted 25 May 1940 at Saskatoon, Saskatchewan as Instrument Maker. Watchmaker in civil life. To Technical Training School, St. Thomas, 26 July 1940. Promoted AC1, 25 August 1940. To No.5 SFTS, 7 November 1940. Promoted Corporal, 1 March 1941. Promoted Sergeant, 1 July 1941. To Rockcliffe, 19 July 1942. Promoted Flight Sergeant, 1 January 1943. To No.5 OTU, February 1945; to Release Centre, 4 September 1945; released 13 September 1945.

For a period of two and a half years this non-commissioned officer has carried out in a very efficient and energetic manner the heavy and responsible duties of non-commissioned officer in charge of the maintenance and installation of instruments on test aircraft at this Establishment. In the course of his duties he has always set an excellent standard in all respects for other personnel to follow. His excellent work, often under very trying conditions, has frequently been the key to success in much of the experimental work carried on at his unit, which required very accurate and reliable instrumentation.

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HIGGINS, S/L Clarence Wilfred (J15695) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Born in Charlottetown, 3 October 1913; home there. Enlisted in Charlottetown, 10 September 1940. To No.1 Equipment Depot, 9 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 14 January 1941; posted next day to No.1 Manning Depot; to No.4 EFTS, 27 January 1941; graduated 5 March 1941 and posted to No.1 Manning Depot; to No.8 SFTS, 7 April 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941; to RAF overseas, 20 July 1941. Commissioned 8 July 1942. On 17 November 1942 involved in minor accident at either Riccall or Leeming (Halifax R9384), instructing. Promoted Flying Officer, 8 January 1943; promoted Flight Lieutenant, 10 June 1943; promoted Squadron Leader, date uncertain. Repatriated 12 August 1944. Next few postings uncertain. To No.164 (Transport) Squadron, 8 May 1945. To No.168 (Heavy Transport) Squadron, 24 May 1945. To No.5 OTU, 14 July 1945. Retired 29 October 1945. Photo PL-25517R shows him on return to Canada. Photo PL-31175 taken 14 July 1944 has caption stating he had completed second tour (50 sorties in all); the last was described as the most exciting of all; "coming home from a French target he had to fly almost at ground level to escape a heavy flak barrage." PL-31176 shows him saying goodbye to his mid-upper gunner, P/O Con Kelway. RCAF photo PL-31177 (ex UK-12618 dated 14 July 1944) shows him at dispersal saying farewell to ground crew - top to bottom, LAC Walter Tomlinson (Vancouver), LAC Scottie Wyllie (Ottawa), LAC "York" Davis (Haney, B.C.) and LAC Walter Melvin (Webb, Saskatchewan). Photo PL-31178 (ex UK-12619 dated 14 July 1944) shows Higgins on extreme right with (left to right), P/O Con Kelway (Victoria, bomb aimer), LAC "York" Davis (Haney), LAC Walter Melvin (Webb), LAC Ken James (Saskatoon), LAC Walter Tomlinson (Vancouver) and LAC Scottie Wyllie (Ottawa). DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 20 February 1944 when he had flown 32 sorties (176 hours 45 minutes). First tour was 23 November 1941 to 6 October 1942 (27 sorties which included returning on three engines from Bremen, 29 June 1942, and returning from Essen on three engines after a flak hit, 4 August 1942. Second tour had been five sorties to date (22 October 1943 to 29 January 1944), with attacks by fighters on last two trips (20 January and 29 January 1944, both to Berlin).

This officer has taken part in attacks on numerous targets in the Ruhr Valley and other such heavily defended objectives as Berlin, Mannheim, and Hamburg. He is now on his second tour of operations and has consistently shown great determination, initiative and fine airmanship. On three occasions Squadron Leader Higgins has flown his aircraft back from Germany with one engine not functioning and in two other sorties has successfully evaded persistent attacks by enemy night fighters.

The sortie list was as follows:

23 November 1941 - Dunkirk (3.00, second pilot)
26 November 1941 - Ostende (2.30, second pilot)
21 January 1942 - Bremen (5.50, second pilot)
26 January 1942 - Hanover (7.00, second pilot)
12 February 1942 - Scharnhorst (3.45, daylight, target not located, second pilot)
6 April 1942 - Essen (6.50, second pilot)
8 April 1942 - Hamburg (5.30, second pilot)
25 June 1942 - Bremen (5.10, captain of aircraft hereafter)
27 June 1942 - Bremen (5.10)
29 June 1942 - Bremen (5.15, returned on three engines)
2 July 1942 - Bremen (3.30, intercom failure; bombed Amelard)
8 July 1942 - Wilhelmshaven (4.25)
13 July 1942 - Duisburg (5.15)
19 July 1942 - Vegasack (5.20)
21 July 1942 - Duisburg (4.15, good photograph)
23 July 1942 - Duisburg (4.55)
25 July 1942 - Duisburg (3.20, abandoned mission due to icing)
26 July 1942 - Hamburg (5.45)
29 July 1942 - Saarbrücken (6.10)
31 July 1942 - Düsseldorf (4.40)
4 August 1942 - Essen (5.05, hit by flak; returned on three engines)
16 September 1942 - Essen (6.15)
19 September 1942 - Saarbrücken (7.20)
23 September 1942 - Flensburg (6.25, bombed at 1,500 feet - should this read 15,000 feet ?)
1 October 1942 - Hamburg (6.10)
5 October 1942 - Aachen (5.15)
6 October 1942 - Osnabrück (5.40, returned on three engines)
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22 October 1943 - Kassel (6.20)
18 November 1943 - Mannheim (8.00)
19 November 1943 - Leverkusen (6.35)
20 January 1944 - Berlin (8.15, attacked by fighter)
29 January 1944 - Berlin (7.50, attacked by fighter)

RCAF Press Release No.5612 dated 30 June 1944 from F/L H.W. Eggleston, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- It was the pilot's final sortie on his second tour of operations and the crew who had flown with him on most of them were still anxiously awaiting the thrills they hadn't yet experienced during

assaults on enemy targets. So just to oblige them, F/L C.W. Higgins, DFC, of Charlottetown, P.E.I. (St. Avards), a Lion squadron skipper, ended his operational career in a blaze of glory by zooming his big Halifax bomber down to within 300 feet of the deck and gave his gunners and bomb-aimer the opportunity to strafe German troops, tanks and radio installations with machine-gun fire.

It all happened during a daylight attack on a launching site for German flying bombs "doodle bugs" located near Gorenflos, France. The bomber had unloaded its cargo of T.N.T. on the target and was wending its way home when it was caught in a flak barrage about 20 miles inside the French coast. One piece of flak blasted its way through the mid-upper gunner's turret, hit a panel in front of him, bounced back and hit him on the nose. He was not seriously hurt.

Forced to take violent evasive action, F/L Higgins put his aircraft into a dive. The next thing the crew knew, they were so close to the ground that they could see German troops, tanks and radio installations looming up ahead of them. The long awaited chance had come --- the mid-upper gunner, P/O Con Kelway of Victoria, B.C., (953 Balmoral Road), the rear-gunner and bomb-aimer (both Englishmen), manned the guns and went into action.

"We could almost see the "whites of their eyes," said the mid-upper gunner in relating the story of the "shoot up". The troops digging on the beaches fled for cover as we opened fire, but those guarding the tanks opened up on us with machine guns and rifles. "There was also a horse and cart ambling along a road. The fire from our guns startled it and it bolted. The last thing we saw it was still running. We also razed about 20 buildings close by the radio installations with long bursts before breaking off the attack." It was real fun while it lasted," he concluded.

F/L Higgins, pilot of the aircraft, has had a distinguished operational career. Altogether, he has completed 55 sorties on enemy targets, made up of 27 on his first tour and 28 on his second. Arriving overseas in July, 1941, he started on operations with a medium bomber squadron, making two or three trips as second pilot on Wellingtons. He then switched to Halifaxes and captained a crew on many sorties to the Ruhr Valley, Hanover, Hamburg and Cologne in Germany. He is also credited with five trips to Bremen.

On two occasions during this tour he brought his aircraft back to base with only three engines operating. On night while the bomber was making it's "run in" on the target at Essen it was caught in a flak barrage. The flight engineer was

wounded in the left leg and the starboard inner engine rendered useless, he continued on to his objective and got his bombs way before returning to base on three engines.

Another night, over Osanbruk, Germany, an engine caught fire just after the bomber had left the target. He was forced to fly home. After completing his first tour and being awarded the D.F.C. for his outstanding work, F/L Higgins spent a few months at an operational training unit as an instructor before joining the Iroquois squadron to start his second tour. He made 16 trips with this squadron, including two to Berlin.

He holds the distinction of taking Air Vice-Marshal C.M. McEwen, MC , DFC and Bar, air officer commanding the Canadian Bomber Group in England, on one attack on a French target. On another occasion, he was accompanied by Group Captain Doug Edwards, officer commanding the station.

Transferred to the Lion squadron, F/L Higgins banded in 12 more trips within five weeks before becoming eligible for repatriation in Canada for a well-earned rest.

The ace pilot of the bomber group joined the RCAF in Charlottetown, P.E.I. in September 1940. He took his training at No.1 I.T.S., Toronto, Ontario elementary at Windsor Mills, Quebec, and won his pilot's wings and Sergeant's stripes at Moncton, N.B. in July, 1941. He was commissioned soon after arriving overseas. F/L Higgins is the eldest son of Mr. and Mrs. J.W. Higgins of Charlottetown. Thirty years old and single, he has a brother Earl, and a sister Edna at home. Before joining up he was employed by the Imperial Oil Company in his home city.

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HIGGINS, F/O Donald Joel (J46682) - **Commended for Valuable Services in the Air** - 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 in Winnipeg, 25 January 1914. Home in Lethbridge; enlisted in Regina, 4 January 1941 and posted to No.2 Manning Depot. To No.6 AOS (guard duty), 27 January 1941. To No.2 Manning Depot, 14 March 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941; posted that date to No.18 EFTS; graduated 2 July 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 13 September 1941. To Eastern Air Command, 14 September 1941; to No.119 Squadron, 8 October 1941. Promoted Flight Sergeant, 13 March 1942. To Yarmouth, 8 August 1942 for Hudson training course but washed out. Promoted WO2, 13 September 1942. Promoted WO1, 13 March 1943. To Communication Training Squadron, Rockcliffe, 7 September 1942. To No.8

BGS, 31 October 1942. Commissioned, 20 April 1944. Promoted Flying Officer, 20 October 1944. To No.10 Repair Depot, Calgary, 26 November 1944. To No.6 Release Centre, Regina, 9 January 1945; retired 18 January 1945. Died in Lethbridge, Alberta, 27 December 1985 as per **Legion Magazine** of June 1986.

This officer has shown commendable enthusiasm and diligence in the performance of his duties as a Staff Pilot. As well as being a very skilful pilot, he has been skilful in directing others, and ever ready to accept full responsibility in whatever his duties require. He at all times commands the respect of his fellow pilots and strengthens the hand of those whom he serves.

First recommended for an AFM as a Warrant Officer, 2 September 1943 by W/C G.R.F. Gross. At the time he had flown 616 hours 20 minutes, 185 in past six months and 150 on "operations":

This airman has shown commendable enthusiasm and diligence in the performance of his duties as a Staff Pilot. As well as being a very skilful pilot, he has been skilful in directing others, and ever ready to accept full responsibility in whatever his duties require of him. He at all times commands the respect of his fellow pilots. He has always been found to strengthen the hand of those under him and with whom he serves.

This was endorsed on 14 September 1943 by A/V/M G.R. Howsam (AOC No.4 Training Command), but it did not reach the Priority List that year.

Notes: On 15 July 1941, piloting Anson 2004, he was waiting to take off when Anson 6188 came up behind, failed to stop, and clipped his rudder with its left wing - no injuries.

Accident, 9 May 1942, Bolingbroke 9110. On take-off he ran off runway, starboard undercarriage failed.

At Hudson training, Yarmouth, it was noted that he wore glasses which tended to fog up and obscure his vision. It was also felt that he could not handle aircraft as heavy as the Hudson; recommended that he be posted to a BGS or be grounded.

Assessed on 21 January 1944 as a Bolingbroke staff pilot. Flying times reported as follows - Single Engine Dual, 30.55; Single Engine Solo, 29.05; Twin Engine Dual, 73.45; Twin Engine Solo, 588.45. Also 69.45 as second pilot on Bolingbrokes, Ansons and Hudsons. "High average and general knowledge of performance and operation excellent. Sequences carried out very well." Categorized as "B" Staff pilot by F/O K.R. Thompson and F/L D. Oland, No.5 Visiting Flight, Central Flying School.

Training: Interviewed in Regina, 15 July 1940. "Very smart, pleasant, intelligent, quick, organized and accurate. Confident and mature. Possible commission material."

Course at No.2 ITS was 29 March to 29 April 1941. Courses in Mathematics (87/100), Armament, practical and oral (88/100), Signals (100/100), Hygiene and Sanitation (31/40), Drill (71/100) and Law and Discipline (47/60). Visual Link, 75 percent. "Former departmental store clerk. Appears cool and determined. Active in sports individual. One brother in RCAF." Placed 34th in a class of 167.

Course at No.18 EFTS was 4 May to 3 July 1941. Tiger Moth aircraft - 23.10 dual, 29.05 solo, plus 6.15 on instruments. Logged ten hours in Link. "An average pilot, uses sense and judgement" (J.M. Jacobsen, CFI). Ground courses in Airmanship (160/200), Airframes (58/100), Aero Engines (59/100), Signals, practical (98/100), Theory of Flight (60/100), Air Navigation (110/200), Armament, oral (147/200), and graded 128/200 on "Qualities as an Officer." Placed 20th in a class of 28. "Bright and good attitude but lacks other qualities to do better. Link Trainer made good progress."

Course at No.15 SFTS was 3 July to 13 September 1941. Anson aircraft - 48 hours 25 minutes day dual, 31 hours 10 minutes day solo, two hours five minutes night dual, seven hours 55 minutes night solo. Was 20.20 on instruments; logged 20 hours in Link. "Just average ability, very erratic, inclined to be 'Alibi Ike' type." (S/L R.F. Begg). Ground course is Airmanship (108/150), Armament, written (86/100), Armament, practical (69/100), Navigation and Meteorology (120/200), Signals, written (66/100), Signals, practical (45/60), Maintenance (44/50). Average in Armament Air Exercises. "Bright, active but overconfident in his own ability. Tries hard in ground school but lacks previous backing. Unsuitable officer material." Placed 39th in a class of 43. Recommended for bombers.

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HIGGINS, FS Francis Joseph (R98109) - **Distinguished Flying Medal** - No.427 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Amhurstburg, Ontario, 13 December 1921; home there. Enlisted in Windsor, 22 April 1941 and posted to No.1 Manning Depot, Toronto. To Technical Training School, St. Thomas, 5 May 1941. To No.3 ITS, Victoriaville, 21 June 1941; promoted LAC, 26 July 1941; to No.11 EFTS, Cap de la Madeleine, 27 July 1941; to No.8 SFTS, Moncton, 14 September 1941; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, Halifax, 7 December 1941; held back owing to mumps until 10 February 1942 to RAF Trainee Pool, 13 March 1942; taken on strength of No.3 PRC, Bournemouth, 28 March 1942. Hospitalized with German measles, 31 March to 11 April 1942. Attached to 1 Canadian Division, 11-25 May 1942. To No.6

(P) AFU, 2 June 1942. Promoted Flight Sergeant, 5 June 1942. Attached to No.1513 Beam Approach Training Flight, 24 June to 1 July 1942. Posted to No.22 OTU, 7 July 1942. To No.419 Squadron, 22 September 1942. Attached to No.1535 Beam Approach Training Flight, 16 May 1943; attached to No.1659 Heavy Conversion Unit, 18 May 1943. He was in Halifax II W1273 on 27 May 1943 when it was wrecked in a landing accident. Aircraft swung off runway and undercarriage collapsed.. Returned to operations with No.427 Squadron, 3 June 1943; killed in action 26 June 1943 (Halifax DK190). RCAF photo PL-34534 shows Mr, A, Higgins (father) on presentation of DFM at Government House, 12 December 1944.

Flight Sergeant Higgins piloted an aircraft detailed to attack a target in southwest Germany one night in 1943. Shortly after bombing the target the aircraft was hit by anti-aircraft fire and much damage was sustained. In difficult circumstances Flight Sergeant Higgins flew the aircraft to an airfield in this country where he effected a successful crash landing. He displayed great courage and determination.

NOTE: At No.3 ITS he graduated 44th in a class of 145. He was described as "Very quick in answers. Youthful. Alert. Fair appearances. Pleasant personality. Serious. Enthusiastic. Seems a bright, keen man who should do well."

At No.11 EFTS (Fleet Finch) he passed 34th in a class of 36. He logged 38 hours 40 minutes dual, 34 hours 50 minutes solo, of which eight hours 30 minutes were instrument flying. He also put in ten hours on Link. His flying instructor (P.M. Boisvert) was happy with him, writing, "This pupil is very willing, keen and will give his best. He had trouble with his landings before going solo, but showed such enthusiasm for flying that after twelve hours of dual I was quite willing to give him a couple more hours dual. After solo he showed steady improvement. I believe this pupil will make a good service pilot." However, his ground work was less impressive; he had to re-write exams in Airmanship and Theory of Flight. His conduct was good, but he was described as of "Low average ability. Not very interested in ground school subjects."

At. No.8 SFTS (Ansons) he logged 37.40 (day dual), 52.40 (day solo), two hours (night dual) and 10.30 (night solo), with 20.50 flown on instruments and 20 hours in Link. Described by OC No.1 Squadrons as "Average on instruments and navigation, low average clear hood. His steep turns are poor. His conception of precautionary landing is only fair. Doesn't watch his airspeed enough and lacks airmanship." The CFI was a bit more charitable: " This pupil absorbed his flying training quickly with fair results. It would appear that his interest centres on the actual mechanics of flying and that the allied subjects are of no interest. The fact that he was so apt at flying definitely proves that he did not apply his intelligence or ability to the remainder of his training." He barely passed ground school subjects and placed 49th in a class of 57.

The website "Lost Bombers" has the following on his last flight. Halifax DK190, No.427 Squadron, target Gelsenkirkchen, 25/26 June 1943. DK190 was one of three No.427 Squadron Halifaxes lost during this operation; the others were DK135 and DK144. Airborne at 2328 hours, 25 June 1943. Shot down by a night-fighter (Hptm Wilhelm Dormann, III/NJG1), crashing 0113 near Gorssel (Gelderland) on the east bank of the IJssel and roughly midway between Deventer and Zutphen, Holland. Crew (all killed) were Flight Sergeant F.J.Higgins, DFM, RCAF; Sergeant F.J.Hunter; F/O G.T.Matynia, RCAF; Flight Sergeant A.K.Young, RCAF; Sergeant R.R.Stickney, RCAF; Sergeant W.Kashmar, RCAF; Flight Sergeant H.G.Froud, RCAF.

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HIGGINS, P/O Gordon Richard (J87596) - **Distinguished Flying Cross** - No.78 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, 9 August 1911; home in Montreal. Was in RCA 1927-36 and Canadian Guards 1940-42. Enlisted in Halifax, 26 June 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard duty), 14 August 1942. To No.5 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.7 AOS until 27 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; to United Kingdom, 22 June 1943. Commissioned 22 June 1944. Repatriated 3 December 1944. Promoted Flying Officer, 22 December 1944. To Moncton, 16 January 1945; retired 23 March 1945. Died in Mississauga, Ontario, 1988 as per **Airforce Magazine** of October-November-December 1988. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 17 November 1944 when he had flown 38 sorties (165 hours 30 minutes), 26 April to 25 September 1944.

26 April 1944 - Paris (5.49)
27 April 1944 - Montzen (4.35)
30 April 1944 - Acheres (4.45)
9 May 1944 - Berneval (3.52)
10 May 1944 - Lens (3.48)
19 May 1944 - Boulogne (3.01)
22 May 1944 - Orleans (5.18)
2 June 1944 - Trappes (4.57)
12 June 1944 - Amiens (4.02)
14 June 1944 - Douai (3.45)
22 June 1944 - Laon (4.36)
24 June 1944 - Noyelle E.C. (3.36)
25 June 1944 - Montorgueil (5.09)
27 June 1944 - Mont Condon (3.49)

28 June 1944 - Blainville (6.39)
4 July 1944 - St.Martin l'Hey (3.35)
5 July 1944 - St.Martin l'Hey (1.28), DNCO, stbd inner unserviceable
6 July 1944 - Croixdale (3.48)
8 July 1944 - Chateau Bernapre (3.44)
12 July 1944 - Thiverny (4.03)
15 July 1944 - Nucourt (4.00)
17 July 1944 - Caen (4.24)
18 July 1944 - Acquet (4.11)
20 July 1944 - Bottrop (4.17)
1 August 1944 - Trouville (3.40)
3 August 1944 - Bois de Cassan (4.00)
5 August 1944 - Foret de Nieppe (3.17)
9 August 1944 - Foret de Mormal (4.08)
10 August 1944 - Dijon (6.41)
12 August 1944 - Brunswick (5.29)
14 August 1944 - Falaise (3.44)
15 August 1944 - Tirlemont (3.56)
16 August 1944 - GARDENING (5.32)
26 August 1944 - Homburg (4.26)
1 September 1944 - Lumbres (3.16)
10 September 1944 - Le Havre (3.09)
20 September 1944 - Calais (3.14)
23 September 1944 - Neuss (4.31)
25 September 1944 - Calais (3.12)

This officer has now completed his first operational tour consisting of 38 sorties (121 points), involving a total of 165 hours.

As navigator in one of our most outstanding crews, he has made a valuable contribution to the squadron's successes. His work on operations has always been of a very high standard, and he has shown great keenness for operations. On the ground he has worked unsparingly in the training of new navigators and the present standard of navigation on the squadron is in no small measure due to his efforts.

For his devotion to duty this officer is strongly recommended for the award of the Distinguished Flying Cross.

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HIGGINS, FS (now P/O) John Henry Patrick (R77116/J18746) - **Croix de Guerre 1940 (Belgium)** - No.418 Squadron - Award effective 21 January 1944 as per **London Gazette** of that date and AFRO 644/44 dated 24 March 1944. Born 3 March 1918 in Montreal; home in Verdun, Quebec. Enlisted in Montreal, 9 October 1940. To "R", 22 November 1940. To No.2 WS, 31 January 1941; promoted LAC, 3 March 1941; graduated 20 June 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 4 August 1941. To Embarkation Depot, 5 August 1941. To RAF overseas, 23 August 1941, arriving 2 September 1941; to No.1 Signals School, 16 September 1941; periodically attached to Castle Camps from February 1942 onwards; commissioned on 23 August 1942; with No.418 Squadron (date of joining not clear; possibly about 9 March 1942); promoted Flying Officer, 23 February 1943; posted from No.418 Squadron to Station Pershore and No.22 OTU, 22 May 1943; RAF Station Hinton-in-Hedges (supernumerary duties, Air Gunner with No.1369 Special Duties Unit), 6 August to 28 December 1943; to No.22 OTU, 5 January 1944; to No.82 OTU, 24 January 1944; special leave in Canada, June-July 1944, apparently to commence pilot training but this was cancelled and he returned to Britain 11 August 1944; promoted Flight Lieutenant, 23 August 1944. To No.88 Squadron, 20 September 1944; returned to Britain (tour expired), 23 December 1944; repatriated to Canada, 31 January 1945; to No.1 Air Command, 13 February 1945. To No.1 WS, 16 March 1945. To Moncton, 5 May 1945. To No.1 PTU (whatever that is), 12 May 1945. To No.124 (Ferry) Squadron, 2 May 1946. Released 29 August 1946. RCAF photo PL-25093 shows him alone. RCAF photo PL-25095 shows (left to right) F/L J.R. Price, DFC (Indian Head, Saskatchewan), F/O R.A. Henry, DFC (Toronto), P/O C.T. Butler, DFM (North River, Prince Edward Island), P/O D.W. Storms, DFM (Emerson, Manitoba), standing left to right are F/O H.P. Higgins, Croix de Guerre (Verdun, Quebec), W/C W.A. McKay, DFC (Vancouver), F/L J.E. McCormack, DFC, AFC (Estevan), F/O L.M. McKinnon, DFM (Revelstock).

On 16 January 1945 he signed a form which outlines his career as follows: 221 hours 20 minutes on Bostons with No.418 Squadron; 19 hours 20 minutes on Ansons and Oxfords on experimental work with No.1369 Special Duties Unit; 43 hours 25 minutes on Boston IVs with No.88 Squadron. He claimed 22 night fighter sorties and 14 sorties with 2nd Tactical Air Force (last sortie on 25 November 1944). He also gave his operational time as 94 hours 20 minutes and training time overseas as 242 hours 55 minutes.

On 17 May 1943 the Canadian High Commissioner to London (Vincent Massey) communicated with Ottawa as follows:

I am informed by Air Ministry that the Belgian Minister of National Defence desires to propose the award of the Croix de Guerre 1940 to Can/R.77116 Flight Sergeant J.H.P. Higgins, RCAF for his valuable service on operations which have included a number of successful experimental missions over Belgium. I should

be glad to be informed at an early date whether in the event of the award being approved you might have any objection to its acceptance by the airman concerned.

On 2 June 1943, the Deputy Minister of National Defence wrote that the Minister concurred and this was communicated to Massey on 8 June 1943. Nothing more seems to have been mentioned until gazetting.

On 22 February 1944, RCAF Overseas Headquarters sent a telegram to the Minister of National Defence for Air, giving the citation but stating it was for record purposes only and "must not be published under any circumstances":

This courageous and tenacious Non-Commissioned Officer has participated in 16 offensive sorties with Captain Pilot Z. Van Riel and has contributed to the success of experimental enterprises with the Belgians.

On 23 February 1944 a Belgian official (Silvercruys) wrote directly to C.G. Power, giving a slightly different text:

Canadian Non-Commissioned Officer, brave and steadfast Air Gunner, has taken part in 16 operational sorties with Air Captain Z. van Riel and inter alia has contributed to the success of experimental operations undertaken by the latter over Belgium.

He then added the following explanatory note:

At that time Pilot Officer Higgins was a Warrant Officer and was crew mate of Captain Zeger van Riel whose numerous victories had been rewarded with the Belgian Croix de Guerre with two bars (palms) and the Distinguished Flying Cross, which he received in December 1942. Captain van Riel was recently killed in an accident in India.

His application for Bar to Operational Wing lists his sorties with No.88 Squadron as follows (squadron based in France from 17 October 1944 onwards):

21 September 1944	Boulogne (1.50)
26 September 1944	Flushing (2.20)
28 September 1944	Geldern (3.30)
2 October 1944	Arnhem (3.05)
5 October 1944	Huissen (3.25)

6 October 1944	Amersfoot (3.25)
13 October 1944	Utrecht (3.30)
14 October 1944	Zuphter (3.20)
21 October 1944	Cadzlan (1.50)
28 October 1944	Venlo bridge (2.10)
3 November 1944	Venlo (1.05)
5 November 1944	Roermund (1.55)
19 November 1944	Vierson (2.15)
25 November 1944	Dusseldorf (2.10)

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HIGGINS, F/L Paul Norton (J23407) - **Member, Order of the British Empire** - No.5 OTU - Award effective 17 November 1945 as per **Canada Gazette** of that date and AFRO 133/46 dated 8 February 1946. Born 25 June 1911 by one source but 23 June 1911 by another, in Stroll, South Dakota according to RAF Ferry Command records. American citizen. Home in Wenatchee, Washington. Enlisted in Calgary, Alberta, 21 January 1942. To No.3 Manning Depot, 1 March 1942. To No.4 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.5 EFTS until 15 August 1942; graduated 10 October 1942 when posted to No.3 SFTS; graduated and commissioned, 5 February 1943. To No.1 GRS, 19 February 1943. To No.111 OTU, 2 May 1943; promoted Flying Officer, 5 August 1943; to No.45 Group, Ferry Command, 21 August 1943. Departed from Montreal, 5 November 1943 in Liberator BZ950. Departed Goose Bay on 9 November 1943 in same aircraft to United Kingdom. Served in Far East; posted from PRD Worli to United Kingdom, 29 December 1944. Promoted Flight Lieutenant, 5 February 1945. Repatriated to Canada, 28 February 1945; to No.5 OTU, 18 April 1945; to Release Centre, 7 September 1945. Retired 12 September 1945. RCAF photo PL-27847 (ex UK-15410 dated 29 September 1944) shows Canadians in Calcutta visiting the Jain Temple, "one of the most splendid temples in India and the finest in Calcutta." Left to right are J87373 P/O N.J. McIlhone (Windsor, Ontario), R106008 Corporal F.C. Holloway (Grahamsdale, Manitoba), R124328 Corporal Jim Hannah (Guelph, Ontario), J23407 F/O P.N. Higgins (Lethbridge, Alberta) and J86788 P/O D.E. Thompson (Venderhoof, British Columbia). RCAF photo PL-27848 (ex UK-23408) is same setting - Higgins, Thompson, McIlhone, Holloway, Hannah.

Flight Lieutenant Higgins, an instructor, was parked in an aircraft when two Liberator aircraft approximately 100 yards away collided and caught fire on impact. This officer, without a moment's hesitation, ran to the scene of the accident. Despite the grave danger of exploding gasoline tanks and ammunition, Flight Lieutenant Higgins climbed through a waist window of the burning aircraft and attempted to rescue the trapped crew members. When this officer found that there was no one in the rear of the aircraft, he tried to force his way

through the bomb bays of the aircraft, but was driven back by the intense heat of the flames. Flight Lieutenant Higgins had no sooner cleared the aircraft when the gasoline tanks exploded. The great courage displayed by this officer in the face of the gravest consequences is deserving of the highest praise.

This incident is described in the diary of No.5 OTU, Abbotsford, under date of 4 July 1945 (excerpt):

Liberators VJ107 and WR880 collided on the runway late in the evening of July 3rd and burned immediately. Nine members of the crews lost their lives, while six managed to escape with only minor injuries. Those killed were RAF 110579 F/L J.A. Sinclair, DSO, DFC, GB 1836183 Sergeant J.E. Thomas and GB1083884 Sergeant J.W. Murphy of Course 26; RAF 156771 F/O G.W. Morris, RAF 176230 F/O T. Batley, RAF 188973 P/O P.F. Gunter, RAF 167796 P/O A.K. Allan, GB1607162 Sergeant A.C. Suggate and GB1672928 Sergeant R.N. Avery of Course 25.

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HIGGINS, FS (now P/O) Russell Edgar (R168025/J87899) - **Distinguished Flying Medal** - No.158 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in St. Catharines, Ontario, 1 April 1923; home there. Enlisted in Hamilton, 2 June 1942 and posted to No.1 Manning Depot. To Technical Training School, 1 August 1942. To No.3 WS, 23 September 1942. Promoted LAC, 28 October 1942. To No.2 Manning Depot, 13 February 1943; to Trenton, 30 March 1943; to No.3 BGS, 29 May 1943 Graduated and promoted Sergeant, 9 July 1943. To "Y" Depot, 23 July 1943. To United Kingdom, 2 August 1943. Further trained at No.19 OTU (August to October 1943) and No.1652 Conversion Unit (October to December 1943). Commissioned 24 June 1944. Promoted Flying Officer, 24 December 1944. Repatriated 2 August 1945. Retired 22 August 1945. No citation other than "completed...numerous operations against the enemy in the course of which they have invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9026 has recommendation dated 20 July 1944 when he had flown 31 sorties (164 hours 15 minutes), 20 February to 22 June 1944.

20 February 1944 - Stuttgart (7.47)

24 February 1944 - Schweinfurt (7.38)

7 March 1944 - Le Mans (5.39)

13 March 1944 - Le Mans (5.19)

15 March 1944 - Stuttgart (7.10)

18 March 1944 - Frankfurt (6.17)

22 March 1944 - Frankfurt (6.07)
24 March 1944 - Berlin (6.48)
26 March 1944 - Essen (4.59)
30 March 1944 - Nuremburg (7.31), bombed through cloud
18 April 1944 - Tergnier (5.26)
22 April 1944 - Dusseldorf (5.05)
24 April 1944 - Karlsruhe (6.36)
26 April 1944 - Villeneuve St.Georges (5.37)
27 April 1944 - Aulnoye (4.21)
30 April 1944 - Acheres (4.28)
1 May 1944 - Malines (3.50)
8 May 1944 - Morsallines (3.43)
11 May 1944 - Colline Beaumont (3.41)
12 May 1944 - Hasselt (4.37)
24 May 1944 - Aachen (4.11)
27 May 1944 - Bourg Leopold (4.41)
1 June 1944 - Ferme d'Urville (4.39)
2 June 1944 - Trappes (5.11)
5 June 1944 - Maisy (4.53)
6 June 1944 - Chateaudun (5.43)
7 June 1944 - Versailles (4.31)
9 June 1944 - Laval (5.21)
12 June 1944 - Amiens (4.15)
17 June 1944 - St.Martin l'Hortier (4.26)
22 June 1944 - Siracourt (3.45)

Flight Sergeant Higgins has just completed an exacting tour of 31 operational sorties as a Mid-Upper Gunner in a crew which won through by the skill of its pilot, the spirit of perfect team work and the efficiency and vigilance of its gunners.

Flight Sergeant Higgins has been a courageous member of an excellent crew. He started his tour in the early days of the year and took part in attacks on Berlin, Stuttgart, Schweinfurt, Frankfurt, Karlsruhe and other targets in the furthest and most heavily defended areas of Europe.

At all times throughout his hazardous sorties he proved himself a courageous and able gunner. He had a complete understanding of correct combat manoeuvre and whenever action came he remained a model of coolness and

was able to give his captain essential and urgent information in a way which inspired confidence in every member of the crew.

Flight Sergeant Higgins completed his tour on the first daylight sorties from Lissett.

For his excellent record on operations, his unfailing courage in action, and his devotion to duty throughout his tour of operations, it is recommended that Flight Sergeant Higgins be awarded the Distinguished Flying Medal.

Public Record Office Air 50/222 has combat report for night of 22/23 March 1944: Higgins was Mid-Upper Gunner and a Sergeant Tunstall (1682782) was Rear Gunner.

Halifax III "G", HX349 of No.158 Squadron. Target Frankfurt. Position 52.03N 09.00E. Time 21.33. Height 20,000 feet. Speed 160 I.A.S.. Heading 075 T. Weather clear, good visibility. No searchlight activity prior to attack. I.F.F. was off. Monica was giving continuous warning of aircraft in vicinity due to other Halifax aircraft being within range. No flak.

Rear Gunner had visual sighting of aircraft on fine starboard quarter slightly up; identified as FW.190 without lights at a range of 200 yards. Immediate combat manoeuvre to corkscrew, commencing with diving turn to starboard. At the same time the Rear Gunner gave short burst of a fire at a range of 150 yards and hits were claimed on enemy aircraft. Enemy aircraft immediately broke off attack to starboard beam up without opening fire, and was lost to sight. No damage to own aircraft or casualties to crew. No searchlight activity during attack. Hits claimed on enemy aircraft.

Number of rounds fired by Rear Gunner - 50.

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HIGHAM, P/O John Brock (J7080) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 6 August 1942 as per **London Gazette** dated 21 August 1942 and AFRO 1413/42 dated 4 September 1942. Born in Boharm, Saskatchewan, 8 July 1920; home in Assiniboia. Enlisted in Calgary, 2 July 1940. To Eastern Air Command, 16 August 1940. To "S", 19 September 1940. To No.1 ITS, 11 October 1940; graduated and promoted LAC, 20 November 1940; posted that date to No.7 EFTS; returned to No.1 ITS, 22 November 1940; to No.1 Manning Depot, 30 December 1940; to No.3 EFTS, 4 May 1941; to No.5 SFTS, 21 June 1941. Graduated and commissioned on 1 September 1941. To Embarkation Depot, 2 September 1941; to RAF overseas, 27 September

1941. Promoted Flying Officer, 1 September 1942. Repatriated at uncertain date but no later than 11 September 1942. To Western Air Command, 31 October 1942. To No.149 Squadron, 9 November 1942. Promoted Flight Lieutenant, 1 February 1944. To Prince Rupert, 15 March 1944. To No.2 Training Command, 13 April 1944. Retired 26 September 1945.

One night in July 1942, this officer was captain of an aircraft which attacked Dusseldorf. When approaching the target area one engine of his aircraft failed and caught fire. Despite this, Pilot Officer Higham resolutely flew on and successfully bombed the target in the face of considerable opposition from the ground defences. On the return flight the aircraft began to lose height until Pilot Officer Higham ordered certain equipment to be jettisoned. He was thus able to maintain height at some 2,000 feet and eventually succeeded in flying the damaged aircraft back to a base in this country where he made a skilful landing. Throughout, this officer displayed great determination and devotion to duty.

Note: The diary of No.2 AOS, Edmonton, date of 11 September 1942 has the following: "A tumultuous welcome was extended to the aircrew of the RCAF aircraft which bombed Saarbrucken and arrived in Canada within 24 hours of the bombing. The crew arrived at the airport at 1700 hours and were met and welcomed to Edmonton by Government and Civic officials and representatives of the Armed Forces. The Premier of Alberta, Honourable William Aberhart, presented a gift to each airman. The officials and their guests then proceeded to 104th Avenue where a parade headed by No.4 Initial Training School band was formed. Five military cars were placed in the line-up, each carrying one of the bomber crew and a number of the welcoming delegation. The parade started down south on 104th Street to Jasper Avenue, thence west on Jasper Avenue, to 1007th Street, U-turn and east on Jasper Avenue to 100th Street, south on 100th Street, the band and cars breaking off to the left at the Macdonald Hotel, marching airmen continuing on to 100th Avenue for dismissal at the Memorial Hall." A civic banquet followed. The diary identifies the aircrew as P/O J.B. Higham, Flight Sergeants K. Svernson, D. Morrison, S.C. Lee and Sergeant A. Loach. The diary also has a good photo of them posed with W/C J.C. Hutchison (CO of No.4 ITS), and F/L T.C. McCall.

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HIGHTOWER, P/O Cecil Earl (C18022) - **Distinguished Flying Cross** - No.10 Squadron (presumed dead) - Award effective 25 July 1943 as per **London Gazette** dated 20 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Edmonton, Alberta, 19 April 1911; home in Beverly, Alberta. Sheet metal worker (Western Steel), five years; bookkeeper and clerk, two years and four months prior to enlistment. Enlisted in Toronto, 17 December 1940 for Airframe Mechanic duties. To No.1 Manning Depot, 18 December 1940. To Technical Training School, St. Thomas, 28 December 1940. Promoted AC1, 31 May 1940. To No.4 Repair Depot, Dartmouth, 21 August

1940. Promoted LAC, 1 October 1941. To Scoudouc, Nova Scotia, 7 October 1941. To "Y" Depot, Halifax, 13 February 1942. To RAF Trainee Pool, 26 February 1942. Taken on strength of No.3 PRC, Bournemouth, 10 March 1942. To No.3046 Echelon, 4 April 1942. To No.4 School of Technical Training, 23 September 1942 on remustering that date for Flight Engineer training. Promoted Corporal, 1 October 1942. Promoted Sergeant, 4 January 1943 and posted to No.1658 Conversion Unit. To No.460 Squadron, 18 February 1943. To No.10 Squadron, 4 May 1943. Commissioned 2 July 1943. Killed in action, 26 July 1943 on Halifax JD207 which was attacked by a fighter and set on fire just after crossing the Dutch frontier; buried in Holland.

This officer has taken part in operations against some of the enemy's most heavily defended and important targets in Germany. Although his aircraft has on several occasions been damaged by enemy action he has continued to operate with undiminished ardour and efficiency and has at all times displayed an outstanding enthusiasm for operations.

The website "Lost Bombers" has the following on his final sortie. Halifax JD207, No.10 Squadron (ZA-V), target Essen, 25/26 July 1943. Airborne at 2215 hours 25 July 1943 from Melbourne. Homebound, shot down by a night-fighter (Maj Werner Streib, 1./NJG1) and crashed 0120 near Oisterwijk (Noord Brabant), 8 km east-northeast of Tilburg, Holland. Crew were S/L F.J. Hartnell- Beavis, DFC (recently arrived from No.76 Squadron, initially evaded but finally captured and held in Camp L.3, POW number 1940; author of **Final Flight**); P/O C.E.Hightower, DFC, RCAF (killed); P/O W.Jones (killed); P/O D.B.Ackerley (killed); Sergeant R.A.Smith (evaded); Sergeant W.Collins (killed); F/O G.Downey (killed).

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HIGINBOTHOM, FS William Edgar (Can 6618) - **Mention in Despatches** - No.128 Airfield Headquarters - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 15 June 1911. Home in Vancouver. Enlisted in Ottawa, 18 September 1939 as Aero Engine Mechanic. To No.10 (BR) Squadron, 15 October 1939. Promoted AC1, 29 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 November 1940. To No.118 (Fighter) Squadron, 9 December 1940. Promoted Sergeant, 1 May 1941. To No.14 (Fighter) Squadron, Sea Island, 15 January 1942; promoted Flight Sergeant, 1 March 1942; to "Y" Depot, 6 July 1942; to RAF overseas, 13 July 1942; recommended for MiD 2 October 1942. Overseas unit not identified in AFRO but in DHist biographical card. No date of repatriation given but discharged from RCAF on 16 January 1946.

HIGINBOTHOM, FS William Edgar (Can 6618) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945.

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HILBERT, LAC Walter Grant (R139151) - **Commended for Valuable Services in the Air** - No.5 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 6 April 1920. Home in Greensville, Ontario; enlisted in Hamilton, Ontario, 7 November 1941 for General Duties and posted to No.2 Manning Depot. To No.5 BGS, 11 November 1941. Promoted AC1, 7 February 1942. Promoted LAC, 7 May 1943. Reclassified as Aero Engine Mechanic, 28 July 1943. Reverted to AC1, 28 August 1943. To No.1 OTU, 15 October 1943. To No.129 Squadron, 1 June 1944. To No.121 Squadron, 30 September 1944. Released 24 September 1945.

Leading Aircraftman Hilbert was attached to Drogue Flight at this unit on March 1st, 1942 and in less than eleven months has piled up many hours flying time as a Drogue Operator. Only through his keenness to fly and his willingness to put in many hours of overtime work has he been able to accomplish this. He is a General Duties Airman of outstanding intelligence and through his skill in directing others, plus his devotion to duty he has set an example for those in his Flight.

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HILEY, Sergeant Frederick Staples (R78427, later J16390) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 29 May 1942 as per **London Gazette** of that date and AFRO 880-881/42 dated 12 June 1942. Born in Toronto, 18 February 1913; home there. Was an aero engineering student, 1938-1940, Indiana Technical College. Employed in clerical work, Fisher Publishing, Toronto (1932-1933) and North American Life Assurance (1933-1938); supervisor of aircraft tubing, Michigan Seamless Tube Company, South Lyon, Michigan, 1939-1940. Militia service, Mississauga Horse and Governor General's Horse Guards, 28 October 1935 to 12 April 1938. Enlisted in Toronto, 23 October 1940. To No.38 SFTS (guard duty), 26 November 1940. To No.2 ITS, 16 January 1941 (graduated and promoted LAC, 17 March 1941; posted that date to No.14 EFTS; to No.4 SFTS, 15 May 1941; graduated and promoted Sergeant, 27 July 1941. To Embarkation Depot, 28 July 1941; to RAF overseas, 19 August 1941. To No.16 OTU, 23 September 1941. Promoted Flight Sergeant, 27 January 1942. To No.420 Squadron 1 March 1942. Seriously injured 23 June 1942, crash of Hampden L/420 AD786 at Booth-by-Raynell, mine and bombs exploded - rest of crew killed. Promoted WO2, 27 July 1942. To Leeming, 17 August 1942 (non-effective strength). Commissioned 14 December 1942 (J16390). Repatriated 7 June 1943. Promoted Flying Officer, 14 June 1943. To Rockcliffe, 2 August 1943. To Pennfield Ridge, 16 November 1944 for Transport Conversion course. To No.1 Communications Flight, Trenton, 4 February 1945. To No.4 Release Centre, 16 April 1945.

Retired 20 April 1945. Had flown 13 sorties. Died 5 December 1990 in Woodbridge, Ontario as per The Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1991.

One night in May 1942 this airman was pilot of an aircraft which attacked Stuttgart. On the return journey the aircraft was hit by anti-aircraft fire. Shortly afterwards it was engaged by a Messerschmitt 110, fire from which killed the rear gunner and damaged the aircraft. An enemy fighter was driven off and it is believed destroyed. Although one engine of his aircraft was put out of action, electrical system destroyed and both pilots' and navigators' compasses damaged, Sergeant Hiley skilfully flew his damaged aircraft back to this country and landed safely in a field. He displayed great skill, courage and determination.

The website "Lost Bombers" provides the following on the incident which involved Hampden P1187 (PT-X) of No.420 Squadron, 4/5 May 1942, target Stuttgart. This aircraft was initially issued to No.44 Squadron before being transferred to No.420 Squadron. Airborne from Waddington. Hit by flak, over Luxembourg, while returning to base, and shortly afterwards was savagely attacked by a Me.110 which, on its third pass, mortally wounded Sergeant J.F. Halward (RCAF) and injured Sergeant Hiley. Considerable damage was inflicted on the Hampden, but return fire from Sergeant G.D. Johnson is thought to have destroyed the night-fighter. Later, the bomber crash-landed at St Mary's Farm, Great Bentley, 7 miles East-South-East of Colchester, Essex.

Public Record Officer Air 50/252 has the following Combat Reports relating to his career:

Document dated 6 May 1942 - Combat Report, Hampden Aircraft P1187/X - Sergeant Hiley

On the night of 4/5 May when returning from Stuttgart, Hampden aircraft 1187X was attacked by an Me.110 at a position 50 degrees 20" N 04 degrees 10" E. Hampden was flying at a height of 11,000 feet and visibility was good, bright moonlight. Enemy aircraft first seen on starboard quarter at a range of 500 yards and came in to attack. Evasive action was taken by turning to starboard. There was no exchange of fire. The Me.110 next attacked from the port quarter, dived underneath the Hampden and was lost to view. Evasive action was again taken, but still no exchange of fire. A few seconds later the enemy aircraft appeared from astern slightly below and opened fire at about 100 yards. Evasive action was taken and the Hampden was not hit. It then fired a further burst at a range of about 60 yards, which killed the rear gunner, wounded the pilot, set the starboard engine on fire, smashed the instruments and put the hydraulics out of action. Evasive action was still being taken and the wireless operator, Sergeant Johnson, fired a fairly long burst into the enemy aircraft. Tracers were seen to

hit the aircraft which dived suddenly and was lost to view. It did not return to the attack and is claimed as damaged, probably destroyed.

Report dated 3 June 1942 - Hampden Aircraft 786 L - Flight Sergeant Hiley

On the night of 30/31 May 1942, when on the way to Cologne at a position 51 degrees 35'N 05 degrees 30'E, at a height of 10,000 feet, course 121 magnetic, speed 140 indicated, and Me.109 was sighted on port bow; it passed by in opposite direction on port side, turned in on starboard quarter at about 400 yards range. Evasive action taken by diving turn to starboard. Enemy aircraft lost to view. Conditions, bright moonlight.

Notes: Accident, 11 June 1942, No.420 Conversion Flight, Manchester L7402, Waddington. Instructor was 40343 S/L D.J. Penman. Hiley was piloting from port side. Difficulty in judging height over flare path, starboard wing dropped, starboard wheel struck ground and undercarriage leg collapsed.

Severely burned and suffered a fractured left ankle in crash following engine failure, 23 June 1942, Hampden AD786. Burned about hands, both legs and face (no plastic surgery needed). Hospitalized at Ranceby and East Grinstead. Boarded fit for non-flying duty, 23 November 1942. Crew other than himself were R78315 Sergeant C.H. Germaine (observer, killed), 1283052 Sergeant G.D. Johnson (WT/AG, killed) and R68140 Sergeant K.O. Little (Air Gunner, killed). "The failure of the pilot to keep the aircraft in the air on the port engine is not surprising as it was heavily loaded. The pilot was also not in recent practice in Hampden flying having just returned from leave and previous to that had been converting to Manchesters." (W/C L. Young). Aircraft had gone in with starboard wing well down, caught fire, mine exploded. He was picked up 350 feet from the aircraft.

Selected Assessments: "This officer is employed part time as a research engineer.. He has civilian training in this work. P/O Hiley was repatriated on medical grounds, resulting from a crash while on operations." (S/L J.A. MacLean, Station Rockcliffe, 29 November 1943).

"This officer is a capable research engineer.. Strongly recommended for retention in the Service and promotion in rank to Temporary Flying Officer, effective 14 June 1943." (S/L J.A. MacLean, Station Rockcliffe, 26 January 1944).

Tested by No.6 Visiting Flight, Central Flying School, 22 March 1944 while on staff of Test and Development Flight, Rockcliffe. He had been on 17 types including Anson and Hampden. Tested on Anson II and V. Had flown 48.15 single engine dual, 53.30 single engine solo, 94.55

twin-engine dual, 328.55 twin engine solo. "An above average staff pilot." Also, "A very capable pilot whose experience warrants the highest category."

Training: Interviewed in Toronto, 25 September 1940 by F/O C.S. Stonehouse. "Clean cut young man. Nice personality, well mannered. Consider above average in intelligence. Believe to be officer material."

Course at No.2 ITS was 20 January to 20 February 1941. Courses in Mathematics (95/100), Armament, written and practical (76/100), Signals (91/100), Drill (90/100), Law and Discipline (60/60), Hygiene and Sanitation (36/40). "Has very useful engineering experience. Good background. Clear headed and determined." Placed second in a class of 115.

Course at No.14 EFTS was 17 March to 4 May 1941. Tiger Moth aircraft - 23.15 day dual (excluding instrument dual), 25.30 day solo, 6.00 on instruments. Logged 6.30 in Link. "Keen, level headed student. Smooth on controls. Has no outstanding weaknesses." Ground courses in Airmanship (196/200), Airframes (84/100), Aero Engines (88/100), Signals, practical (90/100), Theory of Flight (66/100), Air Navigation (154/200), Armament, oral (184/200). Graded 180/200 in Qualities as an officer. Placed 23rd in a class of 37. "Conduct fair. Nothing outstanding."

Course at No.4 SFTS was 16 May to 27 July 1941. Cessna Crane aircraft - 32.15 day dual, 44.45 day solo, 1.45 night dual, 8.20 night solo. Spent 16.05 on instruments. Logged 20.10 in Link. "Made good average progress during course. Good average instrument pilot. Slightly weak in steep turns, and inclined to make steep turns near ground." Ground courses in Airmanship and Maintenance (134/200), Armament, written (69/100), Armament, practical (75/100), Navigation and Meteorology (135/200), Signals, practical (47.5/50) and Signals, written (83/100). "Average student, good worker, applied himself well and seems to be conscientious and responsible. Attitude quite satisfactory. Placed 25th in a class of 48.

Course at No.16 OTU was 20 October 1941 to 22 February 1942. Flew 9.55 day dual, 1.10 day as second pilot, 44.15 day as first pilot, 2.35 night dual, 4.55 night as second pilot, 26.50 night as first pilot. Spent 2.40 on instruments. Logged 14.20 in Link. "Average" in all categories. Dropped 41 bombs by day, 47 bombs by night. "A steady pilot, tries hard and is keen. Not recommended for commission." (S/L G.D. Lyster, 27 February 1942).

Course at Transport Conversion Squadron, Pennfield Ridge was 20 November 1944 to 3 February 1945. Had been with No.3 Communications Flight at Rockcliffe. Flew in Dakota and Beechcraft aircraft - 11.20 day dual, 53.10 day solo, 2.05 night dual, 13.55 night solo. Also logged 20 hours in Link. Rated in General Flying (300/400), Instrument Flying (175/250) and Link (39/50). Ground courses in Airmanship (89/100), Engines (66/100), Meteorology (79/100), Navigation (136/200), Morse Signals (90/100), Written Signals (63/100), Radio Range (92/100). "A satisfactory and competent co-pilot whose work will improve with experience."

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HILL, FI/O Alice Margaret (V30025) - **Member, Order of the British Empire** - No.1 Training Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ottawa, 2 July 1916 (RCAF press release announcing award). Attended Sacred Heart Convent. Enlisted in Ottawa, 22 October 1941. Commissioned 1 December 1941. To No.2 Composite Training School, 15 February 1943. To No.1 Training Command Headquarters, 27 April 1944. Retired 1 November 1945. Postwar realtor. Died in Toronto, 27 July 2009.

This officer, since her appointment to commissioned rank, has carried out her duties in a most efficient manner and, during her employment at No.2 Composite Training School, her untiring efforts and devotion to duty as senior administrative officer were largely responsible for the high standard of efficiency attained by that unit. In her present position she has performed duties over and above those normally filled by an officer of such rank and has displayed a high degree of initiative and forethought, which have contributed greatly in the closing of units in this Command in an efficient and economical manner. She has been tireless in the performance of her duties and has given of her time and effort far beyond the normal call of duty.

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HILL, F/L Charles Nelson (J23838) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Innesfall, Alberta, 12 October 1922; home in Toronto. Was an assistant chemist prior to enlistment. Enlisted in Toronto 29 December 1941. To No.1 Manning Depot, 11 January 1942. To No.8 SFTS (guard duty), 12 February 1942. To No.3 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.11 EFTS until 15 August 1943; graduated 23 October 1942 and posted next day to No.13 SFTS; graduated and commissioned 19 February 1943. To No.1 General Reconnaissance School, 26 February 1943. To "Y" Depot, 24 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, 25 September 1944. Repatriated 5 August 1945. Retired 17 September 1945. RCAF photo PL-42620 (ex UK-19667 dated 19 March 1945) shows him at left, F/O F.J. Kelly (his bomb aimer, North Bay at right) with caption they had just bombed the Bielefeld Viaduct with six-ton earthquake bombs. RCAF photo PL-43184 (ex UK-20145, 17 April 1945) shows S/L T.P. Pickard, RAF Intelligence Officer (Birmingham, England), F/O G.E. Kelly (RCAF air bomber, North Bay) and his pilot, F/L C.N. Hill (Toronto) during interrogation after raid with 12,000-lb and 22,000-lb bombs. RCAF photo PL-43181 (ex UK-20130, 11 April 1945)

has following caption: "Two Torontonians pilots of a squadron which deliver the largest bomb in the world, the 22,000-lb on German targets are left to right, F/L C.N. Hill (53 Watson Avenue) and F/L G.W. Lancey, DFC (46 Albany Avenue). Photo PL-43178 (ex UK-20385, 11 April 1945) is captioned thus: "F/O S.K. Jennison, Windsor, Ontario, who has made 51 bombing flights over enemy territory with the famous Dam Buster force of the RAF, is posting an Eighth Victory Loan poster on the nose of a 12,000-lb bomb similar to that which sank the **Tirpitz**. Five comrades, all veterans, signed on the dotted line at the same time. From left to right, the others are, F/L G.W. Lancey, DFC, Toronto, with 45 trips, F/L G.R. Price, DFM, Montreal, with 42 trips, F/O D.H. MacLennan, Charlottetown, with 45 trips, F/L G.L. English, Pictou, Nova Scotia with 51 trips, and F/L C.N. Hill, DFC, Toronto, with 40 trips." Photo PL-43177 (ex UK-20384, 11 April 1945) shows "six Canadian members of the famous RAF Dam Busters force" buying Victory Bonds. Perched on a 12,000-lb bomb are F/L G.W. Lancey, DFC, F/L G.R. Price, DFM, F/O D.H. MacLennan, F/L F.L. English, F/L C.H. Hill, DFC, and F/O S.K. Jennison.

This officer has taken part in attacks against such heavily defended targets as Kiel, Stuttgart, Koenigsburg and Nuremburg. He has also participated in operations against enemy communications and strong points in France and the Low Countries. On one occasion in November 1944, as his aircraft was approaching the target area, it was attacked by an enemy night fighter and severely damaged. Although experiencing great difficulty in controlling the aircraft Flight Lieutenant Hill pressed on and delivered a telling attack. After leaving the target area his aircraft was hit by fire from the defences and suffered further damage, but with great tenacity and skill Flight Lieutenant Hill flew the damaged bomber safely back to base. At all times this captain of aircraft has set a fine example of skill, courage and devotion to duty.

NOTE: Public Records Office Air 2/9050 has recommendation dated 14 December 1944 when he had flown 31 sorties (30 successful) totalling 173 hours ten minutes.

12 July 1944 - Chalinkey
18 July 1944 - Caen
19 July 1944 - Thiverney (bombed on three engines)
20 July 1944 - Courtrai
23 July 1944 - Kiel
24 July 1944 - Donges
26 July 1944 - Givors
28 July 1944 - Stuttgart
1 August 1944 - Mont Candon
2 August 1944 - Bois de Casson
14 August 1944 - Brest
15 August 1944 - Gilzenriven

16 August 1944 - Stettin
18 August 1944 - Cassan
19 August 1944 - La Pallice
25 August 1944 - Darmstadt
26 August 1944 - Konigsburg
31 August 1944 - Rollencourt
5 September 1944 - Brest
23 September 1944 - Dortmund Ems Canal
26 September 1944 - Karlsruhe
27 September 1944 - Kaiserlauten
5 October 1944 - Wilhelmshaven (recalled)
6 October 1944 - Wilhelmshaven
7 October 1944 - Flushing
11 October 1944 - Flushing
19 October 1944 - Nuremburg
6 November 1944 - Gravenhorst
11 November 1944 - Harburg (shot up by Ju.88)
21 November 1944 - Ladbergen
22 November 1944 - Trondheim

Flight Lieutenant Hill has flown 173 hours in completing his first operational tour of 30 successful sorties. He has taken part in attacks against many German targets such as Kiel, Stuttgart, Stettin, Koenigsburg and Nuremburg, and he has also attacked successfully enemy communications and strong points in France and the Low Countries.

On the night of 11/12th November 1944, during an attack on Harburg, his aircraft, as it was approaching the target area, was attacked by an enemy fighter. Despite the defensive manoeuvring taken, the fighter scored a number of hits, damaging the fuselage of Flight Lieutenant Hill's aircraft and putting the port rudder out of action. Although experiencing great difficulty in controlling the aircraft, Flight Lieutenant Hill, undeterred, pressed on steadfastly to the target. He bombed his objective successfully and, as he was leaving the target area, the aircraft was hot and damaged in several places by heavy flak. Displaying remarkable skill and tenacity, Flight Lieutenant Hill flew his damaged aircraft safely back to base.

At all times he has shown a keen and aggressive spirit in attacking the enemy, and his cheerful courage in the face of heavy opposition has been an inspiration

to his crew and to his squadron. Flight Lieutenant Hill has volunteered for a further operational tour of duty in continuation of his first tour.

For his skill, courage and persistent devotion to duty, and for his fine example as captain of aircraft, Flight Lieutenant Hill is recommended for the award of the Distinguished Flying Cross.

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HILL, F/L Donald Gordon (J37137) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 9 September 1921 in Port Colborne, Ontario; home in Welland, Ontario. Was a labourer prior to enlistment. Enlisted in Hamilton, 10 November 1941 for General Duties and posted to No.2 Manning Depot. To Technical Training School, 27 November 1941. Promoted AC1, 10 February 1942. Promoted LAC, 10 May 1942. To No.1 General Reconnaissance School, 18 July 1942. Remustered for aircrew and posted on 23 January 1943 to No.3 ITS; graduated 17 April 1943 and posted that date to No.4 EFTS; graduated 26 June 1943 when posted to No.8 SFTS; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated with No.420 Squadron, 6 June 1945. Retired 7 October 1945. As of 1947 he was living on Church Street, Welland. Rejoined RCAF in Hamilton as pilot, 21 September 1953; released 1 April 1964 (then retiring to Port Colborne, Ontario).

Flight Lieutenant Hill has completed numerous sorties, many of which have penetrated deep into enemy territory. On one occasion in an attack on Wanne Eickel, Flight Lieutenant Hill's aircraft was badly damaged by anti-aircraft fire, but in spite of this he completed his bombing run and successfully attacked the target. He has always displayed great courage and skill.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C F.S. McCarthy, 18 April 1945 when he had flown 24 sorties (161 hours 40 minutes):

18 December 1944 - Duisburg (5.55, second pilot)
28 January 1945 - Stuttgart (7.20)
1 February 1945 - Mainz (7.10)
2 February 1945 - Wanne Eickel (6.00)
4 February 1945 - Bonn (6.20)
7 February 1945 - Goch (6.25)

8 February 1945 - Wanne Eickel (6.30)
13 February 1945 - Bohlen (8.25)
14 February 1945 - Chemnitz (8.35)
27 February 1945 - Mainz (7.05)
1 March 1945 - Mannheim (7.05)
2 March 1945 - Cologne (6.00)
5 March 1945 - Chemnitz (8.00)
7 March 1945 - Hemmingstedt (6.35)
8 March 1945 - Hamburg (6.20)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (6.30)
14 March 1945 - Zweibruchan (6.55)
15 March 1945 - Castrop Rauxel (6.10)
19 March 1945 - Witten (7.20)
24 March 1945 - Gladbeck (5.55)
25 March 1945 - Munster (5.25)
8 April 1945 - Hamburg (6.15)
15 April 1945 - Kiel (6.25)

Flight Lieutenant Hill is a very capable pilot and has undertaken his duties as captain in a conscientious and keen manner. His sorties have included numerous deep and hazardous penetrations into enemy territory and on all occasions he has performed the task in hand in a courageous and noteworthy manner. In an attack on February 8th, 1945 on Wanne Eickel, Flight Lieutenant Hill's aircraft was badly damaged by flak. In spite of this he continued his bombing run and successfully bombed the target. He displayed great courage and skill in the handling of his aircraft and is worthy of high praise.

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HILL, F/L Donald John Lee (J25798) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Mount Bridges, Ontario, 6 November 1913; home there. RCA 1939-42. Enlisted in London, 18 March 1942. Granted Leave Without Pay until 19 April 1942 when posted to No.1 Manning Depot. To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; to No.7 EFTS, 1 November 1942; may have graduated 1 January 1943 but not posted to No.6 SFTS until 9 January 1943. Graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 2 August 1945. Retired 13 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably

displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9038 has recommendation dated 16 October 1944 when he had flown 30 sorties (125 hours ten minutes, 10 June to 23 September 1944.

10 June 1944 - Dreux (4.00)
14 June 1944 - Le Havre (2.40)
15 June 1944 - Valenciennes (3.10)
17 June 1944 - Montdidier (3.35)
21 June 1944 - Domleger (3.00)
23 June 1944 - L'Hey (3.20)
27 June 1944 - Bienes (2.55)
30 June 1944 - Villers Bocage (3.25)
2 July 1944 - Beauvoir (3.10)
12 July 1944 - Vaires (3.45)
18 July 1944 - Aulnoye (3.40)
18 July 1944 - Emieville (3.20)
23 July 1944 - Kiel (5.15)
24 July 1944 - Stuttgart (7.35)
28 July 1944 - Stuttgart (7.40)
1 August 1944 - Coutance (3.05)
3 August 1944 - Bois de Cassan (3.30)
7 August 1944 - Mare de Magne (3.10)
8 August 1944 - Foret de Lucheux (3.30)
11 August 1944 - Lens (3.15)
14 August 1944 - Hamel (3.15)
25 August 1944 - Russelheim (3.50)
26 August 1944 - Kiel (5.05)
29 August 1944 - Stettin (9.50)
3 September 1944 - Eindhoven (3.10)
5 September 1944 - Le Havre (3.15)
8 September 1944 - Le Havre (3.05)
11 September 1944 - Frankfurt (6.25)
17 September 1944 - Zalthommel (2.40)
23 September 1944 - Neuss (3.45)

As pilot and captain of aircraft this officer has completed a large number of sorties against a wide variety of heavily defended targets. By his quiet but dogged determination to press home all his attacks to the utmost, coupled with his great skill as a pilot, his calm manner under stress and his outstanding

leadership, he has led his crew to achieve good results. His example has been a source of inspiration not only to his crew but to the entire squadron.

NOTE: To the above, the Officer Commanding Station Witchford adds (21 October 1944):

Although there are no outstanding incidents in Hill's tour, he was undoubtedly steady and level headed. Once when over the target, circumstances were so alarming that one of his Air Gunners baled out without orders. Hill, however, brought the aircraft back and by his level headedness led the crew to complete a successful tour.

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HILL, P/O Edward Cornelius (J89152) - **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 Glasgow, Scotland, 21 July 1924; home there. Was a seaman in Glasgow, 1941-1942 on a Norwegian ship. Torpedoed and brought back to New York. Unable to get another ship and was briefly a fisherman in Newfoundland, 1942-43. Enlisted in Halifax, 28 April 1943 and posted to No.5 Manning Depot. To No.12 Equipment Depot, 19 June 1943. To No.6 ITS, 28 June 1943; to No.1 Air Gunner Ground Training School, 7 August 1943; promoted LAC and posted to No.9 BGS on 18 September 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943 but actually sailed from Halifax on 24 November 1943. Disembarked in Britain, 1 December 1943. To No.24 OTU, 28 December 1943. To No.61 Base, 20 March 1944. Attached to Dalton Battle School, 29 March to 12 April 1944. Attached to No.1664 Conversion Unit, 12 April to 8 May 1944. To No.419 Squadron, 8 May 1944. Commissioned 21 August 1944. Promoted Flying Officer, 21 February 1945. To No.1666 Conversion Unit, 17 November 1944. Repatriated to Canada, 23 March 1945. To No.1 Air Command, 3 April 1945. To No.1 Wireless School, 5 May 1945. To Release Centre. 3 September 1945. Retired 12 September 1945. Joined the RCMP, 31 January 1947, serving at "N" Depot (Recruit Training, riding instructor) and "D" Depot. Died in Kitchener, Ontario, 8 July 1987. 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 28 November 1944 when he had flown 32 sorties (182 hours ten minutes), 27 May to 6 October 1944.

Pilot Officer Hill has completed a tour of operations which involved many attacks against the enemy's most heavily defended targets. He has invariably shown great keenness to attack the enemy and the high example he has set has been an inspiration to all.

During the course of his tour, his aircraft has, on three occasions, been attacked by enemy night fighters but, primarily due to this officer's alert search and the precise manner in which he has given instructions to his pilot, his aircraft has not been fired on.

I consider the coolness, courage and high efficiency shown by this officer fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (5.05)
31 May 1944 - Mount Couple (3.35)
4 June 1944 - Calais (3.50)
5 June 1944 - Longue (5.20)
7 June 1944 - Acheres (5.00)
9 June 1944 - Le Mans (6.00)
21 June 1944 - St. Martin l'Hortier (4.10, day)
23 June 1944 - Bientiques (4.35)
24 June 1944 - Bamieres (3.55)
27 June 1944 - Foret d' Eawy (4.55)
4 July 1944 - Villeneuve St. George (6.30)
9 July 1944 - Mont Candon (4.30, day)
18 July 1944 - Caen (4.30, day)
23 July 1944 - Kiel (6.10)
24 July 1944 - Stuttgart (9.20)
28 July 1944 - Hamburg (6.10)
8 August 1944 - Foret de Chantilly (5.45, day)
9 August 1944 - Acquet (4.10)
10 August 1944 - La Pallice (7.25)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (5.10, day)
16 August 1944 - Stettin (8.45)
18 August 1944 - Bremen (6.40)
25 August 1944 - Russelsheim (10.05)
29 August 1944 - Stettin (9.40)
12 September 1944 - Dortmund (6.05, day)
14 September 1944 - Wilhelmshaven (3.50, day, duty not carried out).
15 September 1944 - Kiel (6.05)
17 September 1944 - Boulogne (4.00, day)

18 September 1944 - Bomburg (4.55, day, duty not carried out)
19 September 1944 - Bomburg (1.55, day, duty not carried out)/
25 September 1944 - Calais (4.35, day)
27 September 1944 - Bottrop (5.55, day)
6 October 1944 - Dortmund (7.25, day)

Notes:

Interviewed on enlistment when described as follows: "Excellent aircrew material, exceptional maturity for age, steady, quiet, assured, fine motivation, alert, physically fit, clean, pleasant appearance. OMB too borderline for Pilot." A further comment by F/L H. Thomas (interviewing officer) read, "Nice appearing young Scotch lad of easy manner and hearing. Slow spoken but alert and sincere. Has had a varied experience as merchant seaman and deep sea fisherman. Very keen to become aircrew but will accept enlistment in ground trade if not qualified for aircrew. Well motivated."

Course at No.9 BGS was 20 September to 25 October 1943. Flew in Fairey Battle aircraft (21 hours 45 minutes). Fired 400 rounds air-to-ground, 2,000 rounds air-to-air. Guns operated were Vickers Gas Operated and Browning (fired 550 rounds on range); turrets operated were Bristol, Boulton Paul and Frazer Nash; fired 1,000 rounds from turrets and spent 13 hours ten minutes on "turret manipulation." Classroom courses and marks in Ammunition and Pyrotechnics (139/200), Guns, practical (80/100), Sighting (192/250), Turrets, practical (155/200), Aircraft Recognition (136/15), Signals (45/100). Placed 35th in a class of 138; "Average student, neat appearance. Has a good grasp of his work and is dependable and cooperative."

Course at No.24 OTU was 30 December 1943 to 15 March 1944 in Whitley aircraft (34.30 by day, 33.50 by night). Completed eight daytime cine gun exercises (59 percent), three daylight air-to-air firing exercises and two night air-to-air firing exercises. Ground courses in Aircraft Recognition and Range Estimation (184/200), Guns (190/200), Reporting, Fighting Control (166/200), Sighting including practices in GTST - ground training simulator (166/200) and Turret drill (170/200). "Above average knowledge of gunnery. Keen and willing in his work. A good crew member." (P/O C.S. Hogarth).

Disciplined 26 January 1944 for "Losing by neglect the left hand turret door of Whitley aircraft LA815, the property of the Air Council." Ordered to pay the mound of three pounds. Assessed 11 September 1944 by F/L A.W. Jennings: "A very sound gunner who has shown himself to be keen and cooperative. Has been recommended for commissioning."

Application for operational wing dated 23 October 1944 reported 32 sorties (189 hours 30 minutes), 27 May to 6 October 1944.

On 3 March 1945 while waiting for repatriation he reported his overseas time as being 189 hours 30 minutes on operations (32 sorties) and 191 hours 50 minutes non-operational time. Types in which he had flown were Whitley V (67.20), Halifax (46.20) and Lancaster X (268.00).

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HILL, F/O George Lloyd (J20594) - **Commended for Valuable Services in the Air** - No.2 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 19 May 1913. Home in Toronto; enlisted there 31 October 1941. Granted Leave without pay until 18 November 1941 when posted to No.1 Manning Depot. To Technical Training School, 7 December 1941. Posted to No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.1 EFTS until 25 April 1942; may have graduated 3 July 1942 but not posted to No.1 SFTS until 18 July 1942; graduated and commissioned 6 November 1942. To No.1 Flying Instructor School, 20 November 1942; to No.2 SFTS, 24 January 1943. Promoted Flying Officer, 6 May 1943. To Release Centre, 25 January 1945; retired 8 February 1945.

This officer has over 1,300 instructional flying to his credit and his ability in this field is outstanding. Now as flight commander he has contributed greatly by personal example in raising his flight to a very high standard of efficiency. His efforts on behalf of aircrew leadership have been felt throughout the entire station.

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HILL, F/L George Urquhart (C1075) - **Distinguished Flying Cross** - No.111 Squadron - Award effective 27 April 1943 as per **London Gazette** dated 21 May 1943 and AFRO 1247/43 dated 2 July 1943. Born at Antigonish, Nova Scotia, 29 October 1918; educated at St. Peter's Academy (1924-1927), Beacon High School (1927-1932), Sydney Academy (1933-1934), Pictou Academy (1934-1936) and Mount Allison University (1936-1939, Arts and pre-medical). Home in Pictou (steeple jack while preparing for medical school). Enlisted in Halifax, 9 September 1939. To Halifax Aero Club, 11 September 1939; to Station Trenton, 6 November 1939; to Camp Borden 10 December 1939; qualified for wings on 28 February 1940. Promoted Flying Officer, 20 April 1940. To Station Trenton, 22 April 1940. To No.2 SFTS, Uplands, 27 July 1940. To No.4 SFTS, Saskatoon, 6 November 1940. To No.9 SFTS, Summerside, 2 January 1941. Promoted Flight Lieutenant, 1 July 1941. To "Y" Depot, Halifax, 5 January 1942. Taken on strength of No.3 PRC, Bournemouth, 7 January 1942. To No.52 OTU, 11 February 1942. To No.421 Squadron, 14 April

1942. To No.453 Squadron, 11 June 1942. To No.403 Squadron, 13 August 1942. To overseas (North Africa), 15 December 1942. To No.111 Squadron, 1 February 1943. Promoted Squadron Leader, 28 April 1943. Emplaned for Malta, 10 June 1943. To No.93 Squadron, 4 July 1943. To No.111 Squadron again, 15 July 1943. To Headquarters, Middle East, 20 August 1943. Following overseas service, repatriated to Canada 31 October 1943. To "Y" Depot, again, 13 December 1943. Taken on strength of No.3 PRC, Bournemouth, 25 December 1943. Shot down, 25 April 1944 with No.441 Squadron and made POW (Spitfire MK519). Liberated and repatriated to Canada, 1 June 1945. Released 17 September 1945. Re-engaged as pilot (but also medical duty), 13 May 1947 for summer employment, to 5 September 1947. To Central Air Command, Trenton, 12 June 1948. To Station Aylmer, 2 July 1948. To Station Trenton, 27 July 1948. Struck off strength of Trenton, 28 August 1948 on completion of summer employment. Taken on strength of Central Air Command, Trenton, 27 April 1949 for summer employment. To Maritime Group, Halifax, 9 May 1949; ended summer employment, 24 October 1949. Practiced medicine near Orangeville, Ontario where he was also active in NDP politics. Killed in an automobile accident, 12 November 1969. He had stated that he wanted to be buried in Pictou. During the internment an RCAF Neptune aircraft from CFB Greenwood made a low pass over Haliburton Cemetery in salute. Aerial victories as follows: **19 August 1942**, one FW.190 destroyed, one FW.190 shared with another pilot, one FW.190 damaged; **4 February 1943**, two Bf.109s damaged; **24 February 1943**, one FW.190 destroyed (shared with another pilot); **28 February 1943**, one Bf.109 destroyed, shared with two other pilots; **4 March 1943**, two Ju.87s destroyed and one damaged; **5 April 1943**, one Bf.109 damaged; **10 April 1943**, one FW.190 probably destroyed, one FW.190 damaged; **11 April 1943**, one Bf.109 damaged; **12 April 1943**, two Bf.109s damaged; **20 April 1943**, one Bf.109 probably destroyed and one Bf.109 damaged; **21 April 1943**, one Bf.109 damaged; **23 April 1943**, one unidentified enemy aircraft destroyed; **1 May 1943**, one He.111 destroyed (shared with four other pilots), one Me.110 destroyed by himself, two Me.110s destroyed with another pilot; **6 May 1943**, one unidentified enemy aircraft destroyed; **3 July 1943**, one Bf.109 destroyed; **11 July 1943**, one MC.200 destroyed; **13 August 1943**, one Ju.88 destroyed and one FW.190 destroyed; **25 April 1944**, one FW.190 destroyed, shared with another pilot. For additional details see H.A. Halliday, **The Tumbling Sky**. See also photos PL-21715 and RE.64-2131. PL-26915 (ex UK-8715 dated 10 March 1944) shows S/L James Walker (Edmonton), F/O G.K. Finnie (Ottawa), F/L R.M. Williams (Vancouver), G/C D.A.R. Bradshaw (London, Ontario) and S/L G.U. Hill (Pictou, Nova Scotia) after investiture. PL-26918 shows him with W/C J.E. Walker after investiture. Photo PL-44148 (ex UK-21768 dated 29 May 1945) shows S/L T.A. Brannaghan, S/L G.U. Hill and S/L H.C. Trainor, all liberated POWs, prior to attending a Buckingham Palace garden party. PL-44212 (ex K-21703 dated 26 May 1945) shows Hill pointing to a map, supposedly talking about "Phase Two" operations. PL-44213 (ex K-21704 dated 26 May 1945) shows S/L G.U. Hill and S/L H.C. Trainor. RCAF photo PL-44141 (ex UK-21761 dated 30 May 1945) is captioned as follows: "G/C Keith Hodson, OBE, DFC and Bar, centre, was host at a dance for returned prisoners of war at Bournemouth recently. He is seen with, from the left, S/L H.C. Trainer, DSO, DFC and Bar, Charlottetown, Air

Commodore W.W. Brown, Hamilton, Hodson, S/L George Hill, DFC and two Bars, Pictou, Nova Scotia, and S/L T.A. Brannagan, DFC.

Flight Lieutenant Hill is a skilful leader whose ability has been well in evidence during recent operations. He has participated in many sorties and has destroyed four enemy aircraft.

HILL, S/L George Urquhart (C1075) - **Bar to Distinguished Flying Cross** - No.111 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 1 June 1943 and AFRO 1187/43 dated 25 June 1943.

This officer has led the squadron with great success and since early April 1943 has destroyed five enemy aircraft. Early in May 1943 he led his formation in an operation off the Tunisian coast. During the flight a superior force of enemy aircraft was engaged. In the ensuing combats seven enemy aircraft were destroyed without loss, two of them by Squadron Leader Hill. This officer is a courageous and skilful fighter.

HILL, S/L George Urquhart (C1075) - **Second Bar to Distinguished Flying Cross** - No.111 Squadron - Award effective 15 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Trained at Trenton and Camp Borden.

Squadron Leader Hill, as a fighter pilot, has displayed exceptional courage and determination. He has destroyed at least fourteen enemy aircraft including one by night and damaged many others. During recent operations from Malta, he led his squadron with skill and resolution, personally destroying four enemy aircraft within a few days. On one occasion he remained alone despite repeated and persistent attacks from six Messerschmitt 109s to obtain assistance for a comrade who had been forced to leave his aircraft by parachute.

NOTE: Public Record Office WO 208/3338 has his MI.9 report of evasion and captured derived from interview on 15 May 1945.

EVASION AND CAPTURE

I took off in a Spitfire on 26 April 1944 and owing to one of my tanks being blown off I crash-landed 15 kilometres northwest of Epernay. I made contact with a man who gave me some civilian clothes and then continued walking for a few days at the end of which time I met some people who put me on the train to

Toulouse. I was then put on another train but had only just got out of the station when the Gestapo made an identity check and I was captured.

I was sent to a civilian prison in Biarritz and from there to Bayonne for a week after which I was sent to Fresnes Prison where I remained for two and a half months. At the end of this time I was sent to a civilian prison in Mainz. There were two other British and eleven Americans in this camp. When we refused to answer questions our rations were cut and our interrogators told us that they were not in a hurry but that we would eventually talk. We were in solitary confinement for over nine weeks. At the end of this time we were sent to a civil prison at Wiesbaden where we were crowded 17 to a room and interrogated again. Some of the men talked and got double rations. We were finally sent to Stalag Luft I.

CAMPS IN WHICH IMPRISONED

- (1) Fresnes Prison - 15 May to 9 July 1944
- (2) Mainz Prison - 11 July to 6 September 1944
- (3) Weisbaden Prison - 6 September to 21 September 1944
- (4) Stalag Luft I - October 1944 to April 1945

ATTEMPTED ESCAPES

Nil

LIBERATION

I was liberated from Stalag Luft I on 1 May 1945.

Notes: First applied to join while at Sackville, 4 February 1938.

As of 4 January 1944 he stated he had flown 1,600 hours and 261 sorties (261 hours). Last sortie had been 20 October 1943.

Involved in automobile accident, 25 March 1944; pinned under car for some time and soaked in petrol. Discharged from hospital 1 April 1944.

Training:

Navigation course at Trenton, 22 April to 15 June 1940. Courses in Maps and Charts (79 percent), Magnetism and Compasses (89 percent), DF/WT (83 percent), Meteorology (91

percent), Instruments (95 percent), Mathematics (89 percent), DR (80 percent). Graded 74 percent in practical exercises. "This officer had no difficulty handling the course. He was quick in learning and particularly interested when problems of any nature were presented. He would make a good Air Navigator instructor."

Tested as flying instructor, 5 April 1941 at No.9 SFTS. Had flown 242 hours as instructor. Checked on Harvard II and described as follows: Sequence (Good), Voice (Very Good), Manner (Competent), Ability to Impart Knowledge (High) and Ability as Pilot (Above Average). "This pilot is an outstanding instructor for his experience. Future 'A' material." (F/L A.J. Shelfoon). Graded Category "B".

Course at No.52 OTU was 10 February to 14 April 1942. At the time he had flown 63.10 day dual, 1.40 night dual, 704.50 day solo, 46.25 night solo, including 23.15 on instruments, 50.00 in formation. Had logged ten hours in Link. At OTU flew Master (2.40 day dual, 3.15 day solo) and Spitfire (59.40 day solo of which 1.45 was on instruments, 34.30 in formation. Also logged 12.45 in Link. Rated "Exceptional" in Formation Flying and Aerobatics, "Above Average" in Natural Aptitude, Skill in Landing, Airmanship, Instrument Flying,, rated "Average" in Cockpit Drill, Map Reading and Air Firing. Fired 3,100 rounds air-to-air, 1,600 air-to-ground. Rated "Exceptional" in Leadership, "Above Average" in all other categories (Persistence, Sense of Responsibility, Endurance, Method, Deliberation, Initiative, Dash, Distribution of Attention, Self Control, and General Assessment of Suitability as Operational Pilot. "An exceptional pilot who should make a very good leader." Also carried out eight low level bombing exercises, 250 feet, two "not satisfactory" and the others "satisfactory".

Circumstances of being shot down: Statement by F/O P.A. McLachan, 25 April 1944: "I was flying White 3 on this Ramrod when we engaged. I followed S/L Hill down to the deck and heard him call the Wing Commander Flying, saying he was in trouble. Soon after this transmission he jettisoned his hood, turned port and crash landed in a fairly large field. I circled and saw him leave his aircraft and run towards a large wood about 400 yards away. I assume that engine failure was the cause as there was no flak nor any enemy fighters near S/L Hill at the time. He did not collide with another Spitfire and his aircraft was under control when he crashed." The Chief Technical Officer, No.144 Airfield (F/L M.L. Sherwood) added, "It is not known whether or not a technical failure is involved. It is known that the aircraft was carrying a 90 gallon Jettison Tank, which might have contributed to a failure of the fuel system."

Selected Assessments: "Highly recommended for active service. A very enthusiastic, efficient and determined type." S/L H.L. Dawson, No.2 SFTS, 11 November 1940). G/C F.S. McGill adds, "Good pilot, but deportment could be improved."

"Is capable, willing and above average in his flying and navigational duties. Has a rather peculiar personality and is inclined to be surly and easily dissatisfied, perhaps due to keenness for flying and overseas duty." (W/C E.M. Mitchell, Chief Flying Instructor, No.9 SFTS, 5 December 1941). To this, G/C E.G. Fullerton adds, "Concur, Principal faults are a rather surly disposition and a tendency to drink excessively."

"Should be given the opportunity to prove himself in combat as an understudy before leading a flight in a fighter squadron." (S/L F.W. Kelly, No.421 Squadron, 3 July 1942). To this, G/C D.F.W. Atcherly adds, "I agree. F/L Hill has not yet acquired the necessary Service experience nor has he quite the right outlook as yet to run a flight successfully."

"An exceptionally courageous and brilliant fighter. An outstanding, level-headed and reliable leader.

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HILL, P/O Howard Stephenson (J15522) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Montreal, 21 March 1921; attended Classical College; home there (mail clerk, office boy and assistant cashier for Salada Tea). Enlisted in Montreal, 9 October 1940. Posted to No.1 Manning Depot, Toronto, 10 October 1940; to Trenton, 23 October 1940; to No.1 ITS, Toronto, 11 December 1940; graduated and promoted LAC on 15 January 1941; to No.14 EFTS, Portage la Prairie, 16 January 1941; to No.2 Manning Depot, Brandon, 18 March 1941; to No.3 SFTS, Calgary, 10 April 1941; graduated and promoted Sergeant, 3 July 1941. To "Y" Depot, Halifax, 5 July 1941; to RAF Trainee Pool, 30 July 1941; taken on strength in United Kingdom, 12 August 1941; to No.22 OTU, 16 August 1942. To No.405 Squadron, 2 November 1941. Commissioned 30 May 1942. To No.1659 Conversion Unit, 28 October 1942. Promoted Flying Officer, simultaneous promotion to Flight Lieutenant and Acting Squadron Leader, 9 November 1942. As Squadron Leader, killed 18 April 1943 in crash of Halifax II, R9448, No.1659 Heavy Conversion Unit. Took off from Topcliffe on an instructional flight. At 1008 two engines were deliberately shut down; aircraft spun out of control and crashed into Crockery Hill, killing all eight aboard (but see below). His brother, WO2 Raymond Hepton Hill, had been killed in action with No.419 Squadron, 3 February 1943.

This officer has shown a fine offensive spirit and in all his attacks he has displayed initiative and determination of a high order. On one occasion on returning from an operation his captain and navigator fainted owing to oxygen failure and the aircraft went out of control. He lifted the captain from the pilot's seat, righted the aircraft and piloted it until at a lower height the captain

recovered and was able to take over the control. Pilot Officer Hill has set an excellent example of courage and initiative.

NOTE: At No.1 ITS he graduated 34th in a class of 116; described as "Cheerful, quiet and keen. Conscientious airman who should be a good pilot."

At No.14 EFTS (Tiger Moths) he logged 28 hours 45 minutes (dual) and 25 hours (solo) with five hours 25 minutes on instruments and five hours in Link. Described as "Good average student; no outstanding weaknesses or strong points" and graduated 23rd in a class of 29.

At No.3 SFTS (Ansons) he was again considered average with no outstanding faults. Flew 32 hours (day dual), 40.30 (day solo), 3.50 (night dual) and 6.10 (night dual); 21 hours 45 minutes spent on instrument flying and 20 hours on Link. Described as "Pleasant personality but immature. Keen and alert but not a leader - NCO pilot type). Graduated 16th in a class of 39. These various assessments are notable, given that his commission was delayed to May 1942, but in November 1942 he was given accelerated promotion.

As of 18 April 1943 (the date of his death) he was described as having flown 409 hours 25 minutes on Halifaxes and 715 hours 20 minutes on all types. He was detailed to instruct on two-engine flying. Accident report read, in part:

Three eye-witnesses have stated that the aircraft completed two rolls and then dived vertically into the ground from 1,000 to 1,500 feet with all four engines running. They have also stated that part of the tail unit left the aircraft as it dived. This is borne out by the fact that the starboard elevator was found in two sections approximately 150 yards from the crash. The aircraft too far burned out to find any other apparent reason for the crash.

The captain was a most capable and experienced Halifax instructor. The fact that the aircraft had only been airborne for 23 minutes - 0949 to 1012 - and was approximately 30 miles from base would indicate that the detail had not yet been completed. From the eye-witnesses' statements the aircraft came through a thin layer of cloud, then rolled twice and on the dive a piece of the tail broke off. The accident was caused by a technical failure but it is felt that the starboard elevator could have been a secondary failure resulting from the rolls and dive, which caused by some other primary failure. It is strongly recommended that the AIB be called for.

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HILL, WO John Edward (R133896) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 23 July 1922. Home in Toronto. Enlisted in Toronto, 2 October 1941. To No.1 Manning Depot, 4 November 1941. To No.1 BGS, 22 November 1941. To No.5 ITS, 13 February 1942; to Trenton, 23 April 1942; promoted LAC, 28 April 1942; to No.2 BGS, 23 May 1942; graduated and promoted Sergeant, 22 June 1942. To "Y" Depot, 23 June 1942. To RAF overseas, 19 July 1942. Promoted Flight Sergeant, 22 December 1942. Promoted WO2, 22 June 1943. Repatriated 9 November 1944. To No.1 WS, 12 December 1944. To Release Centre, 4 July 1945. Released 6 July 1945. Public Records Office Air 2/8769 has recommended citation but does not identify unit.

This warrant officer has always been outstanding for his enthusiasm and the efficiency of his airmanship. He has taken part in many difficult and arduous sorties in a most exemplary manner.

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HILL, Corporal John Kennedy (R77536) - **Air Force Medal** - No.2 BGS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Dundee, Scotland, 16 April 1916. Enlisted in Calgary, 28 October 1940 for General Duties. To No.2 BGS, 18 November 1940. Promoted AC1, 28 January 1941. Promoted LAC, 28 April 1941. Promoted Corporal, 1 November 1941. Promoted Sergeant, 1 November 1942. To No.1 School of Flying Control, 13 February 1944. Commissioned in Flying Control Branch, 14 February 1944 (C45682). To Eastern Air Command, 25 May 1944. To Newfoundland, 1 June 1944. Promoted Flying Officer, 14 August 1944. To Lachine, 15 January 1945. To United Kingdom, 23 January 1945. Promoted Flight Lieutenant, 1 January 1946. Repatriated 8 May 1946. Released 26 June 1946. Worked for the CPR for 42 years. The Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2006 record the death of Flight Lieutenant John K. Hill, age 89, in Calgary, 27 August 2005, without giving service number.

Corporal Hill is employed as drogue operator. During the last fourteen months he has flown a total of 400 hours. He is hard working and reliable and has done exceptionally fine work. The spirit with which he has carried out his duties at all times has been an inspiration to others in his trade.

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HILL, P/O Louis James (J26029) - **Commended for Valuable Services in the Air** - No.11 EFTS (later No.3 FIS) - awarded 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 1 January 1923 at St.Thomas, Ontario (RCAF Press Release of 27 December 1943 announcing award). Enlisted 28 May 1941 at Hamilton, Ontario. Trained at

No.6 ITS (graduated 24 September 1941), No.12 EFTS (graduated 21 November 1941), and No.4 SFTS (graduated 13 March 1942). Postwar RCAF (27130, Lieutenant-Colonel). As Flying Officer, to Station Toronto, 7 August 1947 to attend the Air Force School of Administration for Junior Officers. Retired to Kitchener, 5 March 1969. Died at Baden, Ontario, 8 May 2001.

This officer, employed as an Elementary Flying Instructor for the past year, has completed a considerable number of flying instructional hours. Throughout this period he has always displayed great keenness and outstanding devotion to duty.

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HILL, F/O Vernon Peter Bruce (J16255) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August 1944. Born 1 March 1923. Home in St. Catharines, Ontario. Enlisted in Hamilton, 21 May 1941. To "R", 9 June 1941. To No.1 ITS, 15 July 1941; graduated and promoted LAC, 21 August 1941; posted that date to No.1 Manning Depot; to No.1 AOS, 15 September 1941; graduated 20 December 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 31 January 1942; to No.2 ANS, 31 January 1942; graduated 2 March 1942. To "Y" Depot, 3 March 1942. To RAF overseas, 13 March 1942. Commissioned 1 December 1942. Promoted Flying Officer, 1 June 1943. Repatriated 12 August 1944. Promoted Flight Lieutenant, 1 October 1944. Retired 11 July 1945. Cited with F/L J.H. Barron (see that entry). Postwar he obtained a degree in Business Engineering from McGill University. RCAF photo PL-25519R (right) shows him on repatriation to Canada; caption states he had been "a navigator on Wellington and Mosquito bombers" and had "operated from bases in Britain and North Africa." Died in St.Catharines, Ontario, 29 July 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000.

NOTE: Public Record Office Air 2/9156 has recommendation drafted 15 May 1944 when he had flown 57 sorties (239 hours 40 minutes). Sortie list and submission as follows:

7 September 1942	Gardening, Lorient
15 September 1942	Gardening, Frisians
16 September 1942	Essen
24 September 1942	Gardening, Frisians
26 September 1942	Gardening, Heligoland
2 October 1942	Krefeld
23 October 1942	Essen, daylight
27 October 1942	Gardening, Lorient
6 November 1942	Essen, daylight

7 November 1942	Gardening, Brest
9 November 1942	Hamburg
22 November 1942	Stuttgart
5 January 1943	Transport to North Africa
9 January 1943	Bizerta
14 January 1943	Bizerta
17 January 1943	Bizerta
18 January 1943	Bizerta
23 January 1943	Medenin
13 February 1943	Bizerta
23 February 1943	Bizerta
28 February 1943	Bizerta
20 March 1943	Ferryville
22 March 1943	Spax El Macu
1 April 1943	Bizerta

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19 February 1944	Berlin
24 February 1944	Kiel
25 February 1944	Saarbrucken
29 February 1944	Dusseldorf
2 March 1944	Munchen/Gladbach
4 March 1944	Duisburg
6 March 1944	Hanover
9 March 1944	Dusseldorf
11 March 1944	Munchen/Gladbach
13 March 1944	Frankfurt
15 March 1944	Stuttgart
16 March 1944	Cologne
17 March 1944	Cologne
21 March 1944	Cologne
22 March 1944	Hanover
24 March 1944	Kiel
27 March 1944	Duisburg
29 March 1944	Kiel
30 March 1944	Kassel
1 April 1944	Hanover
13 April 1944	Berlin
18 April 1944	Berlin
21 April 1944	Cologne
23 April 1944	Mannheim

26 April 1944	Hamburg
28 April 1944	Hamburg
1 May 1944	Ludwigshaven
3 May 1944	Ludwigshaven
6 May 1944	Ludwigshaven
8 May 1944	Osnabruck
9 May 1944	Berlin
12 May 1944	Minelaying, Special Mission

On the night of the 12th/13th May 1944, this officer was detailed as navigator of a Mosquito to take part in a most important low level operation which involved considerable danger from a well defended target. The success of the operation was largely due to the high degree of skill and great accuracy in navigation which was achieved by this officer and his courage and devotion to duty was commendable. He is recommended for the immediate award of the Distinguished Flying Cross.

The Officer Commanding, Station Graveley, added his remarks on 16 May 1944:

This officer has completed a large number of sorties during which he has shown a high standard of skill as a navigator. The success of a special operation on the night of May 12/13 was in large part due to the accurate timing and navigation achieved despite the low level from which the attack was pressed home and strong opposition from a well defended target. Strongly recommended for the immediate award of the Distinguished Flying Cross..

Air Vice-Marshal Bennett, Air Officer Commanding, No.8 Group, wrote on 19 May 1944:

This officer took part in the most difficult and dangerous operation of laying mines in the Kiel Canal. The attack was carried out at a low level in the face of intense opposition from guns and searchlights and in spite of the additional hazards of balloon barrages and for the precision and skill with which this navigator carried out his duties in the face of the fiercest opposition, I strongly recommend the immediate award of the Distinguished Flying Cross.

Air Chief Marshal Sir Arthur Harris gave his approval on 25 May 1944.

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HILL, FS (now WO) Wellington (R87742) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 166/44

dated 28 January 1944. Born in Penticton, B.C., 10 December 1916; home in Penticton or Saskatchewan. Was a fruit rancher prior to enlistment. Enlisted in Vancouver, 10 January 1941 as Guard and posted to No.1 Manning Depot. To No.10 SFTS, 15 February 1941. Promoted AC1, 10 April 1941. Promoted LAC, 10 July 1941. Remustered to aircrew, and posted to No.2 IRS, 14 July 1941, reverting to AC2 at that time. Graduated and promoted LAC again, 31 August 1941 when posted to No.19 EFTS; graduated 24 October 1941 and posted next day to No.13 SFTS. Ceased pilot training and posted elsewhere, 18 November 1941. To No.3 BGS, 19 December 1941; graduated as Air Gunner and promoted Sergeant, 19 January 1942. To "Y" Depot, 20 January 1942; to RAF overseas, 8 February 1942. Taken on strength of No.3 PRC, 20 February 1942. To No.1 Air Armament School, 28 March 1942. To No.16 OTU, 18 August 1942. Promoted Flight Sergeant, 1 November 1942. To No.1660 Conversion Unit, 22 November 1942. To No.97 Squadron, 23 December 1942. Promoted WO2, 19 January 1943; promoted WO1, 19 July 1943. Missing, presumed dead, 22 November 1943 (Lancaster JB227, No.97 Squadron; name on Runnymede Memorial.

This airman has participated in many operational flights against targets in enemy territory. He has invariably displayed high skill and daring as an air gunner, especially on one occasion when attacking Dusseldorf in May 1943. His aircraft was intercepted by an enemy fighter but through Flight Sergeant Hill's direction to his captain effective evasive action was taken. This airman has set a high standard as an air gunner and has been a member of one of the leading crews of this squadron.

Public Record Office Air 50/200 has Combat Report for 25/26 May 1943, Lancaster J97, 0212 hours, height 18,000 feet, 51.45 North 06.30 East, returning from Dusseldorf. He was Rear Gunner; the Mid-Upper Gunner was Sergeant R.S. Bennett (also awarded DFM):

Rear Gunner sighted enemy aircraft, identified as Ju.88 on the port quarter, range 500 yards - 400 yards below. Enemy aircraft appeared to be crossing from port to starboard but on getting nearly dead astern turned in to attack. Rear Gunner gave pilot instructions to do a diving turn to port and this was carried out. As Lancaster began turning enemy aircraft opened fire with cannon which appeared to show a green trace. Rear Gunner replied with a 3-4 second burst. No strikes were observed nor was the Lancaster hit. On rear gunner opening fire enemy aircraft broke off to starboard and was not seen again. No searchlight activity or ground marking were visible.

Weather conditions - 8/10ths clous about 8,000 feet below. Visibility fair, about 1,000-1,500 yards.

Note - Crew reported seeing aircraft believed Lancaster or Halifax shot down by fighter about 1-2 minutes before sighting Ju.88.

The website "Lost Bombers" gives the following on his last sortie. Lancaster JB227, No.97 Squadron (OF-J), target Berlin, 22/23 November 1943. JB227 was delivered to No.97 Squadron from No.32 Maintenance Unit, 20 September 1943. It had previously attacked Berlin, 18/19 November 1943. When lost this aircraft had a total of 84 hours. It was one of two No.97 Squadron Lancasters lost on this operation (the other was JB238). Airborne at 1705 hours, 22 November 1943 from Bourn. Crew (all killed) were F/L J.F.Munro, DFC, RCAF; Flight Sergeant W.G.Waller; F/L A.J.W.Silk, DFM; F/L F.P.Burbridge, DFC; Flight Sergeant J.N.Underwood; Flight Sergeant R.S.Bennett, DFM ; WO1 W.Hill, DFM, RCAF.

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HILL, F/O Willard Floyd (J24296) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Lomond, Alberta, 4 March 1921; home in Strome, Alberta. Enlisted in Edmonton, 8 January 1942 and posted to No.3 Manning Depot. To No.1 BGS (guard duty), 14 March 1942. To No.5 ITS, 25 April 1942; graduated and promoted LAC, 20 June 1942 but not posted until 15 August 1942 when sent to No.10 EFTS; posting changed to No.13 EFTS, 29 August 1942; may have graduated 23 October 1942 but not posted to No.16 SFTS until 7 November 1942; graduated and commissioned on 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 26 March 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 5 February 1945. Date of repatriation uncertain but posted to No.8 OTU, 19 June 1945 and to Greenwood, 31 July 1945, apparently for Tiger Force training. To Halifax, 6 September 1945. Retired 10 September 1945. Died 30 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.2609 (RG.24 Vol.20632) has recommendation by W/C J.D. Blane dated 16 July 1944 when he had flown 33 sorties (191 hours 45 minutes), 4 February 1944 to 8 July 1944. This included three-engined returns on 20 May 1944 (mining) and 24 June 1944 (Bonnetot in daylight).

Flying Officer W.F. Hill as a captain of a four engine aircraft has displayed outstanding airmanship in the completion of thirty-three successful sorties over enemy territory. These include raids on heavily defended German targets and several on targets in France.

At all times he has shown outstanding ability as a pilot and captain. His leadership in the air and on the ground has been an example to all aircrew on

the squadron and his keenness and exceptional devotion to duty warrants my strong recommendation for the award of the Distinguished Flying Cross.

The sortie list was as follows:

4 February 1944 - Sea Search (5.10)
14 February 1944 - Leipzig (7.00, second pilot)
24 February 1944 - Schweinfurt (8.00)
13 March 1944 - Le Mans (5.40)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (6.05)
22 March 1944 - Frankfurt (6.20)
24 March 1944 - Berlin (7.40)
26 March 1944 - Essen (5.10)
30 March 1944 - Nuremberg (8.45)
9 April 1944 - Villeneuve St. George (6.00)
20 April 1944 - Lens (5.10)
21 April 1944 - Brest, mining (6.05)
22 April 1944 - Dusseldorf (5.45)
24 April 1944 - Karlsruhe (6.40)
26 April 1944 - Essen (5.10)
27 April 1944 - Aulnoye (3.00)
30 April 1944 - Somain (4.55)
1 May 1944 - Brest, mining (4.55)
4 May 1944 - St. Malo, mining (4.30)
8 May 1944 - Lorient, mining (5.05)
10 May 1944 - Brest, mining (5.00)
11 May 1944 - Boulogne (3.30)
19 May 1944 - St. Malo, mining (4.15)
20 May 1944 - Mining (6.00, return on three motors)
5 June 1944 - Caen (4.55, D Day)
6 June 1944 - Conde sur Noireau (6.20)
12 June 1944 - Arras (4.20)
14 June 1944 - Cambrai (4.55)
16 June 1944 - Sautrecourt (4.55)
24 June 1944 - Bonnetot (4.10, daylight, return on three motors)
28 June 1944 - Metz (6.25)
4 July 1944 - Villeneuve St. George (6.00)
8 July 1944 - Lorient, mining (6.25)

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HILL, FS William Le Roy Hubert (R123276) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Ottawa, 14 July 1922; home there. Enlisted in Toronto, 6 August 1941 and posted to No.2 Manning Depot. To No.10 SFTS (guard duty), 9 September 1941. To No.3 WS, 29 September 1941. Promoted LAC, 29 October 1941. To Trenton, 4 February 1942; to No.2 BGS, 13 March 1942; graduated and promoted Sergeant, 13 April 1942. To "Y" Depot, 14 April 1942; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, date uncertain. Promoted WO2, 13 April 1943. Promoted WO1, 12 October 1943. Repatriated 31 July 1944. To No.1 BGS, 3 September 1944. To Release Centre, 29 January 1945. Released 18 July 1945. Once bailed out over North England and chased across potato field by farmer. Crashed on 29th sortie - injured. Posted to an OTU after his tour with No.10 Squadron. RCAF photo PL-22354 (ex UK-6189 dated 18 November 1943) shows two recipients of the Distinguished Flying Medal after investiture at Buckingham Palace - WO2 W.L.H. Hill (air gunner, Ottawa) and P/O C.T. Butler (bomb aimer, North River, Prince Edward Island). RCAF photo PL-22357 (ex UK-6193 dated 18 November 1943) is captioned as follows: "When Pilot Officer C.T. 'Tom' Butler of North River, P.E.I. and WO2 W.L.Hill of Ottawa, attended a recent investiture at Buckingham Palace to receive Distinguished Flying Medals, they were accompanied by Pilot Officer Butler's two cousins from Leicester, who were amazed at his invitation to 'drop around to the Palace with me.' Left to right are WO2 Hill, Mrs. Lucy Gibson, P/O Butler, and Mrs. Phyllis Bloodworth."

This airman, now employed as a gunnery instructor, has completed a tour of operational duty during which his determination and devotion to duty have been of the highest order throughout. On one occasion early in his operational career, during a mining operation, Flight Sergeant Hill shot out two searchlights in the face of almost point-blank enemy ground fire which seriously damaged his aircraft. In March 1943, as tail gunner, this airman, in a remarkably cool manner, directed evasive action when his aircraft was heavily attacked by a Messerschmitt 109. A month later when his aircraft was again attacked by a Messerschmitt 110 Flight Sergeant Hill, after a combat lasting several minutes, delivered a long burst of fire causing the enemy aircraft to disappear out of control. Owing to his fine fighting spirit this airman has repeatedly proved himself to be an ideal gunner.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 19 April 1943 when he had flown 25 sorties (156 hours). Sortie list and submission as follows:

8 November 1942 GARDENING (5.30)

6 December 1942	Mannheim (7.16)
8 December 1942	GARDENING (4.49)
11 December 1942	Turin (5.30); abandoned, heavy cloud and icing.
14 December 1942	GARDENING (3.25)
20 December 1942	Duisburg (4.42)
21 January 1943	GARDENING (4.40)
23 January 1943	Lorient (7.06)
19 February 1943	Wilhelmshaven (4.54)
25 February 1943	Nuremberg (8.15)
26 February 1943	Cologne (5.39)
1 March 1943	Berlin (7.30)
3 March 1943	Hamburg (5.05)
5 March 1943	Essen (4.49)
8 March 1943	Nuremberg (8.41)
9 March 1943	Munich (8.29)
11 March 1943	Stuttgart (7.05)
22 March 1943	St. Nazaire (5.54)
26 March 1943	Duisburg (4.39)
27 March 1943	Berlin (7.06)
29 March 1943	Berlin (7.10)
3 April 1943	Essen (4.17)
10 April 1943	Frankfurt (6.24)
16 April 1943	Pilsen (9.54)

Flight Sergeant Hill was posted to No.10 Squadron in October 1942, and after completing a first class tour of 25 operations comprising 156 operational hours has now been recommended for screening and posting as a Gunnery Instructor.

This Canadian air gunner quickly distinguished himself on his first sortie with this squadron when during a mining operation in which his aircraft received 14 holes in the fuselage and wings he shot out two searchlights in the face of almost point-blank enemy ground fire.

On 3rd March 1943 his captain was enthusiastic in his praise of the cool manner in which this tail gunner directed his evasive action whilst their aircraft was being heavily attacked by a Messerschmitt 109. Flight Sergeant Hill, after a running combat lasting several minutes, finally got in one long burst into the port engine and fuselage of the enemy fighter, which stalled, turned on its back and disappeared out of control, and is claimed as probably destroyed.

This Dominion Non-Commissioned Officer has repeatedly proved himself to be the ideal type of tail gunner, keen, watchful and eager for battle.

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HILLCOAT, Sergeant Horace Brougham (R61220) - **Air Force Medal** - No.19 EFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Amherst, Nova Scotia, 17 March 1913; home there and educated there to 1929. Although at one point it was claimed that he was a civilian pilot in NWT before the war, his employment record is more mundane - Clerk in Bank of Montreal, Amherst, 1929-1931; Engineer's Helper in Nova Scotia, 1931-1932, Shaftman with Noranda Mines, 1932-1934, Miner and Shift Boss with Consolidated Mining and Smelting, 1934-1940. Enlisted in Edmonton, 27 September 1940. To No.2 Manning Depot, Brandon, that date. To No.2 ITS, Regina, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.5 EFTS; to No.3 SFTS, 23 December 1940.; graduated and promoted Sergeant, 10 April 1941, although he had been posted to Central Flying School, Trenton as of 2 March 1941 to train as instructor. Posted to No.15 EFTS, Regina, 9 April 1941; to No.19 EFTS, Virden as civilian instructor. Recalled to RCAF, 23 March 1942 while at Virden. To No.1 Manning Depot, Toronto, 24 March 1942. To No.6 SFTS, Dunnville, 26 April 1942; to Western Air Command, 4 July 1942. To No.13 Squadron, 8 July 1942; to Station Tofino. 15 October 1942. Engaged in transport work on Edmonton-Alaska run Commissioned 1 March 1943; to No.12 (Communications) Squadron, 13 May 1943. To No.165 (Transport) Squadron, 28 July 1943; to No.168 Squadron, 17 November 1943. Lost on trans-Atlantic run, 15 December 1944 (Fortress 9203). Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation. The recommendation for his AFM was raised on 6 February 1942 by F/L A.F. Madore at No.19 EFTS.

This airman is one of the original instructors drawn from the aircrew of the BCATP to act as instructor. He has been employed by this school since its inception and was promoted to Flight Commander five weeks later, which position he has held since. His devotion to his work has been outstanding and, through very hard work, he has assisted materially in raising the standard of aircrew product turned out by the school. He has flown a total of 853 hours.

HILLCOAT, F/O Horace Brougham, AFM (C21305) - **Air Force Cross** - No.168 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Incident described occurred 23 January 1944. Recommendation raised by W/C R.B. Middleton, 15 February 1944.

This officer was captain of a Fortress which was proceeding one night recently from Great Britain to Gibraltar, when about 190 miles from base, under very dark conditions in cloud, his aircraft had a violent head-on collision with an unidentified aircraft on 23 January 1944. Despite the fact that two engines were out of commission, all four propellers bent and the aircraft badly damaged, he managed to right it, after falling approximately 2,000 feet. When they were still unable to hold altitude, he directed his second pilot and crewmen to jettison the cargo and all other loose equipment. By strenuous effort and skilful flying, he was able to set course for land. Although flying with a crew previously unknown to him, he guided their efforts with such confidence that every member performed his function in a most exemplary manner. The flight back occupied approximately two hours of instrument flying, during which the aircraft was vibrating terrifically and apparently on the verge of breaking up. By careful use of radio and other aids, an aerodrome was found and a successful landing was made with no further damage to his aircraft. This officer, when faced with an almost unprecedented emergency in the air, did his job and directed his crew in an extremely laudable manner.

His own report on this, dated 24 January 1944, reads as follows:

I took off from Port Reath with a flight plan to Gibraltar of 7.13 hours. The weather was favourable.

We had to parallel a front for 200 miles which was giving rain and winds of about 40 knots from 240 degrees to 250 degrees. The temperature was plus 10 degrees at 5,000 feet. Freezing level was 7,000 feet. We were about 190 miles on our way, 47 degrees 40 North 07 degrees 29 West, when at 0307 hours we hit an unidentified aircraft, as near as we could tell, head on.

We were on instruments at this time and it was a very dark night so we could not see well enough to determine the type of aircraft or its markings. The First Officer [P/O E.M. Rosenbaum] did see the aircraft go over our starboard wing and plunge downward. Our aircraft went into a spiral to the right. We had been cruising at 5,000 feet and before I was able to recover from the spiral we were down to 3,500 feet. Number 4 engine was out and No.3 was giving a maximum of 1,400 r.p.m. and was running so very rough that it was useless.

We were unable to hold our altitude so I had my First Officer and Crewman [Corporal A. De Marco] throw out all our cargo of mail and other articles of equipment to lighten our load. By the time this was done we were at 1,200 feet

but I found I could hold altitude on my two port engines. My Navigator [F/O E.F. La Brish] had given me a course to steer and the W.A.G. [F/O C.A. Dickson] had sent out an S.O.S. The I.F.F. was switched on "disress" and the W.A.G. had obtained a fix. The Navigator's compartment had the window broken out, and the Navigator was working on the floor of the W.A.G.'s room.

The air had become quite turbulent and the aircraft was very difficult to handle. At 0430 hours we sighted the relection from the searchlights at Predannack airfield and we accomplished a landing at 0500 hours.

Upon inspecting the aircraft we found that all four propellors were damaged; there were a number of holes on the starboard side of the forward part of the fuselage, windows were broken on the port side of the Navigator's compartment, and the skin was badly wrinkled in an area of approximately 20 square feet. The petor [sic] tubes were bent, the radio compass loop broken off, and the aerials missing. Between Number and Number 2 motors we found a piece of tail assembly of the other aircraft, and on examining same, found it had come from a Wellington.

The crew, without exception, worked in a cool and competent manner. All hands were ready to ditch if necessary.

Interviewed for the RCAF on 22 August 1940 at Edmonton. Mentioned his sprts as hockey, rugby, baseball, swimming; no hobbies. Had flown about 200 hours as a passenger. Described as "Very keen to fly and willing to serve in any capacity. Considerable flying experience and should be an excellent acquisition to the service. Well recommended."

At No.2 ITS he placed 17th in a class of 105. Described as "Good ntype, willing and keen." Courses and marks as follows: Mathematics (76/100), Armament P and O (90/100), Visual Link (B), Drill (59/100), Law and Discipline (72/100).

At No.5 EFTS he logged 30 hours 50 minutes dual and 25 hours 20 minutes solo in Tiger Moth plus five hours in Link. Described as "High average - Airmanship is good and uses good judgement." Ground school courses and marks as follows: Airmanship (165/200), Airframes (140/200), Aero Engines (150/200), Signals, Practical (42 ½ /50), Theory of Flight (63/100), Air Navigation (175/200), Armament, Oral (165/200), and Qualities as an Officer (140/200). Placed 19th in a class of 27.

When assessed on Fleet Finches as a flying instructor, 25 April 1941 he was not deemed impressive - "Should make an average instructor with more experience." His sequence was

average, voice "clear not impressive" and overall he was deemed to have passed "a border line test.. Recommend check within three months. General flying rough and not sufficiently accurate." (F/L Max Lipton).

Assessed again, 27 September 1941. By then he had flown 381 hours five minutes solo and 70 hours 30 minutes dual. He had been instructing on Tiger Moths (265 hours). Now described as "Good Average". F/L J.W. Reid wrote, "This instructor has a tendency to deviate from the instructional patter although he does bring out all the important point. No other outstanding faults."

On 19 March 1942, the Chief Flying Instructor of No.19 EFTS (signature illegible - Madore ?) wrote to the Air Officer Commanding, No2 Training Command, Winnipeg, as follows:

The above instructor reported to this school for duty on April 8th, 1941 and began duty on commencement of our operations as a new instructor. It soon became apparent that he was eager, a hard persistent worker and contributed everything possible to the improvement of the standard of his students. After two months he was appointed Flight Commander of "C" Flight, in which position he has been ever since. The flight has shown very satisfying results in so far as the standard set for training and it has always been gratifying to us to observe the eagerness with which his instructors work for him.

It has been my privilege to have Mr. Hillcoat closely associated with me in our work and I have had many occasions to observe his attitude and application towards his work which has given every evidence of proving good leadership, sound judgement, still with a fair and open mind. In addition Mr. Hillcoat's personality and character have been positively above reproach and it is a pleasure to sincerely recommend his services where good leadership is required and there is tough work to do.

Carried out a forced landing on a Kittyhawk, 4 October 1942; "On the take off, boost started to drop, engine sputtered necessitating forced landing." By then he had flown 110 hours dual and 965 hours solo.

On 29 May 1943 he was enrolled in a Radio Range Training Course with No.12 (Communications) Squadron, involving flying on Lockheed 10A (16 hours 35 minutes by day, one hour by night), Lockheed 12 (ultimately no air time logged, Dakota (40 hours 50 minutes by day, 16 hours 35 minutes by night) and Lodestar C-60A (28 hours ten minutes by day, 11 hours 45 minutes by night) aircraft plus some flying in Goose aircraft (land configuration, three hours 35 minutes). Assessed at the end of July 1943 as follows: "This officer's work on the range

course has been of a most conscientious nature. He is interested in this class of work and with some actual experience on operations should prove capable of handling transport work under all ordinary conditions.”

On 16 August 1944, applying for Operational Wings, he listed his sorties on Kittyhawks with No.132 (Fighter) Squadron as listed below; the submission was not approved.

23 July 1942 - Patrol (1.15)
23 July 1942 - Patrol (1.25)
24 July 1942 - Patrol (1.15)
27 July 1942 - Patrol (1.35)
28 July 1942 - Scramble (20 minutes)
29 July 1942 - Patrol (1.00)
30 July 1942 - Patrol (1.15)
31 July 1942 - Patrol (1.30)
31 July 1942 - Scramble (1.15)
1 August 1942 - Scramble on shipping (1.20)
3 August 1942 - Sub patrol (1.40)
4 August 1942 - Patrol (1.30)
5 August 1942 - Patrol (1.40)
13 August 1942 - Patrol (1.30)
14 August 1942 - Scramble (1.15)
21 August 1942 - Scramble (1.30)
26 August 1942 - Patrol (1.45)
27 August 1942 - Interception (1.35)
27 August 1942 - Patrol (1.05)
30 August 1942 - Formation patrol (1.30)
31 August 1942 - Formation patrol (1.00)
31 August 1942 - Scramble (1.00)
7 September 1942 - Patrol (1.15)
5 October 1942 - Scramble (1.15)
26 October 1942 - Patrol (1.25)
12 November 1942 - Patrol (1.15)
15 November 1942 Scramble (40 minutes)
2 April 1943 - Patrol (40 minutes)
4 April 1943 - Patrol (1.00)
4 April 1943 - Patrol (1.20)
5 April 1943 - Patrol (1.20)
9 May 1943 - Scramble (1.15)
9 May 1943 - Scramble (40 minutes)

10 May 1943 - Patrol (50 minutes)

Assessed 1 March 1943 at Station Tofino by S/L G.J. Elliott:

An outstanding pilot. An instructor of long experience. Is in charge of instrument flying training, and assists in night flying training. Is capable, level headed and conscientious. Can be trusted to carry out any assignment. Recommend retention in the service.

Assessed on 12 May 1943 by S/L G. J. Elliott, Tofino:

F/O Hillcoat is an excellent type. Very dependable and conscientious. Popular with everyone in his squadron. A good, steady, sensible pilot.

Assessed on 26 July 1943 by Wing Commander in charge of No.12 (Communications) Squadron as follows:

This officer has done well in Heavy Transport Captain Training, is a sound pilot and possesses a good knowledge of Radio Range navigation procedures.

Assessed on 14 September 1943 by F/L W.R. Lavery, No.165 (Transport) Squadron as follows:

This officer is a captain at this unit and is doing a very good job. He works hard and continually. He is one of the steadiest captains in the squadron and I strongly recommend he be promoted to Acting Flight Lieutenant paid and his retention in the service.

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HILLEN, LAC Ernest David (R89453) - **Mention in Despatches** - No.405 Squadron (AFRO says only "Overseas") - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Toronto, 12 April 1921. Home in Collingwood, Ontario. Enlisted in Galt, 14 February 1941 as Airframe Mechanic. Posted on enlistment to No.1 Manning Depot. To Technical Training School, 4 April 1941. Promoted AC1, 23 August 1941. To Embarkation Depot, 13 September 1941. To RAF overseas, 17 September 1941. Arrived overseas, 28 September 1941. To No.405 Squadron, 8 October 1941. Promoted LAC, 1 January 1942. Appointed Acting Corporal, 1 April 1943. Attended a Manufacturer's Course in Lancaster Hydraulic Equipment, 27 September to 3 October 1943. Attended a potential NCO course, 1944 (scored 67 percent). Repatriated to Canada, 18 November 1944. To No.4 Release Centre, 21 January 1945. Released 19 February 1945. Died in Orillia, Ontario, 6 November

1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. No citation in AFRO. An unusual case of a man who was overseas more than three years with only one posting.

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HILLOCK, W/C Frank William (C1018) - **Croix de Guerre with Silver Star (France)** - Award as per **Canada Gazette** dated 20 September 1947 AFRO 485/47 dated 12 September 1947. Born 24 April 1916. Joined RCAF Auxiliary, 18 May 1939 (No.110 Squadron); qualified for pilot's badge, 1 November 1939 having spent summer camp at Trenton. Proceeded overseas with No.1 (Canadian) Fighter Squadron (later No.401 Squadron), further trained at No.5 OTU and flew in the Battle of Britain. Joined No.406 Squadron, Acklington, 5 January 1941. Promoted Flight Lieutenant, 1 March 1941. Promoted Squadron Leader, 15 September 1942. Commanded No.410 Squadron, 1942. In a sortie to the Ruhr on 15th April 1943 he found himself in the midst of several radio masts. In climbing out he flew through antennae at Apledoorn radio station. The Mosquito lost a foot off the starboard wingtip and on return, was found to be trailing some 300 feet of thick copper cable. This was sold to a scrap dealer and the money used to finance a squadron party. On strength of RCAF Overseas Headquarters as of 20 May 1943. Promoted Wing Commander, 1 June 1943. Repatriated 29 August 1943. To "Y" Depot, 1 October 1943. To RCAF Overseas Headquarters again, 15 November 1943 to form No.143 Wing at Ayr. It moved down to Hurn on 20th April 1944 and across to France on 12th June. A month later he was replaced by a Group Captain when 2nd TAF was reorganised. Hillock went on a course at the Fighter Leaders School at Milfield. Repatriated 26 August 1944. To Eastern Air Command, 15 February 1945. Retained rank of Wing Commander in postwar RCAF as of 1 October 1946. Held a series of appointments and commands at home and overseas. Retired 21 November 1965 as a Wing Commander. Died in April 1992. Photo PL-4644 (ex UK-382) is captioned as follows: "Members of an RCAF night fighter squadron arrive at their aircraft for afternoon check flights. Left to right they are F/L F.W. Hillock, 14 Welmsley Boulevard, Toronto; Sergeant E.K. Vickers, 472 Salem Avenue, Toronto, F/O H.J. Findlay of Carleton Place, Ontario, Sergeant Gunner M.M. Vineberg of Sherbrooke, Quebec, and F/L D.D. Carr-Harris of London, Ontario, the Squadron Engineering Officer." Photo PL-4645 (ex UK-383) shows him at controls of a Beaufighter. PL-4812 (ex UK-586) shows Hillock with F/L R.. Blackler (Ottawa) playing records on squadron gramophone. PL-4815 (ex UK-589) show Hillock talking with his radio observer, Sergeant L.G. Bell (Montreal). RCAF photo PL-4821 (ex UK-595) shows him as "a Flight Commander in a Canadian night fighter squadron...credited with having damaged a German aircraft." Caption identifies him as being from Toronto. 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 Hillock has had a long and varied career as a Fighter, Army Co-operation and Intruder pilot. His work both as a pilot and when commanding units of this type contributed in full measure to the liberation of France.

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HILLS, F/O Hollis Henry (J5803) - **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. Born 25 March 1915. Home in South Pasadena, California. Enlisted in Toronto, 5 September 1940. To No.5 SFTS for guard duty, 5 November 1940. To No.1 ITS, 10 December 1940; promoted LAC, 15 January 1941; posted that date to No.7 EFTS; to No.1 Manning Depot, 17 March 1941; to No.10 SFTS, 8 April 1941; promoted Sergeant, 22 June 1941; subsequently commissioned with effect from that date. To "Y" Depot, 9 July 1941; to RAF overseas, 20 July 1941. Shot down a FW.190 at Dieppe, 19 August 1942. NOTE: Unit identified in AFRO as No.400 Squadron. Released from RCAF, 8 November 1942 and later transferred to US Navy with which he won an American DFC which is now in the Canadian War Museum (AN 19890038-001). The same museum has a model of a Mustang in the colours of one flown by him. After transfer to USN he completed a flight check, some gunnery training, and then instructed for three weeks before being sent to Pacific theatre with VF-32 (November 1943). Flying F6F Hellcat fights off the USS **Langley**, he destroyed three A6B Zeros and probably destroyed another over Truk (29 April 1944). Shot down another A6M on 21 September 1944 (Manilla). Shot down by anti-aircraft fire, Luzon, 22 September 1944; rescued at sea by submarine (USS **Hadda**) and deposited at Perth, Australia at the end of its cruise. Six weeks later he was returned to his unit. Awarded Silver Star. Following the war he served two tours in VF62 (later VA-106), first as Squadron Executive Officer and then as Commanding Officer. Retired in December 1964 with rank of Commander. Died in Pasadena, California, 31 October 2009. No published citation to award. Directorate of History and Heritage files have recommendation for MiD compiled by W/C R.F. Begg, Commanding Officer, No.414 Squadron on 23 August 1942.

During the Battle of Dieppe on 19th August 1942, this officer accompanied his Flight Commander on two low reconnaissances over the approaches to the battle area. During the second of these, they were attacked by three FW.190s. When Flying Officer Hills found he could not warn his Flight Commander, owing to a radio failure, he engaged the three enemy aircraft, shooting down one and driving off the other two, until the Flight Commander became aware of the situation.

NOTE: Public Records Office Air 2/8769 has recommendation for a Croix de Guerre from No.414 Squadron, dated 1 February 1943. The wording is identical to the above except that the

following is added: "Flying Officer Hills, who is an American, has since transferred to the U.S. Naval Air Arm."

RCAF Press Release No. 875 dated 15 October 1942 reads:

Streaking in over the coast of Occupied France, at tree-top level, Mustangs of a Royal Canadian Air Force Squadron, of Army Co-operation Command, seeking transportation targets, found an ideal one in a train of oil tankers. They attacked with such good effect that the engine blew up, and 10-odd tank cars were perforated with cannon and machine gun bullets.

The pilots of two of the fast-travelling Mustangs were Flying Officer H.H. (Holly) Hills, of Pasadena, California, and Pilot Officer F.J. (Jimmy) Champlin, of Long Island, New York.

The two aircraft had just crossed the French coast when they located the train in a "cut". Hills attacked the train head on, and Champlin came in from the rear. The engine blew up under "Holly's" first attack, the narrow cut being filled from side to side with debris.

"By the time I reached the engine in my attack from the rear of the train", Jimmy Champlin said, "I found that I was pouring my bullets into a cloud of steam, and debris from the blasted engine filled the cut from side to side. There were about 10 tank cars in the train, in addition to about the same number of freight cars, or should I say 'goods vans'? After our attack, we could see black streams pouring from holes in the tank cars, but whether it was oil, or black smoke, we could not tell."

One thing that both the pilots noted was that the engine was of unusual size for a European engine. They reported that it looked more like one of the big Canadian or U.S. locomotives.

The train had just crossed a high trestle into the cut when the R.C.A.F. pilots launched their attack. They expressed the view that in addition to the immediate damage, the explosion would have the effect of tying up the railway line for some little time.

After their attack on the train, the two pilots continued their sortie, and at a small centre about three miles from the scene of the attack on the train, found a pair of gasometers, or gas storage tanks, which they proceeded to riddle with bullets.

"The people of the town were interested spectators of this attack", said Pilot Officer Champlin. "They stood in the streets, within a block of the tanks, and watched us as we filled them with holes."

The attack by the Mustangs was carried out with practically no opposition. They encountered no enemy aircraft, and were not bothered to any extent by ground defences.

"A few days before this attack, I ran into heavy flak along the coast, which gave me some particularly bad minutes," said Jimmy, "but I think that we evened the score in this show".

It was Flying Officer Hills, who during the landing at Dieppe, had the distinction of being the first Army Co-operation pilot to bring down an enemy aircraft, when he destroyed a FW190.

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HILLS, Sergeant Percy Nichol (R86509) - **British Empire Medal** - No.7 Bombing and Gunnery School - Award effective 14 June 1945 (RCAF Routine Order 1127/45 dated 6th July 1945). Born in Grey County, Ontario, 3 April 1909 (RCAF press release announcing award); home in Judah, Alberta. Was an aero engine mechanic prior to enlistment. Enlisted in Edmonton, 20 December 1940 and posted that date to No.1 Manning Depot. To Technical Training School, St. Thomas, 31 January 1941. Promoted AC1, 21 June 1941; to No.7 BGS, 25 June 1941. Promoted LAC, 1 October 1941. Promoted Corporal, 1 June 1942. Promoted Sergeant, 1 April 1943. To No.3 Repair Depot, 8 May 1945. To Patricia Bay, 20 May 1945. To Release Centre, 29 August 1945. Released 12 September 1945.

During three and a half years service at his present unit, this non-commissioned officer has shown exceptional devotion to duty. His work has been of a very high standard and he has set a splendid example to all who have come in contact with him. He has contributed greatly in maintaining a high standard of morale and efficiency in the Maintenance Wing. He has never hesitated to assume responsibilities far beyond those that would normally be expected of him and he has been of invaluable assistance in maintaining a high rate of aircraft serviceability through his initiative, energy and ideas.

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HILTON, F/L Jack McClintock (J22232) - **Mention in Despatches** - No.620 Squadron (AFRO only gives "Overseas" as unit) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 9 September 1914 at Headquarters, British Columbia (is there a place called "Headquarters" ?). Educated in Royston, Courtenay and Duncan, British Columbia. Loggers and boom foreman. Home in Vancouver. Enlisted in Vancouver, 2 December 1941 and granted leave without pay. To No.3 Manning Depot, Edmonton, 14 January 1942. To No.7 SFTS, Macleod (guard duty), 31 March 1942; to No.4 ITS, Edmonton, 25 April 1942; graduated and promoted LAC on 19 June 1942; to No.6 AOS, Prince Albert, 4 July 1942; to No.1 CNS, Rivers, 2 September 1942; to No.7 BGS, Paulson, 6 November 1942; graduated and commissioned 18 December 1942. To No.11 SFTS, 2 January 1943; to No.34 OTU, Pennfield, 19 February 1943. To "Y" Depot, 15 May 1943. To RAF overseas, 26 May 1943. Embarked from Canada, 27 May 1943. Disembarked in Britain, 4 June 1943. Promoted Flying Officer, 18 June 1943. To No.42 OTU, 20 July 1943. Attached to Parachute Training School, Ringway, 19-24 October 1943. To No.1665 Conversion Unit, 1 December 1943. To No.620 Squadron, 3 January 1944. Promoted Flight Lieutenant, 18 December 1944. To No.190 Squadron, 10 June 1945. To Station Snaith, 25 June 1945. To No.426 Squadron, 13 July 1945. To No.422 Squadron, 29 July 1945. Repatriated 26 September 1945. Released 2 October 1945. Upon release it was noted that he planned to enroll in University of British Columbia to take Forestry Engineering, at which he had much practical experience. Recommended for benefits to cover Special Winter Session, University of British Columbia, commencing January 1946. Died in Toba Inlet, British Columbia, 12 July 1959 as per British Columbia Vital Statistics.

Notes: Course at No.34 OTU, 22 February to 30 April 1943. Flew in Ventura aircraft - 44.05 as first navigator by day and 4.20 as first navigator by night. Dropped 42 bombs at high level by day and 57 bombs at low level by day. Fired 1,900 rounds air to ground, nil air to air. Marked on Navigation (89 %), Signals (60 %), Airmanship (84 %), Bombing (88 %), Meteorology (88 %), Photography (62 %). "This officer is above average in all subjects, but needs to be encouraged to make more use of W/T."

Course at No.42 OTU described as 20 July to 2 October 1943. Flew 41.30 in Ansons, 39.10 in Whitleys. Graded slightly above average in Navigation, above average in Gunnery, Aircraft Recognition and Photography. "A good average navigator. Inclined to be careless at times. General conduct good." (W/C E.C. Le Mesurier, 17 October 1943).

Course at No.1665 Conversion Unit was 3 December 1943 to 7 January 1944. Captain was a Sergeant Clements. Spent 20 hours on GEE ground training. Spent a total of 32 hours in the air, 21 hours 25 minutes in various GEE exercises including 6.15 on day cross country and 6.00 on night cross-country and Bullseye.

On 24 June 1945 he applied for Operational Wing stating he had flown 33 sorties with No.620 Squadron on Stirling IV aircraft, 3 January 1944 to 24 June 1945. He gave flying time as 778 hours, 415 with squadron, 202 operational.

On 4 September 1945 when interviewed at Repatriation Depot, Torquay, he gave his duties as "18 months Special Operations", 251.20 operational, 328.05 non-operational. Stated he had flown 33 sorties (the last on 14 April 1945). Gave times on aircraft as follows: Whitley (69.55), Anson (47.50), Stirling (448.05), Liberator (13.55).

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HILTON, F/L Robert Clifford (J21061) - **Commended for Valuable Services** - No.436 Squadron, No.120 Wing (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Unit identified in DHist file 181.009 D.1124 (RG.24 Vol.20595). Born 19 October 1918. Home in Bangor, Saskatchewan. Enlisted in Winnipeg 22 October 1941 and posted to No.1 Manning Depot. Posted elsewhere, 22 November 1941; to No.3 WS, 13 April 1942; promoted LAC, 13 June 1942; to No.8 BGS, 24 October 1942; graduated and commissioned, 23 November 1942. To Western Air Command, 25 November 1942. To No.149 Squadron, 27 November 1942. Promoted Flying Officer, 23 May 1943. To Prince Rupert, 15 March 1944. To "Y" Depot, 23 May 1944. Taken on strength of No.3 PRC, Bournemouth, 2 June 1944. Promoted Flight Lieutenant, 23 November 1944. Repatriated to Canada, 2 June 1946. Released 9 July 1946. As of 1951 he was living in Langley, British Columbia. Public Record Office Air 2/9670 has citation drafted when he had flown 1,048 hours, 690 on current duties, 220 in previous six months.

This officer is employed as a wireless operator and acting signals leader in a transport squadron. He joined his present squadron when it was formed in India in October 1944. He completed a tour of transport operations in Burma in close support of the 14th Army and, through the many trials of tropical service and monsoon flying, he set an inspiring example to the other members of his squadron by his cheerfulness and enthusiasm. Returning to the United Kingdom in September 1945, Flight Lieutenant Hilton's squadron reformed for the occupational period and he assumed the duties of acting signals leader. He organised his section in a most efficient manner and unstintingly devoted his time in the training of new wireless operators. By working almost night and day, this officer was able to stay ahead of his training commitments and complete his normal duties as a wireless operator. Throughout his flying service, Flight Lieutenant Hilton has displayed outstanding devotion to duty and enthusiasm.

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HILTON, F/O William James (J8345) - **Distinguished Flying Cross** - No.44 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born in Brantford, Ontario, 18 July 1916; home in Smiths Falls. Enlisted in Hamilton, 5 November 1940. To Trenton, 15 December 1940. To No.1 ITS, 19 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.2 EFTS; ceased training 2 May 1941 when posted to No.2 Manning Depot; to No.3 WS, 19 May 1941; may have graduated 25 September 1941 but not posted to No.5 BGS until 27 September 1941; graduated and promoted Sergeant, 25 October 1941. To "Y" Depot, Halifax, 26 October 1941; commissioned 27 October 1941; to RAF overseas, 20 November 1941; further trained at Central Gunnery School; promoted Flying Officer, 1 October 1942; promoted Flight Lieutenant, 27 August 1943; repatriated 17 February 1945; to No.16 SFTS, 11 April 1945; to Release Centre, 29 September 1945; released 30 September 1945. Photo PL-32380 shows him. Photo PL-32851 (ex UK-14984 dated 18 September 1944) is captioned as follows: "The officer responsible for the efficiency of the Snowy Owl Squadron [No.420] gunnery section is F/L William James Hilton, DFC of Brantford and Smith Falls, Ontario, who is shown in this RCAF photograph. F/L Hilton has 15 trips logged in his second tour of operations. During his first tour with an RAF squadron he was credited with damaging two German fighters, both Ju.88s." RCAF photo PL-41591 (ex UK-18349 dated 23 January 1945) taken on completion of his second tour; posed with stuffed snowy owl, the squadron mascot.

This officer has always displayed the most outstanding keenness and efficiency in the execution of his duties both as flight gunnery leader and as an operational gunner. Throughout all his many missions the co-operation between this officer and his pilot has been most effective. He has played a courageous and determined part in sorties against major targets in enemy territory.

Public Record Office Air 50/186 has Combat Report for action on the night of 23/24 May 1943; Lancaster ED716, F/44, target Dortmund. Hilton was the Mid-Upper Gunner; one Flight Sergeant Brown was Rear Gunner:

When flying at 19,000 feet, position 10 miles inland from Den Helder, time 01.55 hours, I.A.S. 230 m.p.h., Course 288 Magnetic, the Mid-Upper Gunner sighted a twin-engined aircraft flying on a similar course 90 feet below. The Mid-Upper gunner gave instructions to the pilot to alter course 90 degrees and lose height. This was done and the enemy aircraft still kept in a similar position to the Lancaster. Instructions were given by the Mid-Upper gunner to resume course and do a mild corkscrew. During the entire manoeuvring of the Lancaster, the enemy aircraft kept in its initial position. Not at any time was it possible to fire at the enemy aircraft. No rounds were fired by either aircraft and the enemy

aircraft was lost from sight at 02.05 hours.

No searchlights or any other phenomena were observed. The enemy aircraft was later identified as a M.E.110 with daylight camouflage.

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HILTZ, W/C George Abner (C805) - **Commended for Valuable Services in the Air** - No.1 SFTS - Awarded 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943. Born 10 March 1914, Milltown, New Brunswick; graduated from Mount Allison University and University of New Brunswick; enlisted in Saint John, 3 January 1938. Qualified to wear pilot's flying badge, 18 October 1938. Chief Supervisory Officer at No.7 EFTS, July 1940. Promoted Squadron Leader, 1 June 1941. To AFHQ, 17 June 1941. To Central Flying School, Trenton, 30 April 1942. To No.1 SFTS, Camp Borden, 27 July 1942 to June 1943; promoted Wing Commander, 15 October 1942. Attached to Ferry Command, Montreal, 23 June 1943. Departed Montreal as passenger in aircraft AL528, 10 July 1943 to Goose Bay; departed Goose Bay for Britain, 11 July 1943. Overseas he served briefly with No.6 Group. To No.406 Squadron, December 1943; to No.410 Squadron (CO), February 1944 to April 1945. On 21 June 1944, in Mosquito MM457 (RA-Z), swung on take-off for night patrol at RAF Zeals, Wiltshire and hit a tractor; observer was J20893 D.J. Yeo. Aircraft written off. Repatriated to Canada, 1 June 1945. Remained in post war air force; postings included command of Camp Borden (1947-49), Greenwood (1949) and Portage la Prairie (1955-59). Promoted Group Captain, 1 March 1951. Photo PL-36350 is a portrait. Cards at DHist also mention a Croix de Guerre with no date or authority. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer first served at this unit and then at an Elementary Flying Training School as a Flying Instructor, and again at this unit as Chief Flying Instructor. His contribution to flying training under the C.T.E. has been marked by his ability to create efficiency with a consequent increase in the output of trained pilots. The total flying time for Wing Commander Hiltz is 1,400 hours of which 1,100 hours have been instructional completed over a period of three years.

HILTZ, W/C George Abner (C805) - **Air Force Cross** - No.16 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. As of recommendation (apparently in mid-1943) he had flown 2,200 hours, 1,100 as instructor, 200 in previous six months.

This officer has been engaged in flying training duties from the outbreak of war until June 1943. During that time he held such important flying training positions as Chief Supervisory Officer of an Elementary Flying Training School, Chief

Instructor at a Service Flying Training School, Training Flying Staff Officer at Royal Canadian Air Force Headquarters, and latterly Commanding Officer of a Service Flying Training School. His ability and good judgement during the difficult opening period of No.7 Elementary Flying Training School was responsible for the efficient operation of the unit. He has made a contribution to flying training in the Royal Canadian Air Force that is exemplary.

HILTZ, W/C George Abner, AFC (C805) - **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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HIND, P/O John Philip (J19496) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Vancouver, 12 January 1913; home there (stock clerk and credit clerk for Imperial Oil). Enlisted in Vancouver, 14 August 1941 and posted to No.2 Manning Depot. To Trenton, 25 September 1941; to No.5 ITS, Belleville, 10 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.14 EFTS, Portage la Prairie; ceased training 6 March 1942 when posted to Trenton; to No.10 AOS, Chatham, 11 April 1942; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942. To RAF overseas, 26 October 1942. Disembarked in England, 5 November 1942. To No.3 PRC, 6 December 1942. To No.10 (Observer) AFU, 15 December 1942. To No.14 OTU, 2 February 1943. Promoted Flight Sergeant, 14 February 1943. To No.1660 Conversion Unit, 4 May 1943. To No.619 Squadron, 17 June 1943. Commissioned 24 November 1943. To No.12 OTU, 24 March 1944. Promoted Flying Officer, 24 May 1944. Repatriated 14 May 1945; to No.5 OTU, 4 June 1945; with No.5 OTU Detachment, 3 July to 7 September 1945; released 13 September 1945. Died in Vancouver, 21 August 1980 as per British Columbia Vital Statistics. 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 15 March 1944 when he had flown 27 sorties (200 hours 21 minutes).

* Unsuccessful, duty not carried out

1 July 1943 - GARDENING (2.49)
3 July 1943 - Cologne (5.25)
8 July 1943 - Cologne/Gelsenkirchen (6.52)
9 July 1943 - Gelsenkirchen (6.21)
2 August 1943 - Hamburg (5.34)
9 August 1943 - Mannheim (6.17)

12 August 1943 - Milan (8.30)
15 August 1943 - Milan (8.21)
22 August 1943 - Leverkusen (4.42)
23 August 1943 - Berlin (7.06)
27 August 1943 - Nuremburg (3.42)*
22 September 1943 - Hanover (6.06)
27 September 1943 - Hanover (6.15)
2 October 1943 - Munich (8.32)
7 October 1943 - Stuttgart (6.54)
10 November 1943 - Modane (7.55)
18 November 1943 - Berlin (8.36)
23 November 1943 - Berlin (2.52)*
26 November 1943 - Berlin (7.19)
3 December 1943 - Leipzig (3.22)*
29 December 1943 - Berlin (7.01)
1 January 1944 - Berlin (7.52)
5 January 1944 - Stettin (8.44)
20 January 1944 - Berlin (1.42)*
21 January 1944 - Magdeburg (6.50)
28 January 1944 - Berlin (8.03)
30 January 1944 - Berlin (6.50)
15 February 1944 - Berlin (7.06)
19 February 1944 - Leipzig (7.11)
24 February 1944 - Schweinfurt (8.06)
25 February 1944 - Augsburg (7.26)

This navigator has now made 27 successful operational sorties against targets in Germany, Italy and occupied Europe. Eight of these raids have been against Berlin. Pilot Officer Hind's efficiency has largely contributed to the success of these sorties and his cheerfulness and determination have set a very fine example to all the navigators in the squadron.

Assessments: "While his work is satisfactory, a little more unprompted effort on his part would make him a more useful NCO." (W/C W. Abercromby, No.619 Squadron, 6 November 1943).

"A good average navigator with no outstanding qualities." (W.C J.R. Jeudwine, No.619 Squadron, 3 April 1944, at which time he had flown 574 hours (151.40 in previous six months).

"His interest in station activities has been limited. This officer is rather easy going and although he carries out what is required of him in an efficient and reliable manner he cannot be said to

show much initiative or imagination. His personality is pleasant and his bearing satisfactory." (W/C K.I. Pattison, No.12 OTU, 28 March 1945, at which time he had flown 675 hours 35 minutes, 40.10 in previous six months).

Notes: Upon repatriation, 29 March 1945, he reported he had flown 28 sorties (215 operational hours), the last being 1 March 1944. He had also flown 285 non-operational hours. Types overseas were Anson (25 hours), Wellington (165 hours) and Lancaster (310 hours). Application for 1939-1945 Star indicated that his first sortie had been against Cologne, 4 July 1943.

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HINDLE, S/L Herbert Edward (J5070) - **Air Force Cross** - No.10 SFTS - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944 - Born 25 November 1918. Enlisted in Regina, 16 September 1940. To No.4 SFTS (guard duty), 23 September 1940. To No.2 ITS, 26 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.8 EFTS; graduated 15 January 1941 when posted to No.3 SFTS; graduated and commissioned 5 May 1941. To No.10 SFTS, date uncertain. Promoted Flying Officer, 5 June 1942. Promoted Flight Lieutenant, 15 January 1943. Promoted Squadron Leader, 1 April 1944. To No.1 Training Command, 20 November 1944. To No.3 WS, 29 November 1944. To No.19 SFTS, 22 December 1944. To AFHQ, 22 February 1945. To Moncton, 2 March 1945. To Western Air Command, 29 August 1945. To No.8 Release Centre, 20 October 1945. Retired 29 October 1945. Died in Powell River, British Columbia, 9 January 2014. As of award had flown 1,458 hours - 1,190:30 as instructor, 88:15 in last six months.

This officer, for over two and a half years in several capacities of flying instructional work, has shown himself to be a pilot of high calibre. He has devoted much of his own time to the work of air cadets. His conscientious interest in the service and his exceptional enthusiasm and skill make him an outstanding flying instructor in all respects.

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HINDLE, F/O John Frederick (J29708) - **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 Winnipeg, 15 November 1912; home there. Was an office clerk prior to enlistment. Enlisted in Winnipeg, 20 September 1942. Granted Leave Without Pay until 11 October 1942 when posted to No.2 Manning Depot. To No.2 ITS, 5 December 1942; graduated and promoted LAC, 20 February 1943 but not posted to No.7 BGS until 2 April 1943; graduated 9 July 1943 and posted next day to No.5 AOS; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. Taken on strength of No.3 PRC, 9 October 1943. Promoted Flying

Officer, 20 February 1944. Repatriated 22 December 1944. To No.2 Air Command, 31 December 1944. To No.5 Release Centre, 19 March 1945. Retired 22 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.1941 (RG.24 Vol.20612) has recommendation by W/C M.E. Ferguson dated 19 January 1945 when he had flown 31 sorties (173 hours 40 minutes), 25 July to 1 November 1944.

This Air Bomber has completed 31 operations throughout his tour and has shown fine qualities and courage. His coolness in face of the enemy was outstanding. His accurate and careful instructions to the pilot on bombing runs was exceptional. He assisted his navigator admirably and helped on many occasions to keep the aircraft out of danger. The example to his crew was greatly reassuring. He has secured no less than 12 photographs plotted in the target area.

I consider this officer [sic] coolness and the great devotion to duty he has shown fully merits the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

25 July 1944 - Stuttgart (9.40)
28 July 1944 - Hamburg (5.45)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - Caen (5.10)
8 August 1944 - Chantilly (5.15)
9 August 1944 - Pas de Calais (4.05)
10 August 1944 - La Pallice (7.15)
14 August 1944 - Falaise (4.45)
15 August 1944 - Soesterburg (3.30)
25 August 1944 - Russelsheim (10.25)
27 August 1944 - Mimoyecques (3.40)
29 August 1944 - Stettin (9.05)
6 September 1944 - Emden (4.45)
10 September 1944 - Le Havre (5.00)
12 September 1944 - Dortmund (5.50)
15 September 1944 - Kiel (6.35)
17 September 1944 - Boulogne (4.05)
18 September 1944 - Domburg (4.30)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (4.25)

26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.40)
28 September 1944 - Cap Gris Nez (3.40)
9 October 1944 - Bochum (5.55)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (5.45)
19 October 1944 - Stuttgart (6.45)
23 October 1944 - Essen (4.55)
25 October 1944 - Essen (5.35)
30 October 1944 - Cologne (6.35)
1 November 1944 - Oberhausen (5.55)

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*HINDLEY, FS William Bingham (R217173) - **British Empire Medal** - Station Goose Bay - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Landis, Saskatchewan, 16 May 1914. Educated at Biggar, Coyne Electrical School and Hemphill Diesel School. Mechanic and electrical technician before war. Home in Palo, Saskatchewan. Enlisted in Toronto, 15 January 1943.

This non-commissioned officer has shown devotion to duty of an extremely high order. He has kept the essential power lines, so necessary to signals, lighting, heating, etc., in operation during all kinds of weather. Flight Sergeant Hindley has worked on the pole lines during sleet and wind storms under conditions that were most dangerous. His leadership and direction have been an example and inspiration to his men. The unflagging zeal and tireless perseverance with which he has carried out his arduous duties have been most praiseworthy.

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HINDS, P/O Robert Herbert (J92003) - **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 in Vancouver, 6 December 1923; home there. Enlisted in Vancouver, 23 June 1942 and posted to No.3 Manning Depot. To No.7 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted until 5 December 1942 when he went to No.6 EFTS. Ceased pilot training and posted on 6 January 1943 to No.1 Composite Training School. When pilot training discontinued it was noted, "Progress test revealed this airman's flying ability below average. It was necessary to assist with landings. Coordination of controls was dangerous. It is considered unlimited dual instruction would be necessary to bring this airman up to a safe standard for solo." To No.5 BGS, 19 February 1943; to No 1 CNS, 24 July

1943; graduated and promoted Sergeant, 3 September 1943. To "Y" Depot for embarkation, 17 September 1943. Embarked from New York on 8 October 1943 and disembarked in Britain on 17 October 1943. To No.2 (Observer) AFU, 14 December 1943 (Anson aircraft, 25 hours). To No.30 OTU, 1 February 1944 (Wellington aircraft, 80 hours). To No.11 Base, 11 May 1944. To No.1667 Conversion Unit, 17 May 1944 (Halifax, 34 hours). To No.101 Squadron, 1 July 1944 (Lancasters). Commissioned 13 December 1944. Repatriated 18 December 1944. To Western Air Command, 24 December 1944. Retired 17 March 1945. Died in Vancouver, 20 October 1969 as per British Columbia Vital Statistics. 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 (140 hours 50 minutes). Flight Sergeant at the time.

18 July 1944 - Caen
18 July 1944 - Wesseling
20 July 1944 - Courtrai
25 July 1944 - Wanne Eickel
28 July 1944 - Hamburg
4 August 1944 - Pauillac
5 August 1944 - Blaye
7 August 1944 - Fontenay le Marion
9 August 1944 - Fort d'Englos
12 August 1944 - Russelsheim
15 August 1944 - Volkel
16 August 1944 - Kiel
18 August 1944 - Ghent-Terneuzen
3 September 1944 - Gilze-Rijen
10 September 1944 - Le Havre
11 September 1944 - Darmstadt
15 September 1944 - Salzbergen
17 September 1944 - Westkapelle
20 September 1944 - Calais
23 September 1944 - Neuss
26 September 1944 - Cap Gris Nez
3 October 1944 - Westkapelle
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen

27 October 1944 - Cologne
29 October 1944 - Domburg
30 October 1944 - Cologne

Flight Sergeant Hinds, a Canadian, has just completed a very fine operational tour with this squadron, having carried out 30 highly successful sorties against a variety of targets both in Germany and Occupied Europe. Despite intense and aggressive opposition and undeterred by enemy defences, this NCO has at all times shown a splendid degree of personal courage and a highly commendable fighting spirit which have been an inspiration to all. It is recommended that Flight Sergeant Hinds' valiant record of achievement be recognized by an award of the Distinguished Flying Medal.

Note: On 16 December 1944 (when repatriated to Canada) he stated he had flown 31 sorties (140 operational hours).

Course at No.1 CNS, Rivers was shown as 26 July to 3 September 1943. Flew in Anson aircraft (18.05 by day and 18.50 by night). Ground subjects were Elements of Air Navigation (115/200), Aircraft Recognition (225/250), Signals, Practical (63/150, wrote supplemental and scored 150/250), Reconnaissance (86/150), Photography (120/150). Air work marked as follows: Day Navigation (213/300), Night Navigation (140/200), Bombing (195/300), Photography (144/200). "Worked very hard during course. Slow in ground work but accurate and will need practice."

Course at No.30 OTU was 1 February to 24 April 1944. Flew in Wellington aircraft (1.50 day local bombing, 2.10 day local gunnery, 17.35 day cross-country exercises, 14.10 other day flying (total 35.45 by day); 3.45 night local bombing, 32.00 night cross country exercises, 12.00 other night flying (total 47.45 by night). The bombing exercises (all with Mark XIV sight) were as follows:

High Level Test - one exercise - eight bombs - 170 yard average error.
Medium Level Test - one exercise - eight bombs - 230 yard average error
Medium Level Group - one exercise - seven bombs - 195 yard average error
Stick - two exercises - four bombs (presumably four each time) - 247 yard average error
Simulation by photography - ten exercises
High Level Group - two exercises - twelve bombs - 204 yard average error
Medium Level Group - one exercise - eight bombs - 266 yard average error
Stick - seven exercises - 14 bombs
Simulation by infra-red - seven exercises.
Gunnery with Frazer-Nash turrets was as follows:

Day, Air-to-air - one exercise - 500 rounds
Day, Air-to-air, self tow - two exercises - 500 rounds
Day, Air-to-sea/ground - two exercises - 500 rounds
Night, Air-to-air, self tow - three exercises - 750 rounds
Night, air-to-sea/ground - two exercises - 500 rounds.

On operational cross-country exercises took part in three by day ("above average Map Reader") and seven by night (one Bullseye. Infra-Red not attempted owing to flying above 10/10 cloud when camera fitted).

Overall he spent 17 hours on GEE training ground manipulation - "Good air operator. Successful homing runs." Ground courses were in Bombing Theory (48/50), Bombing Drill, Panel Manipulation (170/200), Map Reading (165/200), Air Sighting (67/100), Practical Gunnery (78/150), Aircraft Recognition (33/50), Signals (36/50) and Emergency Crew Drills (38/50). "An above average Air Bomber whose practical work has been satisfactory." (G/C H.M. White, 2 May 1944).

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HINGSTON, F/L Harold William (J14031) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born in London, England, 13 May 1916; home in Westmount, Quebec. Enlisted in Montreal, Quebec, 14 September 1940. To "K", 8 October 1940. To No.4 ITS, 11 November 1940; graduated and promoted LAC, 22 December 1940; to No.4 EFTS on that date; to No.4 Manning Depot, 21 February 1941; to No.9 SFTS, 5 March 1941. Graduated and promoted Sergeant, 22 May 1941 and trained as instructor; to No.32 EFTS, 5 November 1941; promoted Flight Sergeant, 1 December 1941; to No.13 SFTS, 15 December 1941; to No.2 SFTS, 29 January 1942; promoted WO2, 1 June 1942; commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To No.165 (Transport) Squadron, 23 February 1943; promoted Flight Lieutenant, 1 September 1943; to "Y" Depot, 24 August 1944; taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated to Canada, 16 November 1945; retired 14 December 1945. Died in Montreal, 30 December 1981.

Flight Lieutenant Hingston has flown on numerous missions carrying vital and essential supplies to the 14th Army. These sorties were flown both by day and night, often under the threat of enemy interception and throughout the monsoon period. During the Battle of Meiktila this officer landed his important supplies on an adjacent airstrip and supervised the unloading despite heavy enemy artillery and machine gun fire. Both in the air and on the ground this captain of aircraft has set an inspiring example by his courage, skill and devotion

to duty.

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HINKE, FS Edmund Anthony (R101822, later J18386) - **Distinguished Flying Medal** - No.142 Squadron - Award effective 24 April 1943 as per **London Gazette** dated 21 May 1943 and AFRO 1247/43 dated 2 July 1943. American in the RCAF; born in West Virginia, 30 October 1920; home in Long Beach, California. Was a painter prior to enlistment. Enlisted in Winnipeg, 2 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 27 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.18 EFTS; ceased training, 28 July 1941 and posted to Trenton; to No.2 AOS, 25 September 1941; to Trenton again, 16 November 1941; to No.4 BGS, 3 January 1942; graduated and promoted Sergeant (Air Gunner), 2 February 1942). To "Y" Depot, 3 February 1942; to RAF overseas, 23 February 1942. Promoted WO2 as of 2 February 1943. Commissioned 24 September 1943. To RCAF Overseas Headquarters, 20 November 1943. Repatriated 15 December 1943. To Mountain View, 31 January 1944. To AFHQ, 22 March 1944. Promoted Flying Officer, 24 March 1944. To No.5 BGS, 15 June 1944. To No.7 BGS, 6 February 1945. To "Y" Depot, Moncton, 5 March 1945. Taken on strength of No.3 PRC, 10 March 1945. Repatriated 9 July 1945. To Western Air Command, 20 July 1945. Retired 5 September 1945. Living in Juneau, Alaska as of November 1949.

This airman has taken part in thirty-two sorties. He is a cool and efficient air gunner whose excellent work has, on many occasions, contributed to the safe return of his aircraft. His steadiness has set an excellent example.

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HINMAN, F/O Grant Wynder (J26290) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Cardston, Alberta, 15 June 1921; educated there; home there although employed in Edmonton as office clerk, Government of Alberta. Enlisted in Edmonton, 18 June 1942. Granted Leave Without Pay until 2 August 1942 when posted to No.3 Manning Depot. To No.3 BGS (guard duty), 11 September 1942. To No.2 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.2 AOS until 23 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943; embarked from Canada, 23 June 1943. Arrived in United Kingdom, 1 July 1943. Attached to ACOS (whatever that is), 16 August to 11 September 1943 (apparently taking Commando training). To No.6 (Observer) AFU, 14 September 1943 (Anson aircraft, 58 hours five minutes). To No.20 OTU, 20 October 1943 (Wellington aircraft, 65 hours 25 minutes). Promoted Flying Officer, 14 November 1943. To No.41 Base, 18 January 1944. Attended No.4 Group Battle School, 18-28 January 1944. Attached to No.1663 Conversion Unit, 28 February to 27 March 1944 (26 hours

ten minutes, Halifax II aircraft). To No.78 Squadron, 27 March 1944 (Halifax III, 213 hours 20 minutes). Repatriated 27 November 1944. To No.2 Air Command, 15 January 1945. To No.3 SFTS. 19 January 1945. To Central Navigation School, 31 March 1945 (assessment as a potential navigation instructor). To Western Air Command, 29 May 1945. To No.5 OTU, 31 May 1945. Retired 30 August 1945. Died 16 November 1987 in Cardston as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June 1988. 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 8 November 1944 when he had flown 39 sorties (165 hours 24 minutes), 18 April to 26 September 1944.

18 April 1944 - Tergnier (4.41)
20 April 1944 - Ottignes (3.55)
24 April 1944 - Karlsruhe (6.32)
1 May 1944 - Berneval (3.55)
11 May 1944 - Trouville (3.52)
19 May 1944 - Boulogne (3.11)
22 May 1944 - Orleans (4.50)
31 May 1944 - Trappes (5.11)
2 June 1944 - Trappes (4.42)
14 June 1944 - Douai (4.11)
15 June 1944 - Fouillard (5.19)
16 June 1944 - Domleger (3.25)
22 June 1944 - Laon (1.53), DNCO, rudder damaged
25 June 1944 - Montorgueil (3.36)
27 June 1944 - Mont Condan (3.26)
28 June 1944 - Blainville
4 July 1944 - St.Martin L.G. (4.05)
5 July 1944 - St.Martin L.G. (3.47)
6 July 1944 - Croixdale (3.26)
8 July 1944 - Chateau Bernapre (3.33)
12 July 1944 - Thiverny (3.52)
17 July 1944 - Caen H.2 (3.36)
18 July 1944 - Acquet (4.04)
1 August 1944 - Trouville (3.25)
3 August 1944 - Bois de Cassan (3.52)
5 August 1944 - Foret de Nieppe (3.39)
9 August 1944 - Foret de Mormal (2.52)
12 August 1944 - Brunswick (5.44)
14 August 1944 - Falaise (3.32)

15 August 1944 - Tirlemont (3.46)
16 August 1944 - GARDENING (5.20)
18 August 1944 - Sterkrade (4.34)
25 August 1944 - Watten (3.12)
26 August 1944 - Homburg (4.00)
10 September 1944 - Le Havre (3.31)
13 September 1944 - Scholven Buer (4.00)
15 September 1944 - Kiel (4.50)
23 September 1944 - Neuss (5.00)
25 September 1944 - Calais (3.15)
26 September 1944 - Calais (3.17)

This officer has now completed his first operational tour consisting of 39 sorties involving a total of 165 hours (126 points).

He has always displayed the greatest keenness and determination in carrying out his operational sorties, and his work on operations has been of an extremely high order, as is proved by his night photographs. He has taken part in attacks against some of the enemy's most heavily defended targets, and has always shown the greatest courage and coolness in the face of the enemy.

He has done much to achieve the present standard of navigation on the squadron, both by his work in his section and his fine personal example. For his outstanding devotion to duty, he is most strongly recommended for the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 8 January 1945 stated he had flown 39 sorties, 183 hours.

Form filled on Repatriation, 15 November 1944, stated he had flown 39 sorties, 178 hours 25 minutes on operations plus 149 hours 40 minutes training and 34 hours 55 minutes "miscellaneous time on squadron."

Training: Course at No.2 ITS was 12 October to 19 December 1942. Courses in Mathematics (117/150), Law and Discipline (54/100), Navigation (128/150), General Studies (82/100), Anti-Gas (45/50), Armament (81/100), Aircraft Recognition (89/100), Drill (86/100), Signals (110/150) and Meteorology (44/50). Placed 52nd in a class of 116. "This airman is somewhat shy and retiring, but not sufficiently so to handicap him in his training. He has applied himself with average results. He has expressed a preference to train as a Navigator and should do well as such with continued application."

Course at No.2 AOS was 24 January to 14 May 1943. Anson aircraft (34.50 as first navigator by day, 30.15 as second navigator by day, 25.15 as first navigator by night, 12.55 as second navigator by night). Assessed in Navigation, air work (494/700), Photography, air work (93/100), Elements of Navigation (412/500), Magnetism and Compasses (92/100), Instruments (34/50), Signals, practical (95/100), Signals, written (45/50), Maps and Charts (42/50), Meteorology (50/100), Photography (45/50), Reconnaissance (44/50), Aircraft Recognition (79/100) and Armament (39/50). Placed 11th in a class of 23. "Sound knowledge of all subjects. Mentally alert and willing worker." General comment - "Smart in appearance. Anxious to be a successful navigator."

Course at No.20 OTU was 27 October 1943 to 17 January 1944. Flew 32 hours five minutes by day, 33.20 by night. Plotted courses by Loop and Astro. "Pilot Officer Hinman is an average navigator, but capable of good average; his chief weakness appears to be a lack of experience as he has not shown any major faults in the course of his training here. He is quite familiar with Gee Mark I, having taken and used some 30 fixes. Crew cooperation was average. Has attended Decompression Chamber on this unit."

RCAF Press Release No.6834 dated 28 September 1944 from F/L Macpherson, transcribed by Huguette Mondor Oates, reads:

WITH CANADIANS FLYING IN THE RAF: -- F/O G.W. Hinman of Cardstone, Alberta, 23-year-old navigator of a Halifax bomber, has finished with active air operations, at least for many months to come. He recently completed his first tour and was immediately screened from further operational duties. Before enlisting in the RCAF in June, 1942, Hinman was a civil servant in the employ of the provincial government in Edmonton. He came overseas in June, 1943.

Of the operational trips made by Hinman and his crew, 11 were to Germany, the others to the Europe Hitler had occupied for four years. Karlsruhe and Kiel were numbered among the targets to which Hinman directed the big aircraft with its loads of devastation. Hinman's aircraft was attacked by a night fighter during one operation, but the rear gunner of the Halifax blasted the enemy out of the sky. On another occasion, his aircraft was in a collision with another over the English Channel, but managed to return safely to base.

The next trip out, their aircraft suffered the inconvenience of a faulty engine which quit some distance from the target. They went on, however, bombed the target 3000 feet below the main stream of bombers – a non-habit forming tactic if bombs from the aircraft above happen to land on you –and returned safely to base. "Altogether, it was an easy tour," commented Hinman.

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HINSCLIFFE, F/O Alfred (J22411) - **Distinguished Flying Cross** - No.405 Squadron (deceased) - Award effective 6 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born in London, Ontario, 11 March 1917; home in Windsor. Educated there including full course at Windsor Vocational School. Longshoreman and Mechanic prior to enlistment. Enlisted in London, 9 September 1939 as Airframe Mechanic. Initially assigned to No.114 (Bomber) Squadron. Posted to No.1 Manning Depot, Toronto, 18 October 1939. To Technical Training School, St. Thomas, 13 November 1939. Promoted AC1, 1 April 1940. To No.8 (BR) Squadron, Sydney, 2 May 1940 and followed it to West Coast. Promoted LAC, 1 January 1941. Promoted Corporal, 1 March 1942. Struck off strength of No.8 (BR) Squadron, Sea Island and posted to Station Sea Island, 1 April 1942. Remustered to aircrew and posted to No.4 ITS, Edmonton, 12 April 1942; graduated 18 July 1942 and posted next day to No.5 EFTS, High River. Ceased training and struck off strength of No.5 EFTS, 11 September 1942. To Composite Training School, Trenton, 13 September 1942. To No.6 BGS, Mountain View, 26 September 1942; to No.4 AOS, 22 November 1942. Qualified as Air Bomber, 30 December 1942; subsequently commissioned with effect from that date. Struck off strength of No.4 AOS, 13 January 1943 on posting to "Y" Depot, Halifax. To RAF Training Pool, 2 February 1943; embarking 3 February 1943 and being taken on strength of No.3 PRC, Bournemouth, 14 February 1943. Attached to Army, 26 March to 7 April 1943. To No.9 (Observer) AFU, 14 April 1943. To No.22 OTU, 18 May 1943. Promoted Flying Officer, 30 June 1943. To No.1664 Conversion Unit, 1 August 1943. To No.419 Squadron, 24 August 1943. To No.405 Squadron, 10 October 1943. Missing, presumed dead, 6/7 May 1944.

The website "Lost Bombers" has the following on his final sortie. Lancaster ND617 of No.405 Squadron (LQ-B), target Mantes-la-Jolie, 6/7 May 1944. This aircraft was delivered to No.97 Squadron from No.32 Maintenance Unit in February 1944, joining No.405 Squadron in April 1944. No operational history traced. Airborne at 0056 hours, 7 May 1944 from Gransden Lodge to bomb rail installations. Blew up, with great force, over the target area. Crew were P/O R.D. Borrowes, DFC, RCAF (veteran of 44 sorties), P/O R.L.Squires, F/L J.M.Mitchell, DFC, RCAF, WO1 R.J.Hinscliffe, DFC, RCAF, WO1 R.J.Montgomery DFC, RCAF, WO2 B.F.Pothier DFC, RCAF, and WO2 G.D.Spearman, RCAF - all killed.

This officer has completed as air bomber many successful operations against the enemy in the course of which he has invariably displayed high skill, fortitude and devotion to duty.

Throughout his early career he was highly regarded as a mechanic. On 26 February 1942, while at No.8 (BR) Squadron, the unit Medical Officer wrote of him, "This airman is very keen to pilot.

Cooperative, slightly tense; a persevering type. Should be average pilot material."

Notes on Training: At No.5 EFTS an instructor named Wayne Duncan described him thus: "Seems very careless and slow to learn; doesn't remember instructions from one day to next. Gliding turns definitely unsafe. Has shown no progress for past ten hours." The Chief Supervisory Officer merely wrote, "This pupil's progress has not been satisfactory. Training as a pilot is discontinued for this reason. Keen to go overseas and expressed a strong desire to transfer to Paratroop Corps. Conduct very good." He had at that point flown 24 hours 35 minutes (day dual), nine hours 30 minutes solo (day) and two hours ten minutes night dual. Of this, four hours 20 minutes had been on instruments. He had required nine hours 35 minutes dual time before going solo, and had failed his 20 hours test, having been graded "Below Average" in Natural Skill, Skill in Landing, Airmanship and Cockpit Drill.

At No.6 BGS he did bombing training on Ansons (29 hours ten minutes by day, five hours 15 minutes night) and gunnery training on Bolingbrokes (12 hours ten minutes, all by day). He dropped 59 high level and 18 bombs low level by day plus 18 bombs high level at night. Average high level error was 80 yards by day and 95 yards by night. Average low level error was 117 yards. In gunnery he fired 515 rounds in Beam Test (6.5 % hits), 1,200 rounds in Beam Relative Speed Tests (4.5 % hits) and 400 rounds Under Tail Test (five percent hits). Courses taken and marks obtained were as follows: Bombing (Written), 192/250; Bombing (Oral), 183/250; Proficiency as Bomb Aimer, 341/400; Gunnery (Written), 80/100; Gunnery (Oral), 86/100; Proficiency as Air Gunner, 158/200; Aircraft Recognition, 40/50; Signals, 30/50. He placed 19th in a class of 39. Bombing results described as follows: "His high level bombing results were satisfactory. His low level result will improve with further practice." Air firing deemed average. Overall, described as follows: "He is keen, conscientious, reliable and has shown some qualities of leadership at this unit."

At No.4 AOS he placed 8th in a class of 20. All flying was on Anson (21 hours ten minutes by day three hours 50 minutes by night) Courses and marks as follows: Navigation (Air Work), 66/100; Bombing (Air Work), 83/100; Photography (Air Work), 71/100; Elements of Navigation, 34/50; Signals (Practical), 59/75; Photography, 41/50; Reconnaissance, 38/50; Aircraft Recognition, 63/75. In Navigation described as "Needs more experience in map reading", under Armament "Above Average" and generally assessed as "Slight over confident. Conscientious."

A declaration for Operational Wings dated 3 April 1944 (signed by W/C R.J. Lane) stated he had flown 31 sorties between 30 August 1943 and 30 March 1944 (total hours given as 191.20 by day and 278.15 by night).

He had three brothers - John (age 33, Army), James (age 28, Navy) and Robert (age 21, Merchant Navy) plus one sister (Jessica Larsh, living in Windsor). He had married Betty Doreen

Page in Birmingham, England, 29 October 1943

Postwar investigations revealed that his aircraft was repeatedly hit by tracer flak and exploded in the air before crashing.

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HINTON, F/L Herbert Hugh (J21550) - **Commended for Valuable Services in the Air** - No.1 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Toronto, 20 July 1912. Acton Public School and Acton Continuation School to 1930, Guelph Collegiate, 1930-1931. Home in Belleville, Ontario (owner, Hinton's Five Cents to a Dollar store, eight years; enlisted in Toronto, 20 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC on 15 November 1940; to No.1 EFTS on 15 November 1940; to No.2 SFTS, 4 January 1941; graduated and promoted Sergeant, 17 March 1941; to Trenton that date. To No.1 SFTS, 22 May 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 17 March 1942. Commissioned 7 October 1942. Promoted Flying Officer, 7 April 1943. To No.1 Flying Instructor School, 4 April 1944. Promoted Flight Lieutenant, 1 August 1944. To Central Flying School, 31 January 1945. To No.4 Release Centre, Toronto, 23 May 1945. Released 24 May 1945. Died 9 January 1994 in Acton, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1994.

Flight Lieutenant Hinton, a graduate of the Combined Training Establishment, has been employed as a Flying Instructor since June 1941. He has been a most patient and thorough instructor with a rare zeal for detail. In any duty allotted to him he has persevered with diligence beyond the usual. His example, as a flight commander, in organization and efficiency, has been a model to others on the unit. Many of this officer's efforts have been made at personal sacrifice.

Recommendation raised 22 December 1943 by W/C W.G. Welstead, supported 23 December 1942 by G/C F.C. Carling-Kelly and on 15 January 1944 by A.T. Cowling, but did not reach June 1944 Priority List. When recommended he had flown 1,780 hours (178 in previous six months) of which 1,530 had been instructional (178 in previous six months.)

Flying Officer H.H. Hinton, a graduate of the Combined Training Establishment, has been employed as a Flying Instructor since June 1941. He has been a most patient and thorough instructor with a rare zeal for detail. In any duty allotted to him he has persevered with diligence beyond the usual. His example, as a flight commander, in organization and efficiency, have been a model to others on the unit. Many of this officer's efforts have been made at personal sacrifice.

Notes: On 19 September 1941, instructing Aus 403858 LAC Colyer Keith Leslie (RAAF), ground looped Harvard 2612 after normal landing; no injuries.

Involved in mid-air collision, Harvard 2705, 3 September 1942 south of Newlowell, Ontario. Did not see the other aircraft (Harvard 3334) before or after crash but returned to aerodrome and landed safely. He had allowed pupil to turn right without looking himself. Harvard 2705 struck tail of 3334. Occupants of 3334 (LAC C.E. Bone, RAAF and LAC H.M. Johns, RAF) parachuted to safety.

Training: Interviewed 20 September 1940 in Toronto - "Exceptionally fine, clean cut young man. Keen and intelligent. Business experience and general appearance. Would recommend him as fine officer material." (F/O W.F. Hendershot).

Course at No.2 ITS was 14 October to 12 November 1940. Courses in Mathematics (67/100), Law and Discipline, Hygiene and Sanitation (53/100), Armament, practical and oral (92/100), Drill (53/100), Visual Link (A). Placed 50th in a class of 95. "Not particularly outstanding"

Course at No.1 EFTS was 17 November 1940 to 4 January 1941. Fleet Finch II (30 hours 35 minutes dual, 25 hours ten minutes solo plus 3.30 in Link. Average as a pilot. "Extremely; poor weather throughout the course seriously handicapped aerobatics. This pupil is very slow thinking and mechanical. Requires a great deal of practice on instruments and aerobatics." Ground courses in Airmanship (118/200), Airframes (119/200), Aero Engines (121/200), Signals, practical (45/50), Theory of Flight (60/100), Air Navigation (139/200), Armament, oral (138/200), Qualities as Officer (165/200). Placed 29th in a class of 31. "Average in class. Serious type. Needs more experience to build up confidence. Conduct very good. Department good."

Course at No.2 SFTS was 4 January to 17 March 1941. Yale aircraft (5.25 dual and 7.00 solo) and Harvard (38.10 dual and 31.20 solo) - all by day. "An average pilot - tends to be nervous and a little rough." (F/L A. Martin). Ground training in

Airmanship (150/200), Armament, written (91/100), Armament, practical (72/100), Navigation (84/200), Signals (130/150). "Clever but very nervous. Appears to have an inferiority complex, self-effacing. Ground work is very good but an inexplicable failure probably due to nervousness, in Navigation Exam."

Course at Flying Instructor School, Trenton, 8 April to 27 May 1941. Flee 24.20 solo and 26.35 on single-engine trainer. "Student very keen, rather slow to grasp ideas, but showed fair progress throughout course." (F/O W. Galbraith). Ground courses on Airframes (90/100), Engines (91/100), Airmanship (94/100) and Air Navigation (56/100). Tested on Harvard. Assessed under following headings - Sequence (good), Voice (quiet), Manner (pleasant), Ability to impart knowledge (good), Ability as a pilot (average), and Remarks were "A good knowledge

of sequences and sound demonstrations. Flying inaccurate at times and aerobatics poor - should become capable." (F/L J.B. Harvey). Category "C" instructor.

Assessments: Tested as instructor, 21 January 1942 at No.1 SFTS. At the time he had flown 500 hours instructing. Assessed under following headings - Sequence (very good), Voice (hesitant), Manner (nervous), Ability to impart knowledge (average), Ability as a pilot (Average in all phases), and Remarks were "This instructor flies well and has an excellent knowledge of sequences." (G/O W.J. Harper and S/L William M. Foster, No.2 Visiting Flight, CFS).

"This officer is keen and hard working and commands respect and loyalty from his subordinates and associates. He is an experienced and above average instructor." (G/C D. Edwards, 2 March 1943).

"Ill health has greatly handicapped this officer. He appears to have 'burned himself out' after three years of instructing. Not medically fit for overseas or operations and I recommend less arduous flying duties such as Ferry Pilot." (G/C C. Carling-Kelly, 10 March 1944).

"This officer is keen, conscientious and a hard worker. He is holding a Flight Lieutenant's position in Ground School and it is strongly recommended that he be appointed to the rank of Acting Flight Lieutenant.. Has been occupying this position in Ground School since the 5th of April 1944." (W/C G.A. Folkins, 7 August 1944)

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HIONIDES, F/O Harry Theodore (J16144) - **Military Cross Third Class (Greece)** - Middle East Command - Award effective 23 March 1945 as per **Canada Gazette** dated 6 April 1946 and AFRO 388/46 dated 12 April 1946. Born 22 April 1918 in Canton, Ohio. American citizen (educated at Patterson, New Jersey) and had been accepted for West Point. However, he enlisted in Montreal, 2 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.3 EFTS; ceased training 7 November 1940; to No.1 ITS again, 28 November 1940; to No.1 AOS, 4 January 1941; graduated 31 March 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 12 May 1941 when posted to No.1 ANS; graduated 9 June 1941. To Embarkation Depot, 10 June 1941; to RAF overseas, 29 June 1941; to No.4 OTU, 5 August 1941; to No.209 Squadron, 6 November 1941 (first sortie on 5 December 1941); to No.1428 Flight, 19 January 1942; to No.1444 Ferry Flight, 2 April 1942; to No.13 (Hellenic) Squadron, 8 May 1942; crew when Blenheim Z9740 (No.13 Squadron) crashed at Landing Ground 207, 6 July 1942; commissioned 26 July 1942 by one source (may have been acting rank) and 25 September 1942 by pay card; promoted Flying Officer, 27 January 1943; continued with No.13 (H) Squadron until November 1943 (in application for Italy Star he mentioned a sorties on 6 November 1943 against Crete); he appears to have spent most of 1944 on the staff of Royal Hellenic Air Force Headquarters; emplaned from Middle East, 13 July

1945; promoted Flight Lieutenant, 27 July 1944; repatriated to Canada, 6 August 1945; released 19 September 1945. Public Record Office Air 2/8920 has a letter dated 20 March 1944 which included the following citation:

During a long period of service with No.13 (H) Squadron, Flying Officer Hionides has shown a devotion far in excess of normal duties. His outstanding ability as an instructor has proved exceptionally successful in raising the standard of the newly trained observers. Throughout his operational sorties he has exhibited the greatest zeal and energy.

NOTE: The same file has a further letter dated 22 April 1944 stating that Greek authorities now wished to award him their Distinguished Service Medal for the following services:

On 8th December 1943, at Derna airfield, when as member of the crew of a Baltimore aircraft, Flying Officer Hionides made superhuman efforts with the rest of the crew to rescue the pilot (Squadron Leader Dritsas) who was being burned to death in the aircraft which had crashed and burst into flames. In the face of great danger from the inevitable explosion of the bomb load this officer showed unusual coolness and determination and an incomparable spirit of self-sacrifice.

It would appear that this decoration was not approved. The above details from Air 2/8920 were obtained through the kindness of Mr. Christopher Pointon, RAF Lichfield Association.

Further confusing the status of his awards are letters supplied to Canadian authorities after the war. One was a copy of a translation and copy of a document dated 16 March 1945, bestowing upon him the Greek "Convoy Medal and Reconnaissance Operations with three palms" and well as a "Convoy Medal and Reconnaissance Operations without Palms." Another document stated that the "Air Force Cross" was being bestowed on him "for having shown exceptional proofs of courage and boldness in flying undertakings contributing to the general operational result of their squadron." A further letter (15 February 1950) stated that he had been invested with Greek Air Force Cross and other campaign medals at the Greek Embassy in London, 9 February 1950. This note bears a minute, "Awards presented to Hionides differ considerably from those dealt with previously - reference correspondence this file. No further citation can be taken without causing considerable confusion, possible embarrassment to all concerned, and probably voluminous correspondence to straiten matters out."

On a form dated 26 June 1945 he stated he had 300 hours operational and 150 hours non-operational flying; had flown 65 sorties (last sortie on 7 December 1943) and had been on the following types: Catalina (100 hours), Blenheim IV (125), Bisleigh (125) and Baltimores (100). His duties had included translation of air force training texts into Greek.

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HIRSCHFIELD, WO (now P/O) George Daniels (R137822/J85245) - **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 Goldenville, Nova Scotia, 29 June 1920; home there. Labourer prior to enlistment. Enlisted in Halifax, 9 December 1941 as a Tradesman and posted to No.1 Manning Depot. Classified for General Duties, 3 January 1942 and posted to Trenton. To Technical Training School, St. Thomas, 12 February 1942. Promoted LAC, 9 June 1942. Remustered to aircrew and posted to No.9 BGS, 9 July 1942; graduated and promoted Sergeant, 25 September 1942. To "Y" Depot, 26 September 1942. To RAF overseas, 27 October 1942. Further trained at No.7 AGS, Stormy Down. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Commissioned 28 February 1944. Promoted Flying Officer, 28 August 1944. Repatriated to Canada, 28 October 1944. Released 4 August 1945. Rejoined as an Accountant, Halifax, 1 November 1951; released 19 January 1954 in Halifax. 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 23 March 1944 when he had flown 42 sorties (279 hours two minutes).

21 June 1943 - Krefeld (4.15)
22 June 1943 - Mulheim (4.45)
24 June 1943 - Wuppertal (5.25)
27 July 1943 - Hamburg (6.15)
29 July 1943 - Hamburg (5.50)
2 August 1943 - Hamburg (6.10)
9 August 1943 - Mannheim (5.50)
10 August 1943 - Nuremberg (7.40)
12 August 1943 - Turin (8.05)
16 August 1943 - Turin (7.50)
17 August 1943 - Peenemunde (8.05)
23 August 1943 - Berlin (7.15)
27 August 1943 - Nuremberg (6.30)
31 August 1943 - Berlin (6.40)
15 September 1943 - Montlucon (5.55)
22 September 1943 - Hanover (5.30)
23 September 1943 - Mannheim (5.40)
27 September 1943 - Hanover (4.25)
2 October 1943 - Munich (7.55)
3 October 1943 - Kassel (5.50)

7 October 1943 - Stuttgart (6.00)
8 October 1943 - Hanover (4.35)
10 November 1943 - Modane (7.35)
17 November 1943 - Mannheim (2.30, DNCO)
18 November 1943 - Berlin (8.10)
22 November 1943 - Berlin (6.10)
26 November 1943 - Berlin (7.10)
2 December 1943 - Berlin (6.00)
4 December 1943 - Leipzig (7.10)
16 December 1943 - Berlin (8.40)
20 December 1943 - Frankfurt (5.10)
24 December 1943 - Berlin (7.25)
1 January 1944 - Berlin (6.30)
2 January 1944 - Berlin (6.35)
5 January 1944 - Stettin (8.40)
20 January 1944 - Berlin (6.55)
21 January 1944 - Magdeburg (6.15)
27 January 1944 - Berlin (7.00)
28 January 1944 - Berlin (7.50)
30 January 1944 - Berlin (6.00)
15 February 1944 - Frankfurt-on-Oder (7.00)
24 February 1944 - Schweinfurt (6.35)
25 February 1944 - Augsburg (6.45)

This Warrant Officer has displayed keenness and devotion to duty on all his operational sorties. He is a very efficient and determined Air Gunner, qualities which have made him a valuable member of his crew. He has taken part in raids on some of the most heavily defended enemy targets, including Berlin, Frankfurt and Stettin. His excellent conduct and skill in performing his duties has been an inspiration to his crew. Strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has the following Combat Reports which include him:

3/4 December 1943. Lancaster E/405 (JA976). Target, Leipzig. Crew consisted of S/L H. Gowan, DFC (captain), F/L B.W. Culpin (navigator), Flight Sergeant R.D. Milne (bomb aimer) Flight Sergeant D.J. Langley (WOP/AG), Flight Sergeant G.D. Hirschfield (mid-upper gunner), Flight Sergeant C.F. Mace (rear gunner), Flight Sergeant H.R. Hurst (flight engineer) and F/L H.A. Morrison (second pilot).

On the night of 3rd/4th December 1943, at a position 52.50 N 11.40 E at 0325 hours, Mag, Heading 090 degrees at 140 I.A.S., 19,000 feet, our Lancaster "E", JA976 of 405 RCAF Squadron was attacked by a Ju.88. Seen by Mid-Upper Gunner at a range of 3/400, same height on the Port Quarter. Mid-Upper Gunner opened fire and ordered corkscrew. The enemy aircraft came in dead astern, fired two long bursts of cannon and machine gun; one burst passed overhead and the second below. The enemy aircraft dived to starboard and was lost. Our aircraft sustained no damage. Hits were scored on enemy aircraft, claimed damaged. So searchlights, no flak, no moon, good visibility, Monica gave indications.

Two short burst, approximately 200 rounds, by mid-upper gunner.

22/23 March 1944. Lancaster C/405 (ND507). Crew consisted of J10255 W/C J.B. Millward, DFC, 155922 F/L B.W. Culpin, DFC, 413105 P/O R.D. Milne, 144711 P/O R.C. Taylor, DFC, R137822 Warrant Officer G.D. Hirschfield (who on this occasion did not fire), 109507 S/L N.M. Coull (CAN/RAF), 911058 Sergeant G.D. Stewart, 120393 S/L J. Baker, DFC.

While on operations to Frankfurt on the night of 22nd March 1944, and at a position over the target areas after the bombs had been released, Lancaster aircraft "C", serial ND507 of 405 (RCAF) Squadron encountered an enemy aircraft which was identified by the rear gunner as a FW.190. The time of sighting was 21:55 hours while flying at an altitude of 18,000 feet, visibility was good with no cloud or moon but numerous searchlights.

The enemy aircraft was first sighted by the rear gunner [Coull] on the fine quarter 20 degrees above, at 300 yards range, coming straight towards the Lancaster. Corkscrew port was given immediately and at the same time the rear gunner opened fire with one short burst of two seconds after which the fighter broke away below in the starboard quarters at 200 yards range. No damage claimed to the fighter which did not open fire. No damage to Lancaster.

24/25 March 1944. Lancaster C/405 (ND507). Crew as above (on this occasion Warrant Officer G.D. Hirschfield opened fire).

While on the return journey from Berlin on the night of 24/25 March 1944, Lancaster aircraft "C", serial No.ND507 of 405 Squadron encountered an enemy aircraft identified as a FW.190. The sighting was made at 23:20 hours just south of Hanover, position 52.05N 09.40E while flying at an altitude of 20,000 feet. Visibility was very good with no cloud or moon.

The enemy fighter was first sighted by the rear gunner [Coull] approaching on the starboard quarter 10 degrees above at 300 yards range. The fighter closed on a parallel course until the range was reduced to 200 yards, 60 degrees on the starboard quarter when he banked steeply to port presenting a top plan view to the Lancaster. The rear gunner then directed the pilot to corkscrew starboard and opened fire with one long burst of four seconds; this was also taken up by the mid-upper gunner [Hirschfield] who fired a two-second burst, after which the enemy aircraft dived vertically and disappeared below.

Numerous bullets were seen to ricochet off the fighter and it is claimed as damaged. The enemy did not open fire. No warding was received from Monica and Fishpond was not being watched. There was no searchlight activity or any other indication that fighters were in the vicinity.

300 rounds fired from four tail guns; 200 rounds fired from two mid-upper guns.

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HISCOTT, F/L Roger Wilson (J29571) - **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 in St. Catharines, Ontario, 31 May 1916; home in Sutton West, Ontario. Enlisted in Toronto, 8 March 1941 as Clerk/Accounts. Posted to No.1 Manning Depot on enlistment. To No.4 BGS, 4 April 1941. To Technical Training School, 26 April 1941. Promoted AC1, 6 June 1941 and posted to Mountain View. Promoted LAC, 1 October 1941. Promoted Acting Corporal, 1 January 1942. Remustered to aircrew and posted on 6 June 1942 to No.5 ITS; to No.1 BGS, 15 August 1942; to No.1 Manning Depot, 20 March 1943; to No.4 AOS, 3 April 1943; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 25 February 1944. Repatriated 7 February 1945. Released 24 March 1945. Re-engaged with RCAF Auxiliary, No.411 Squadron, 30 January 1951 to 1 June 1957. Died in White Rock, British Columbia, 1 May 2001. 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 48 sorties (163 hours eight minutes), 30 March to 17 September 1944.

* denotes sortie counted as 1/3 an operation

30 March 1944 - Nuremburg (6.54)

9 April 1944 - Lille (2.53)*

10 April 1944 - Laon (3.48)*
11 April 1944 - Aachen (3.33)
20 April 1944 - Lens (2.59)*
22 April 1944 - Laon (3.51)*
26 April 1944 - Essen (3.45)
3 May 1944 - Montdidier (2.56)
6 May 1944 - Nantes Gassicourt (2.50)
19 May 1944 - Mont Couple (1.52)
22 May 1944 - Dortmund (3.41)
27 May 1944 - Rennes Airfield (3.41)
28 May 1944 - Mardick (1.41)
31 May 1944 - Mont Couple (1.57)
5 June 1944 - Longues (3.02)
7 June 1944 - Foret de Cerisy (3.32)
9 June 1944 - Rennes (4.12)
11 June 1944 - Toures (5.12)
12 June 1944 - Amiens (2.41)
15 June 1944 - Lens (2.13)
16 June 1944 - Sterkrade (3.34)
17 June 1944 - Oisemont-au-Bois (2.23)
24 June 1944 - Middle Straete (1.54)
4 July 1944 - Biennais (2.22)
5 July 1944 - Watten (1.38)
6 July 1944 - Croixdale (2.28)
7 July 1944 - Caen (2.28)
9 July 1944 - Mont Condon (2.04)
12 July 1944 - Acquet (2.40)
14 July 1944 - Anderbelck (1.40)
17 July 1944 - Caen (2.28)
18 July 1944 - Acquet (1.31)
23 July 1944 - Kiel (5.17)
24 July 1944 - Stuttgart (7.01)
25 July 1944 - Stuttgart (7.18)
28 July 1944 - Stuttgart (6.16)
30 July 1944 - Battle area (2.15)
1 August 1944 - Belle Croix (1.55)
4 August 1944 - L'isle Adam (2.59)
7 August 1944 - TOTALIZE 5 (2.21)
8 August 1944 - Lucheux (3.10)
9 August 1944 - Coulonvilliers (2.23)

10 August 1944 - La Pallice (5.18)
12 August 1944 - La Pallice (5.22)
28 August 1944 - Cezembie (3.16)
5 September 1944 - Le Havre (2.15)
6 September 1944 - Le Havre (2.02)
8 September 1944 - Le Havre (2.14)
10 September 1944 - Le Havre (2.16)
12 September 1944 - Wanne Eickel (3.35)
17 September 1944 - Boulogne (1.35)

Flight Lieutenant Hiscott is an extremely capable and efficient Bomb Aimer, now on his second tour of operations. The crew, of which he is a member, has on a great many occasions been employed on special duties of a highly important and at the same time dangerous nature. In spite of this danger he has very ably carried out all his duties with exceptional skill and determination and has contributed largely to the many successful sorties carried out by the crew. He has set a fine personal example of courage and devotion to duty which has done much to keep the morale of his fellow crew members at a very high standard.

HISCOTT, F/L Roger Wilson, DFC (J29571) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Hiscott has participated in further sorties against such heavily defended targets as Wilhelmshaven, Stuttgart, Karlsruhe and Duisburg. He has invariably displayed keenness and a high sense of responsibility. His fearlessness and devotion to duty have has a most inspiring effect on all members of his squadron.

NOTE: Public Records Office Air 2/9050 has recommendation by G/C W.F.M. Newsom dated 20 December 1944 when he had flown 61 sorties (205 hours 33 minutes), of which 13 sorties (41 hours six minutes) had been since previous award. The added sorties and text of recommendation were as follows:

20 September 1944 - Calais (2.24)
24 September 1944 - Calais (2.16)
25 September 1944 - Calais (2.42)
26 September 1944 - Cap Gris Nez (2.27)
28 September 1944 - Cap Gris Nez (1.56)
15 October 1944 - Wilhelmshaven (3.53)

19 October 1944 - Stuttgart (5.19)
28 October 1944 - Walcheren (2.09)
16 November 1944 - Julich (3.12)
18 November 1944 - Wanne Eickel (4.04)
2 December 1944 - Hagen (5.39)
4 December 1944 - Karlsruhe (5.05)
18 December 1944 - Duisburg (4.26)

Flight Lieutenant Hiscott is a most capable and keen Bomb Aimer who has now completed two tours of operations. He has participated in attacks on such heavily defended enemy areas as Stuttgart, Kiel and Dortmund. He is an exceptional type of officer, with a sound knowledge of both the theoretical and practical side of his work. He has invariably displayed a keenness for operational duty and a high sense of responsibility, unselfishly subordinating his own interests to those of the service. His fearlessness and keen sense of devotion to duty has had a most inspiring effect on all aircrew in the squadron.

Note: For a Combat Report of an action at which he was present (22/23 April 1944) see entry for F/L John Wycliffe Perry, RCAF.

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HISLOP, F/O John Victor (J28772) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Swansea, Ontario, 24 May 1916; home in Toronto. Enlisted there 23 June 1942 as WETP. To No.1 Manning Depot, 27 August 1942. Remustered to aircrew and posted to No.6 ITS, 5 December 1942; graduated 19 February 1943 and promoted LAC; to No.1 AOS as of 6 March 1943; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 8 December 1944. To No.3 Training Command, 20 December 1944. To Moncton, 26 March 1945. To United Kingdom again, 15 April 1945. Repatriated 23 July 1945. Released 12 September 1945. Died in Toronto, 6 July 2003. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 21 December 1944 when he had flown 35 sorties (169 hours 15 minutes).

6 June 1944 - Massey (3.35)
14 June 1944 - Le Havre (3.00)
15 June 1944 - Valenciennes (3.25)

27 June 1944 - Biennais (3.55)
30 June 1944 - Villers Bocage (3.35)
15 July 1944 - Chalons sur Marne (6.45)
17 July 1944 - Caen (3.55)
20 July 1944 - Homburg (3.55)
24 July 1944 - Stuttgart (7.50)
28 July 1944 - Stuttgart (8.05)
1 August 1944 - Coulon Villers (3.50)
4 August 1944 - Bordeaux (8.40)
8 August 1944 - Foret de Lucheaux (3.40)
11 August 1944 - Lens (3.50)
14 August 1944 - St.Quentin (4.20)
18 August 1944 - Bremen (5.40)
29 August 1944 - Stettin (9.35)
31 August 1944 - Pont Remy (4.05)
5 September 1944 - Le Havre (4.00)
6 September 1944 - Le Havre (4.00)
10 September 1944 - Le Havre (4.00)
11 September 1944 - Kamen (4.35)
17 September 1944 - Boulogne (3.15)
23 September 1944 - Neuss (4.55)
26 September 1944 - Calais (3.30)
5 October 1944 - Saarbrucken (5.55)
6 October 1944 - Dortmund (6.20)
14 October 1944 - Duisburg (4.40)
14 October 1944 - Duisburg (5.00)
19 October 1944 - Stuttgart (6.10)
22 October 1944 - Neuss (4.20)
25 October 1944 - Essen (4.50)
28 October 1944 - Flushing (2.40)
30 October 1944 - Wesseling (4.20)
31 October 1944 - Bottrop (5.05)

Flying Officer Hislop has flown as navigator in Flight Lieutenant Hall's crew and has completed 35 sorties totalling 169.15 hours, including such targets as Stuttgart (three times), Duisburg (twice), Stettin, Bremen, Saarbrucken and Dortmund.

On all these sorties his navigation has been of a consistently high order and the assistance he has rendered to his captain has been no small contribution to a very successful tour of operations.

An enthusiastic and determined navigator, Flying Officer Hislop spared himself no pains in the execution of his duty and the perfecting of his technique. He is recommended for the award of the Distinguished Flying Cross.

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HLADY, F/O Maurice (J43245) - **Medal of Merit, First Class (Czechoslovakia)** - No.12 Communications Squadron - Award effective 2 November 1946 as per **Canada Gazette** of that date and AFRO 1075/46 dated 15 November 1946. Born in Rama, Saskatchewan, 23 July 1923; home there. Enlisted in Saskatoon, 17 January 1942. Trained at No.7 ITS (graduated 3 July 1942), No.6 EFTS (graduated 9 October 1942) and No.11 SFTS (graduated 5 February 1943). Instructed at No.12 SFTS, Brandon until 1944 when he was posted to flying duties on West Coast. Remained in postwar RCAF (service number 20226) with No.412 Squadron, Toronto, Centralia, CJS London, Belgian Congo, Gaza Strip, Yeman and AFHQ; retired with the rank of Wing Commander, 25 August 1969, settling in Don Mills, Ontario. Subsequently established Canadian Executive Search Group, which matched executives to Third World needs. Died in Toronto, 3 August 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2002. No citation to Czech award. Photo PL-63704 is a portrait taken May 1955.

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HOAR, F/L Harold Allen (J15086) - **Commended for Valuable Services in the Air** - No.7 OTU - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 3 May 1917 in Truro, Nova Scotia. Enlisted in Halifax, 18 July 1940. To Trenton, 19 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 26 October 1940 when posted to No.13 EFTS; graduated 22 December 1940 when posted to No.8 SFTS; graduated 7 April 1941 and promoted Sergeant. To "Y" Depot, Halifax, 18 April 1941. To RAF overseas, 24 April 1941. Commissioned 29 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 24 November 1943. Repatriated to Canada, 24 January 1944. To No.31 OTU, 9 March 1944. Unit redesignated No.7 OTU, 30 June 1944. Promoted Squadron Leader, 1 April 1945. To Station Debert, 21 July 1945. To Pennfield Ridge, 14 August 1945. To Release Centre, 30 September 1945. Retired, 12 December 1945. RCAF photo PL-26826 (ex UK-7371 dated 18 January 1944) shows (left to right) F/L Keith Reynolds (London), S/L Massey Beveridge, DFC (Westmount) and F/L H. Hoar (Truro, Nova Scotia) with luggage for return to Canada; caption reads in part, "All have been members of a Canadian Intruder Squadron. F/L Hoar and S/L Beveridge came overseas together as Sergeant pilots two and one half years ago. On their return to Canada they will serve as instructors, passing along to up and coming young pilots the knowledge gained from many an intruder trip over enemy territory." RCAF photo PL-15919 (ex UK-4020 dated 21 May 1943) shows F/L J.F. McElroy, DFC after investiture with Private Bea Belyea (CWAC) and F/O H. Hoar "of New Brunswick." Photo PL-26827 (ex UK-7372) shows F/L H. "Hap" Hoar (left) and S/L Massey Beveridge; caption says they have flown a total of 67 sorties and while glad to be going home, regret not being "in at the finish of the Hun."

Having completed two and one-half years overseas on operations, Flight Lieutenant Hoar has spent several months at this Operational Training Unit in the capacity of squadron commander. He has proven to be a most capable and efficient squadron commander and was instrumental in re-organizing his squadron while it was in the process of conversion from Hudson to Mosquito aircraft. He had always set an outstanding example to the pupils under his command which has definitely resulted in a state of high morale.

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HOARE, FS Robert (380A) - **Mention in Despatches** - No.160 (BR) Squadron - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 21 January 1913. Home in Toronto; enlisted there, 18 September 1939 as an armourer. To No.120 (BR) Squadron, 26 April 1940. Promoted LAC, 1 October 1940. To No.4 (BR) Squadron, 9 November 1940, serving with that unit to 25 January 1942. Promoted Corporal, 1 January 1941 and Sergeant, 26 July 1941. Promoted Flight Sergeant, 1 March 1943 and posted to Abbotsford, 2 March 1942; to No.160 (BR) Squadron, 13 May 1943, serving with that unit to 30 May 1945. To Debert, 3 June 1945. Reverted to Sergeant, 1 October 1946 and served in postwar RCAF to 1953 or later.

This non-commissioned officer has been a member of this squadron since its formation. During this time he has proved himself an exceptional organizer and an excellent leader of men. Besides his work in his own trade, this airman has been enthusiastic in all station activities and in raising the morale of all concerned. His skill, leadership and efficiency are worthy of the highest praise.

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HOARE, S/L Thomas Harvey (J6821) - **Distinguished Flying Cross** - No.127 Wing - Award effective 3 September 1945 as per **London Gazette**, 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born 17 May 1917 at Lang, Saskatchewan. Enlisted in Winnipeg, 23 October 1940. To No.4 BGS (guard duty), 28 January 1941. To No.1 ITS, 8 February 1941; promoted LAC, 16 March 1941; to No.9 EFTS, 29 March 1941; to No.2 SFTS, 27 May 1941; wings and commission on 8 August 1941. To Trenton, 9 August 1941. Instructed at No.13 SFTS, October 1941 to April 1943; promoted Flying Officer, 15 June 1942 and Flight Lieutenant, 1 March 1943. At No.1 OTU, Bagotville, 25 April to 10 July 1943. To "Y" Depot, 10 July 1943; embarked 15 July 1943; arrived overseas 22 July 1943. Further trained at No.59 OTU. With No.56 Squadron, 1 December 1943 to 2 August 1944 and No.421 Squadron, 8 August 1944 to 4 April 1945. No.127 Wing, 4 April to 7 August 1945. Repatriated to Canada, 10 September 1945; released 25 October 1945. RCAF Auxiliary service, 25 October 1946 to 1 August 1951 (service number 120540). Graduated from McGill in 1946 (geology) and made his career in Calgary. Died there 26 May 2009. Victory list as follows: **5 July 1944**, one V-1 destroyed; **11 July 1944**, one V-1 destroyed; **16 July 1944**, one V-1 destroyed; **23 August 1944**, one FW.190 destroyed, Senlis area (Spitfire MK573); **22 January 1945**, one FW.190 destroyed, east of Rheine (Spitfire

SM242). RCAF photo PL-45187 (ex UK-22684 dated 18 July 1945) is captioned as follows: "F/L Tommy Reed, left, of Ottawa, 127 Wing Adjutant, says goodbye to the wing's late continental base at Reinsehlen, south of Hamburg, as he takes off in a Auster piloted by S/L Timmy Hoare of Winnipeg for the trip back to England after the wing disbanded. S/L Hoare finished his tour with 421, the Red Indian squadron, shortly before the war ended, and remained with the wing as senior flying control officer."

This officer has completed a tour of operational duty during which he has displayed a high standard of skill and determination in his attacks against enemy targets. He has destroyed at least two enemy aircraft, three flying bombs, and inflicted considerable damage on the enemy's lines of communication.

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HOBBIE, P/O (now F/O) Nicholas Hairston (J26909) - **Air Medal (United States)** - 11th USAAF - Award effective 27 August 1943 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born 17 August 1917. Home in Roanoke, Virginia; educated there, Virginia Military Academy and Roanoke College (Bachelor of Science). Enlisted in Toronto, 21 July 1941. To No.1 BGS, 9 August 1941. Posted to No.5 ITS, 25 September 1941. Promoted LAC, 22 November 1941 and posted to No.7 EFTS; to 14 SFTS., 31 January 1942; promoted Sergeant, 5 June 1942. Posted to No.14 (F) Squadron, 24 June 1942. Promoted Flight Sergeant, 5 December 1942; commissioned retroactively to 16 November 1942. Promoted Flying Officer, 16 May 1943. To "Y" Depot, 12 January 1944; to No.3 Personnel Reception Centre, Bournemouth, 20 January 1944. Repatriated 17 September 1944. Released 6 January 1945. Employed by Wren Coal Company and became its Chairman. Died in Midlothian, Virginia, 14 June 2011. RCAF photo PL-29090 (ex UK-10000 dated 25 April 1944) shows him as a member of a Spitfire squadron overseas. See Cochand for details; flights were 18 April to 25 July 1943.

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HOBBINS, S/L (now W/C) Albert Frank (C20788) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Poona, India, 12 December 1901. Privately educated, 1905-1916. Royal Flying Corps and Royal Air Force, 1918-1926 (fitter). To Canada, 1926 and applied unsuccessfully to enlist in RCAF. In 1927-1928 he freelanced in the Antipodes, trying at one point to operate a small airline. To Canada to join Consolidated Mining and Smelting Company, 1929-1931 (flying in northern Canada); Sub-Foreman and Foreman, Department of National Defence, 1932-1934, highway and airport construction projects in Alberta. Proceeded to England to work at De Havilland Aircraft (engineer), 1935-1936; Bristol Aeroplane Company, 1936-1941 (staff engineer, experimental engineer; assigned in 1937 to Hugh Altitude Test Flight; placed in charge of Long Range Flight of 1938); returned to Canada with British Air Commission and assisted in organizing No.12 Technical Detachment; Department of National Defence for Air, 1941-1942, attached to Canadian Associated Aircraft, Malton as Resident Staff Engineer, advising on installation, running and maintenance of Bristol

Pegasus XVIII engines. . Also served with Loyal Edmonton Regiment (Militia), 1931-1933. To Western Air Command, late 1941 as Technical Officer. Enlisted in Vancouver, 13 November 1942 in Aero Engineer Branch. Immediately granted rank of Squadron Leader and posted to Western Air Command (see note below). Promoted to Wing Commander, 1 June 1944. To No.7 Release Centre, 8 June 1945. Retired 9 June 1945. Living in Edmonton as of January 1950. Moved to United States, June 1951 to work with Curtiss-Wright Corporation as they had been licensed to manufacture a series of Armstrong-Siddley gas turbine engines. Died in New Jersey, 20 February 1958.

Serviceability of aircraft in Western Air Command has, in large measure, been due to this officer's complete devotion to duty and unstinted application of experience obtained in long association with airframes and engines. Coupled with effective organizing ability, his keen observation and diligence in detail, have been most valuable in solving the many problems in the maintenance of aircraft which the present times and circumstances produce.

Recommendation for MBE raised 19 September 1944 by G/C A.A. Rabnett as follows:

High degree of initiative above ordinary performance of duty in efforts to raised standard of aircraft serviceability in Western Air Command.

Previously recommended for Mention in Despatches by Air Commodore R.J. Grant, SAEO, Western Air Command, as follows:

Serviceability of aircraft in Western Air Command has, in large measure, been due to his complete devotion to duty and unstinted application of experience obtained in long association with airframes and engines. Coupled with effective organizing ability, his keen observation and diligence in detail, have been most valuable in solving the many problems in the maintenance of aircraft which the present times and circumstances produce.

This was approved by Headquarters, Western Air Command, but did not reach Priority List at AFHQ (New Year 1944 list).

Note: He was performing duties with Western Air Command as a civilian, but his post was converted to an RCAF position; reasons given in letter, 4 September 1942, G/C C.L. Trecarten (WAC) to Commanding Officer, RCAF Recruiting Centre; Vancouver:

In regard to the request from Air Force Headquarters regarding whether or not this Command can dispense with Mr. A.F. Hobbins' services, it is desired to point out very strongly that his services as a civilian can be dispensed with, but it is essential that his services as a commissioned officer should be obtained in lieu.

The reasons for making this statement is that Mr. Hobbins in the normal course of his duties is required to journey by government transport, on land, water and air as the case may be, to maintain liaison with Air Force personnel on these journeys, and travelling as a civilian it is becoming increasingly difficult for him to do his job properly. One of the main reasons which make it difficult for him to complete his job satisfactorily is that personnel on the remote bases seem to find it difficult to take orders from a civilian, and therefore in most cases, the orders have to be issued from Western Air Command with the resultant loss of time between Mr. Hobbins' visit to the Unit concerned and returning to this command to have the orders passed through the proper channels.

It is therefore requested that the services of Mr. Hobbins as a civilian technical officer be terminated and that he be allowed to continue his present excellent work as a commissioned aeronautical engineering officer.

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HOBBS, G/C Basil Deacon, DSO, DSC (C6) - **Officer, Order of the British Empire** - Station Patricia Bay - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 20 December 1894 or 20 December 1895 in Berkshire, England. Educated at Sault Ste. Marie and Cleveland (high school); took business and commercial correspondence course in Electrical Engineering. He was an electrician in Sault Ste. Marie. Obtained ACA Certificate No.365 at Wright School, Dayton, Ohio, 8 December 1915; appointed Probationary Flight Sub-Lieutenant, RNAS in Ottawa, 27 December 1915. On passage from Canada, 3 January 1916. As of 24 January 1916 he was under instruction at Felixstowe. As of 4 June 1917 he was training on Porte Boats. Appointed Flight Lieutenant, 30 June 1917. At Felixstowe in 1917; injured 3 September 1917. Appointed Flight Commander, 7 January 1918. As of 22 March 1918 he was on special service with United States Army Air Services in the United States; still with that body, 2 September 1918. Commissioned in RAF as of 1 April 1918. Promoted Squadron Leader, 31 May 1918. Resigned from RAF, 1 May 1919. Awarded DSC as per **London Gazette** of 22 June 1917 as Acting Sub-Lieutenant, RNAS. Awarded DSO as per **London Gazette** of 20 July 1917 as Flight Lieutenant, RNAS. For details of his Schneider Cup flying, see **Flight**, 18 September 1919, page 1244. Listed as Squadron Leader, Canadian Air Force (Reserve), 18 February 1920. Joined Canadian Air Board, 1 April 1920. Appointed Air Certificate Examiner with Air Board, 6 November 1920. Promoted from Air Certificate Examiner to Air Station Superintendent (Victoria Beach), 1 October 1921. Attended special course at Camp Borden, 11 November 1921 to 3 December 1921. To Air Headquarters, 4 December 1921. Posted to CAF Unattached List, 5 December 1921. To command CAF unit in Manitoba, 25 November 1922 and took command of Manitoba Air Station, 26 May 1922. Flew H.16 flying boat from Barrie to Winnipeg, June 1923. Flew Vickers Viking from Ottawa to Winnipeg, September 1923. Service with Air Board ended as of 25 May 1922, and that with CAF, commenced 26 May 1922 to 30 March 1924. Accepted commission as Squadron Leader in RCAF, 1 April 1924. Permitted to resign his commission, 1 October 1925. Engineer with Cleveland Illuminating Company for ten months and then ran own electrical business, 1926-

1940. . Rejoined RCAF, 18 June 1940 in Montreal with rank of Squadron Leader. To Station Trenton, 6 July 1940. To Station Dartmouth, 27 July 1940. Promoted Wing Commander, 1 March 1941. Promoted Group Captain, 1 March 1942. To Station Patricia Bay, 1 March 1944. Released from RCAF, 7 August 1945. Died October 1965. Admitted to Canadian Aviation Hall of Fame. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7 has citation.

Group Captain Hobbs has served with distinction throughout an extensive period of war service. As Commanding Officer of Royal Canadian Air Force Station, Patricia Bay, he has carried out his duties in an exemplary manner. At all times he has given his best to the service and all personnel under him have profited by his experience, good judgement and fine leadership. This officer's record throughout his career has been outstanding. By his splendid devotion to duty, initiative and efficiency he has rendered highly meritorious service to the Royal Canadian Air Force.

Course in Administration at Station Trenton, 1 July to 27 July 1940. Courses in Air Force Law (74 %), Central Registry (97 %), Orderly Room Procedure (96 %), Drill (67 %), Messes and Canteens (72 %), Equipment and Supply (78 %), Organization, Discipline, Administration and Oral exam (80 %). Placed 26th in a class of 42. Assessed "Above Average" in course but only "Average" under headings of "Zeal in Performance of Duty". "Tact in his Relations with Officers" and "Personal Example in Dress, Conversation and Behaviour". Nevertheless he was described on 29 July 1940 as "A splendid type of Officer with sound knowledge of Administration. He has the qualities conducive to successful leadership." (W/C F.J. Mawdesley, Officer Commanding, School of Administration).

Recommended for CBE, 29 October 1942 by Air Officer Commanding, Eastern Air Command. It did not go further, bearing a pencilled notation, "Too much about pre-war activities."

This officer served with marked distinction with the Royal Naval Air Service during the war of 1914-19 and continued flying from 1919 to 1924 with the Air Board (Civil Service). In this capacity he did much in pioneering civil flying in Canada and took part in the first Trans-Canada Flight. Although established in civil life he volunteered his service on the outbreak of hostilities and his valued experience and background, devotion to duty and energy, has been reflected in his command, which is the largest flying operational station engaged in anti-submarine warfare.

Recommended for CBE, 25 February 1943 by A/V/M G.. Johnson:

This officer voluntarily rejoined the service at the outbreak of hostilities and his valued experience and background, devotion to duty and energy, has reflected in his command of RCAF Station Dartmouth, the largest flying operational station in anti-submarine warfare.

Recommended for CBE, 11 September 1943 by A/V/M G.O. Johnson:

This officer has commanded RCAF Station Dartmouth from 21st June 1941 to date. His valued experience and background, combined with exceptional devotion to duty, is reflected in the splendid spirit prevailing at his his unit, the largest operational station engaged in anti-submarine warfare. His outstanding loyalty has been an excellent example to all, and an inspiration to his juniors.

Recommendation for OBE raised 13 February 1945 by A/V/M F.V. Heakes:

Group Captain Hobbs has served with distinction in Eastern and Western Air Commands, having commanded RCAF Station Dartmouth and Patricia Bay. He has at all times given his best to the Service which has profited by his experience, good judgement and fine example.

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HOBBS, Sergeant Clarence Arthur (R225243, later C87510) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 23 October 1917 in Munster, Ontario (RCAF press release 2659 announcing award). Postal Clerk. Enlisted in London, England, 16 October 1942, with rank of Corporal. Promoted Sergeant, 1 March 1943. Commissioned in Administration Branch, 24 August 1944. Promoted Flying Officer, 24 February 1945. Repatriated to Canada, 30 August 1946; released 17 September 1946.

Through his unselfish attitude, extreme devotion to duty, unstinting efforts in training personnel unfamiliar with Postal procedure and regulations in the United Kingdom, this NCO has materially assisted in enabling the RCAF Postal Service to extend and give postal services to RCAF personnel both in the United Kingdom and abroad in what is considered as a remarkably short time. His complete disregard for personal gain and his concentrated efforts have been an outstanding example to all those with whom he comes in contact.

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HOBSON, FS Douglas Palmer (R75448) - **Distinguished Flying Medal** - No.108 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43 dated 19 February 1943. Born 8 October 1918; home in Saskatoon. Enlisted in Saskatoon, 14 December 1940 and posted to No.2 Manning Depot. To No.33 SFTS, 6 January 1941 (guard); to No.2 ITS, 9 February 1941; graduated and promoted LAC, 28 March 1941 when posted to No.6 EFTS; graduated 26 May 1941 when posted to No.34 SFTS; graduated and promoted Sergeant, 8 August 1941. Warned for embarkation, 9 August 1941; to RAF overseas, 23 August 1941. Commissioned 24 August 1942. Repatriated 23 January 1943. Promoted Flying Officer, 24 February 1943. To No.2 Flying Instructor School, 4 March 1943. To No.4 SFTS, 2 May 1943.

Granted Leave Without Pay, 9 April 1944 and posted to No.2 Air Command, 10 April 1944. To No.4 Release Centre, 7 September 1945; released 4 October 1945. Became a TCA/Air Canada pilot. Died in Winnipeg, 18 February 2011.

This captain of aircraft has displayed great tenacity of purpose. Despite an injury received in an aircraft crash his enthusiasm for operational duties has remained undiminished.

NOTE: Public Record Office Air 2/9612 has recommendation for a non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 14 December 1942:

This Non-Commissioned Officer has now completed his operational tour and is on posting to the United Kingdom. He carried out 37 operational sorties covering a period of 255 operational hours.

Owing to the position in this squadron with regard to crews available and the disposition of Captains of aircraft at the time, Flight Sergeant Hobson had to carry out his first 15 operations as second pilot, and it was on the last of these after a raid on Tmimi on 16th June 1942, when he was involved in a forced landing. His Captain was flying the aircraft at the time and struck the ground at full flying speed, subsequently coming to rest approximately a mile further on with his aircraft very badly damaged and most of the crew considerably shaken. Flight Sergeant Hobson received damage to his knee on this occasion, and it is known that this injury has never been completely cleared up. Nevertheless he recommenced operations on 1st July 1942 as Captain of aircraft and has carried on continuously from then until the completion of his operational tour. On examination his list of operational sorties proves that he carried out no less than 15 sorties during the month of July 1942.

It is considered that his tenacity of purpose, courage and devotion to duty have set a very high example to all.

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HOBSON, S/L George Lionel (C4616) - **Member, Order of the British Empire** - No.10 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Ottawa, 27 January 1904. Educated at Glasham Public School, First Avenue Public School and Ottawa Technical School. Clerk with Canada Food Board and Canada Trade Commission. Joined the Air Board as a Rigger, 9 October 1920 at Camp Borden. Corporal as of August 1923. Confirmed as member of the RCAF at Camp Borden, 1 April 1924 in trade of Carpenter. Noted on 21 January 1925 that he had "specialized in the rigging of Avro 504K, and is familiar with Avro 504N and Camel." To No.1 Depot, Ottawa, 1 April 1925. In July 1926 he was sent on temporary duty to Larder Lake to replace the tail of Vedette G-CYFS. To No.4

(Operations) Squadron, Dartmouth, 28 March 1927. Promoted Acting Sergeant, 1 August 1927. In October 1927 he proceeded with P/O C.L. Bath and 1007 Sergeant A.E. Anderson "for duty in connection with investigational flights carried out for Air Mail Routes, specifically Saint John to Montreal. To Ottawa Air Station, 15 December 1927. To High River, 13 May 1929. To Winnipeg Air Station, 31 March 1931. To Trenton, 28 February 1935. Confirmed in rank of Sergeant, 1 June 1936. Awarded Coronation Medal, 1937. To Station Ottawa, 30 July 1937. Promoted Flight Sergeant, 1 October 1938. Serving with No.2 (Army Cooperation) Squadron, he expressed in December 1939 that he had no wish to proceed overseas with No.110 Squadron. This did not help his career; it was recommended that he be released as soon as he met retirement standards or upon the cessation of hostilities. He was posted to St. Thomas, Ontario, 3 January 1940, and thence to No.4 Repair Depot, Dartmouth, 2 April 1940. Promoted WO2, 15 August 1940. Promoted WO1, 1 January 1941. Commissioned in Aeronautical Engineering Branch, 24 March 1941 and immediately given rank of Flying Officer. To No.2 Training Command, 15 April 1941. Promoted Flight Lieutenant, 1 September 1942. To No.10 SFTS, 18 November 1942. Promoted Squadron Leader, 1 February 1944. To No.3 BGS, 15 September 1944. To No.17 SFTS, 18 February 1945. To Western Air Command, 7 March 1945; to No.22 Sub-Repair Depot, 17 March 1945; to No.1 Air Command, 1 July 1945; to No.6 Repair Depot, 7 July 1945; to No.2 Release Centre, 17 April 1946. Retired 23 October 1946. Died in Ottawa, 21 August 1995 in Ottawa, aged 92.

This officer has given many years of faithful, loyal service to the Royal Canadian Air Force. As chief engineering officer at his present unit, his professional ability, unswerving devotion to duty and loyalty to the service have produced excellent results and have provided an inspiring example to all personnel who have come in contact with him. He has been a very worthwhile contribution [contributor ?] to the success of the British Commonwealth Air Training Plan.

Selected Assessments: "Carries out his duties in a most satisfactory manner." (S/L R.S. Grandy, Winnipeg Air Station, 28 December 1928).

"A good Rigger and Carpenter. Works quickly and thoroughly. Capable of exercising authority." (S/L E.L. McLeod, Winnipeg Air Station, 31 December 1932).

"A capable and reliable NCO. He is thoroughly conversant with the aircraft in use and as NCO in charge of riggers, organizes and supervises the work in a most commendable manner." (S/L A.H. Hull, No.2 Army Cooperation Squadron, 10 December 1936).

"Has been acting as Assistant to the Command Trade Test Officer since being posted to this Headquarters on 8 April 1941. Has a wide knowledge of RCAF trades and Service procedure gained through his service with CAF and RCAF since 1920. This knowledge particularly adapts him for the duties of a Trade Test Officer or Engineer Officer. Very conscientious, defensible in his work and loyal to service. Well liked by all senior and junior ranks with whom he comes in contact and is giving highly satisfactory service in every way." (W/C G.R. Hicks, Commanding

Officer, Headquarters Administration Unit,, No.1 Training Command, Montreal, 10 December 1941)

“Has been Chief Engineer Officer at this unit for approximately one month. Performing duties in a most satisfactory manner, and it is expected that his efforts will shortly result in a marked improvement in the maintenance efficiency of this Unit.” (G/C W.F.C. Hobson, No.3 BGS, 2 November 1944).

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HODGES, P/O Stanley Charles (J18609) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in New Westminster, 15 August 1922; home in Winnipeg. RCASC 1940. Enlisted in Vancouver, 14 October 1941. Posted to No.3 Manning Depot, 2 November 1941; to No.10 Repair Depot, 7 December 1941; to No.3 Wireless School, 14 March 1942; promoted LAC 15 March 1942; to No.3 BGS on 26 September 1942 (graduated 18 December 1942 and promoted Sergeant). To “Y” Depot, 1 January 1943; to RAF overseas, 25 January 1943. Further trained at No.27 OTU. Commissioned 30 November 1943. Repatriated 14 December 1944; released 10 February 1945. The Royal Canadian Legion “Last Post” website and **Legion Magazine** of September/October 2004 report the death in Abbotsford, British Columbia, on 8 May 2004, of “Stan C. Hodges”, age 81 but gives only an airman number (R128023) and a former army number (K78935), which might be this man. 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 16 February 1944 when he had flown 30 sorties (210 operational hours).

11 June 1943 - Dusseldorf
12 June 1943 - Bochum
16 June 1943 - Cologne
22 June 1943 - Mulheim
24 June 1943 - Wuppertal
9 July 1943 - Gelsenkirchen
12 July 1943 - Turin
2 August 1943 - Hamburg
7 August 1943 - Genoa
17 August 1943 - Peenemunde
22 August 1943 - Leverkusen
23 August 1943 - Berlin
27 August 1943 - Nuremburg
30 August 1943 - Gladbach
31 August 1943 - Berlin
4 October 1943 - Mannheim
20 October 1943 - Leipzig
3 September 1943 - Berlin

6 September 1943 - Munich
3 November 1943 - Dusseldorf
10 November 1943 - Modane
18 November 1943 - Berlin
22 November 1943 - Berlin
2 December 1943 - Berlin
16 December 1943 - Berlin
29 December 1943 - Berlin
2 January 1944 - Berlin
20 January 1944 - Berlin
21 January 1944 - Magdeburg
28 January 1944 - Berlin

Pilot Officer Hodges (a Canadian) is a mid-upper gunner who has now completed 30 successful operational sorties against the enemy. Amongst the targets attacked are Munich, Turin, the Ruhr and Berlin, the last being his target on seven successive occasions as well as at other times.

He has shown himself to be an expert and determined fighter whose leadership and calmness while under fire resulted on more than one occasion in the successful defence of his aircraft and damage to the enemy fighter. His ability to make instant decisions in emergency, combined with his high technical knowledge, has contributed largely to the morale of his crew.

For calmness and determination in repelling enemy attacks, Pilot Officer Hodges is strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/292 has a Combat Report relating to him. It refers to an action on 16/17 December 1943, Lancaster III F2/626, target Berlin. Position was 52.38 N 09.00 E, 1903 hours, 20,000 feet, 160 m.p.h. indicated air speed; heading 098 degrees Magnetic. Weather was clear with no searchlight activity or fighter flares. The enemy aircraft was a Ju.88 carrying no lights. First detected at 200 yards dead astern, 150 feet up. Hodges was Mid-Upper Gunner and the tail gunner was Flight Sergeant J. McKean (No.1 BGS and No.27 OTU). The enemy did not attack. Excerpts from the report were as follows:

11. Mid-Upper Gunner saw enemy aircraft flying straight and level behind and ordered the skipper to dive, at the same time opening fire. The fighter was taken completely by surprise and dived to port. The Rear Gunner told the pilot to turn to port and also opened fire on the fighter. The enemy aircraft then did a climbing turn to starboard and plunged earthwards. About a minute later an

explosion was observed on the ground slightly to the starboard side of our bomber's track. The Gunners think it was probably the enemy fighter. They have put in a claim of probably destroying the enemy aircraft.

12. Gunners opened fire on sight and ceased fire on break away point which was point blank range.

13. Our aircraft was not damaged and as previously stated the enemy aircraft is claimed as probably destroyed.

14. Ammunition expenditure from both turrets, 300 rounds. Stoppages were incurred in left hand mid-upper gun [and] on right hand outer rear turret. They were No.2 and No.1 respectively.

The report further stated that neither Boozer not Monica was fitted. The Chief Gunnery Officer for No.1 Group commented:

17. The Mid-Upper Gunner gave the wrong evasive action in the first instance and instead of ordering the pilot to dive he should have given a corkscrew. The Rear Gunner did the correct thing in ordering a turn to port and should also be commended for opening fire immediately with a comparatively long burst. Although the enemy aircraft did not make an attack, this combat once again goes to prove the value of the aggressive spirit and a laid down search plan.

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HODGINS, F/O Rooney Alexander (J41894) - **Distinguished Flying Cross** - No.443 Squadron - Award effective 2 February 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born at Campbell's Bay, Quebec, 3 April 1923. Enlisted in Ottawa, 17 September 1941. To No.2 Manning Depot, 14 November 1941. To No.1 Training Command, 13 March 1942. To No.6 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942 but not posted to No.10 EFTS until 1 August 1942; graduated 25 September 1942 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 22 January 1943; to No.1 OTU, Bagotville, 29 January 1943; to Eastern Air Command, 4 May 1943; to No.126 (Fighter) Squadron, 6 May 1943; to No.129 (Fighter) Squadron, same date; to No.126 (Fighter) Squadron, 25 November 1943; to No.127 (Fighter) Squadron, 29 December 1943. To "Y" Depot, date uncertain. To No.3 PRC, 20 January 1944, arriving in UK, 31 January 1944. No.443 Squadron, 13 February to 9 November 1944. Repatriated to Canada, December 1944, released 20 September 1945, rejoined 2 May 1946 (20069). Killed in the crash of Vampire 17037 at Rockcliffe, 11 June 1948. He took off to practice for a forthcoming aerobatic display. He completed three tight circuits at 300 feet

before making a run over the field. He started a slow starboard roll but when inverted it turned into a fatal flick roll. Accident report on National Library and Archives microfilm T-12356. Aerial victories as follows: **14 June 1944** (one Do.217 destroyed); **30 July 1944** (one Bf.109 damaged); **27 Sept 1944** (one Bf.109 probably destroyed); **29 Sept 1944** (two Bf.109s destroyed).

Flying Officer Hodgins has completed very many sorties over northern France, Belgium and Holland. He has destroyed three enemy aircraft and has also been responsible for putting out of action over fifty enemy mechanical vehicles. On one occasion in September 1944, in a fight against a superior force of enemy aircraft, Flying Officer Hodgins destroyed two Messerschmitt 109s. This officer has at all times displayed the greatest keenness to engage the enemy and has proved himself a skilful and intrepid pilot.

Aerial victories

- 14 June 1944 (one Do.217 destroyed);
- 30 July 1944 (one Bf.109 damaged);
- 27 Sept 1944 (one Bf.109 probably destroyed);
- 29 Sept 1944 (two Bf.109s destroyed).

RCAF Press Release No.4747 dated 28 April 1944, transcribed by Huguette Oates, reads:

“Well – in one way he gave me a kick in the pants and in another he shook my hand.”

That is the way Pilot Officer Rooney A. Hodgins, 123 Albert Street, Ottawa, Ontario, who flies with an RCAF Spitfire squadron in the Tactical Air Force in Britain, described an interview with the Air Officer Commanding, Eastern Air Command, Canada, after he disobeyed an order to “bale out” and brought his aircraft down to a good landing on a fog-blanketed Gander airport.

The incident occurred last October 2nd, a few weeks before P/O Hodgins arrived in Britain. He was then a flight sergeant and had flown a United States Army officer from Gander to Torbay. He took off on the return trip and fog suddenly closed down at Gander. Control at Torbay was unable to contact him by radio because of weather and atmospheric disturbances. He circled in a grey void as night fell. Twice he flew low intending to crash land. Once he found water beneath him and on the second occasion a mountainside loomed suddenly, and he dented a wing on a tree as he zoomed. Spasmodically his radio gave intelligible sounds, and he caught the order to climb and bale out on two occasions.

"I had a camp kit in the back of the aircraft and I thought I'd stand a better chance if I crash-landed and tried to live off the supplies because I knew it would be sometime before I could be located – that's why I stuck with the aircraft," he explained.

As the flight sergeant went down again, feeling for a bog in which to land, he saw a rocket flicker dimly through the fog ahead of him, and located the airfield. Ground staff fired Very pistol flares to mark the length of the runway, and he came in to a perfect landing. While he taxied the aircraft, it ran out of gas. "That fog lasted seven days and we couldn't get an aircraft off the ground. I would have had a pretty tough time if I'd jumped," he recalled.

P/O Hodgins intends to continue his studies as aeronautical engineer after the war. He is 21 year of age and weighs 118 pounds. "I'll always have a warm spot in my heart for the ground crews at Gander. There was a big dance on that night and it seemed as if every one of the lads were waiting at the hangar when I got in," he said.

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HODGKINSON, F/L Bryan Gilmore (J38649) - **Mention in Despatches** - Overseas - Award effective 28 December 1945 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Christian names also rendered as Brian Gilmore. Born 22 April 1914. Home in Winnipeg; enlisted there 29 May 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 16 September 1940 when posted to No.2 EFTS; graduated 19 November 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 28 January 1941. Warned for embarkation, 22 April 1941. To RAF overseas, 6 March 1941. Missing in action, 22 October 1941. (No.401 Squadron, Spitfire W3955). Commissioned 26 October 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 26 October 1943. Reported safe in United Kingdom, 9 May 1945. Repatriated 1 June 1945. To No.8 Repair Depot, 12 June 1945. To No.5 Release Centre, 7 August 1945. Released 10 August 1945. RCAF photo PL-44472 (ex UK-21982 dated 7 June 1945) shows him being interviewed (speaking into a microphone) at Southampton shortly before repatriation.

...for distinguished service while [prisoner] of war.

DHist card states that he was a fighter pilot, shot down over France in October 1941. In three and one half years as a POW (chiefly at Stalag 383, Bavaria) he built two theatres and put on

many plays to entertain prisoners. He had been a radio announcer with CKY before the war and was in radio work in Toronto in 1946.

Public Records Office Air 2/9104, dealing with awards to various officers who distinguished themselves in German POW camps, includes a letter dated 16 July 1945 by Battery Quartermaster-Sergeant D.M. MacKenzie, "Late Chief Man of Confidence, Stalag 383, Germany" to Canadian Military Headquarters, recommending three Canadians for recognition, including Hodgkinson (described as a Flying Officer):

At the opening of Stalag 383, a non-working camp, he did the utmost to prepare a very fine theatre out of an old stable, utilising mostly Red Cross materials and with practically no help from the German camp authorities. He also did magnificent work in organizing entertainment.

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HODGSON, P/O (now F/O) Edgar George (J23049) - **Mention in Despatches** - No.116 Squadron (now No.3 OTU) - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born 13 August 1918. Home in Longueuil, Quebec; enlisted in Montreal, 13 July 1939 for General Duties and posted to Rockcliffe. Promoted AC1, 13 January 1940. Promoted LAC, 13 April 1940. To AFHQ, 6 June 1940. Remustered for aircrew, 11 December 1940 when posted to No.1 ITS; reverted to AC2 that date but graduated and promoted LAC again, 15 January 1941; posted that date to No.14 EFTS; graduated 17 March 1941 and posted to No.2 Manning Depot; to No.33 SFTS, 5 April 1941; graduated and promoted Sergeant, 24 June 1941. To Station Patricia Bay, 24 June 1941. To Eastern Air Command, 26 September 1941. To No.116 (BR) Squadron, 4 October 1941. Promoted Flight Sergeant, 24 December 1941. Promoted WO2, 24 September 1942. Commissioned 25 October 1942. To No.3 OTU, 15 January 1943; promoted Flying Officer, 26 April 1943; to "Y" Depot, Halifax, 23 August 1944; to No.3 Personnel Reception Centre, Bournemouth, 24 August 1944. Promoted Flight Lieutenant, 26 October 1944. Repatriated 29 December 1945. Released 2 November 1946.

Pilot Officer Hodgson is Bomber Reconnaissance pilot of outstanding ability, carrying out hazardous patrols on numerous sorties during the past two years. His sound judgement, determination and cheerfulness under most trying circumstances has been an inspiration to all his associates.

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HODGSON, F/L John Bonar (C9221) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Montreal, 20 June 1911 (RCAF press release announcing MBE); educated at McGill and worked as a machinist. Home in Montreal; enlisted there 28 November 1941 and immediately commissioned. To Aeronautical Engineer School, 6 December 1941. To Yarmouth, 17 May 1942. Promoted Flying Officer, 1 October 1942. To No.162 (BR) Squadron, 3 May 1943; to Iceland, 31 October 1943; promoted Flight Lieutenant, 1 January 1944; to Moncton, 22 March 1945; to No.4 Repair Depot, 22 May 1945; to Station Scoudouc, 14 July 1945. Released 1 October 1945. No citation.

HODGSON, F/L John Bonar (C9221) - **Member, Order of the British Empire** - No.162 (BR) Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. No citation in Canadian sources. Public Records Office Air 2/9056 has recommended citation.

This officer is an engineering officer who has served with the squadron since May 1943. He has displayed a keen sense of duty and might be found at any time of the day or night working on his particular job. He has shown great keenness and initiative and his excellent example of efficiency and ability has been an inspiration to all.

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HODGSON, P/O Norman Hedley (J29767) - **Mention in Despatches** - No.119 Squadron - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 4 July 1920. Enlisted at Winnipeg, 4 November 1940. To No.4 Training Command, 9 December 1940 and assigned to No.39 SFTS as guard. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 17 March 1941 when posted to No.14 EFTS; graduated 15 May 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 27 July 1941. To No.13 Operational Training Squadron, 28 July 1941; to Eastern Air Command, 20 October 1941; to No.119 (BR) Squadron, 14 November 1941, serving with that unit until 15 February 1944. Promoted Flight Sergeant, 27 January 1942; promoted WO2, 27 July 1942. Commissioned 24 June 1943. Promoted Flying Officer, 23 December 1943. To No.121 Squadron 11 April 1944; to No.167 Squadron, 12 July 1944; to Eastern Air Command, 1 October 1945. To No.1 Release Centre, 5 November 1945; released 7 November 1945, settling in Vineland, Ontario. DHist file 181.009 D.1122 (RG.24 Vol.20595) has application for 1939-1943 Star dated 3 November 1944 showing he had flown with the unit 18 November 1941 to 15 March 1944 and first operational sortie had been 22 January 1942.

This pilot has shown great perseverance and steadiness in all his operational sorties. He is captain of a crew whose team work is particularly outstanding.

HODGSON, F/O Norman Hedley (J29767) - **Air Force Cross** - No.167 (Communications) Squadron - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 7 has citation, drafted when he had flown 1,875 hours, 882 on operations (194 sorties).

This officer has proved himself to be an exceptional pilot and captain of transport aircraft. His keenness, ability and sound good judgement have earned the confidence of all those associated with him, Under the most adverse weather conditions he has demonstrated repeated dependability far above the average.

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HODGSON, S/L Wesley Bert (C428) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Kent, 22 October 1916; home in Inverness. RCAF 1936 until 5 November 1938 and RAF 1938-43. Transferred back to RCAF while in Britain, 7 November 1943 in rank of Squadron Leader. Repatriated to Canada 1 July 1945. To Western Air Command, 10 July 1945. To No.5 OTU, 15 July 1945; to Central Flying School, 17 September 1945; to Britain, 22 November 1945. Retains rank of Squadron Leader in postwar RCAF, 1 October 1945; promoted Wing Commander, 1 June 1947. Promoted Group Captain, 1 July 1954. Canadian War Museum has medals (AN 19790298-005). 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 26 sorties (108 hours 13 minutes).

* denotes daylight sortie

31 May 1944 - GARDENING Frisians (3.16)
2 June 1944 - GARDENING Heyst-Flushing (2.03)
3 June 1944 - GARDENING Knocke (2.06)
5 June 1944 - Special Duties (5.07)
12 June 1944 - Gelsenkirchen (3.22)
21 June 1944 - Northern France (2.53)
23 June 1944 - L'Hey (2.04)

24 June 1944 - Rimeux (2.54)
30 June 1944 - Villers Bocage (3.18)
2 July 1944 - Beauvoir (3.20)
15 July 1944 - Chalons (6.46)
18 July 1944 - Caen (3.48)*
18 July 1944 - Aulnoye (3.48)
24 July 1944 - Acquet (3.38)*
25 July 1944 - Stuttgart (8.00)
28 July 1944 - Stuttgart (8.04)
30 July 1944 - Caen (3.40)*
1 August 1944 - Le Nieppe (2.31)*
4 August 1944 - Bec d'Ambs (7.37)*
5 August 1944 - Bassens (7.37)*
7 August 1944 - Mare de Magne (3.40)
9 August 1944 - Port d'Englos (2.19)
11 August 1944 - Lens (3.25)*
12 August 1944 - Brunswick (5.14)
14 August 1944 - Hamel (3.52)*
15 August 1944 - St.Trond airfield (3.41)*

This officer has carried out his operational duties at all times with the utmost energy, enthusiasm and determination. In a large number of sorties against a variety of highly important targets, his crew has achieved bombing results of consistent merit, and, in addition, on several occasions enemy aircraft have been successfully engaged. These successes are a direct reflection on Squadron Leader Hodgson's capable leadership, which has also been demonstrated to good effect when he has led the squadron with considerable skill on daylight attacks. In spite of his excellent operational record, he has at all times attended carefully to the organization of the Flight which he commands, with a resultant efficiency, which is yet another indication of his valuable service and leadership. I strongly recommend this officer for the award of the Distinguished Flying Cross.

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HODSON, F/L Albert Harold (J12828) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 25 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Vancouver, 4 May 1923; home in Alberni, B.C. 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; graduated 28 March 1942 when posted to No.2 Manning Depot; to No.11 SFTS, 1 April

1942; graduated and commissioned, 17 July 1942. To No.1 GRS, 14 August 1942; to "Y" Depot, Halifax, 31 October 1942; to RAF overseas, 21 November 1942. Promoted Flying Officer, 17 January 1943. Repatriated 27 November 1944; promoted Flight Lieutenant, date uncertain; to Patricia Bay, 19 January 1945; to Northwest Air Command, 21 April 1945; released 21 September 1945. Worked in forestry industry; longtime Manager of plywood mill, McMillan Bloedel in Port Alberni and then supervisor of BC Forest Products plant in Youbou. Died in Coquitlam, British Columbia, 13 December 2011. Cited with F/L Patrick A. Powell (RCAF observer, DFC).

As navigator and pilot respectively, these officers have participated in numerous attacks on enemy shipping. They have displayed skill and co-operation of a high order and have invariably pressed home their attacks with exceptional determination. In June 1944 they took part in an attack on a naval force of three vessels on which serious damage was inflicted. In this, as on most occasions, these officers displayed praiseworthy courage and resolution.

The original recommendation was drafted 8 June 1944 by W/C A.K. Gatward, Commanding Officer, No.404 Squadron, noting that Hodson was a Deputy Flight Commander and had flown 29 sorties and 231 hours 30 minutes overseas (116 hours 40 minutes operational). The text read:

On the 6th of June 1944, Acting Flight Lieutenant Albert Harold Hodson was the sub-leader of an R.P. Beaufighter formation which attacked three enemy destroyers in the Bay of Biscay. He led his section with great skill and resolution, seriously damaging the enemy.

This officer has taken part in eight anti-shipping strikes and many Rover patrols, and has always shown high courage and determination when carrying out his duties.

For his courage and devotion to duty I recommend he receive the Immediate award of the Distinguished Flying Cross.

The Officer Commanding, Davidstow Moor, concurred on 9 June 1944. On 10 June 1944 the Air Officer Commanding, No.19 Group (A/V/M B.E. Baker) wrote:

The courage and determination shown by this officer in leading his section in this attack was of a very high order. Recommended for the immediate award of the DFC.

This was approved by the Air Officer Commanding-in-Chief, Coastal Command (Air Chief Marshal W.S. Douglas) on 1 July 1944.

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HODSON, WO1 Douglas Creswell (Can 1907) - **Member, Order of the British Empire** - No.12 Communications Squadron - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Lloydminster, Saskatchewan, 17 May 1910. Educated in Vancouver, 1915 to 1928. Cabinet maker. Enlisted in Vancouver, 26 September 1930 as Fitter; posted to Camp Borden. Became Aero Engine Mechanic. Promoted AC1, 1 May 1934. Promoted LAC, 1 October 1934. To Rockcliffe, 10 May 1937. Promoted Corporal, 20 May 1938. Promoted Sergeant, 1 April 1938; at Rockcliffe as of 10 May 1939; promoted Flight Sergeant, 1 August 1940; promoted WO2, 1 June 1941; promoted WO1, 1 June 1942. To Aero Engineer School, 26 February 1943. Commissioned in Aero Engineer Branch, 22 May 1943 (C26522) with simultaneous promotion to Flying Officer; posted that date to No.5 Manning Depot. To Officer Training School, 26 May 1943. To No.2 Training Command, 8 July 1943. To No.1 Photo Centre, 5 May 1944. Promoted Flight Lieutenant, 1 February 1945. Posted to No.13 (Photo) Squadron, 1 April 1946; accepted for postwar RCAF, 1 October 1946. To No.22 Photo Wing, 15 July 1947. Promoted Flight Lieutenant, 1 January 1948. To Air Transport Command Headquarters, Rockcliffe, 12 September 1949. To Station Gimli, 2 December 1950. To No.2 FTS, Gimli, 1 April 1951. To Station Saskatoon, 29 July 1952. Promoted Squadron Leader, 1 January 1954. To No.5 Air Division Headquarters, 14 October 1956. Retired 9 January 1960. Died in Florida, 10 June 1993. Photo PL-13940 shows him at investiture. Photo PL-85832 shows him in November 1956.

This Warrant Officer has displayed outstanding devotion to his duties and has demonstrated an extremely fine appreciation of his vital responsibilities as the acting Unit's Technical Officer in charge of its aircraft maintenance. This Warrant Officer's actions have been directly responsible for the outstanding record of the unit's aircraft reliability during the past two years.

Recommended 2 October 1942 by W/C H.M. Kennedy, No.12 Communications Squadron, text as above as describing him as Acting Unit Technical Officer. On 7 October 1942 this was endorsed by G/C J.L. Hurley (Commanding Station Rockcliffe) as follows:

WO1 Hodson is to a large extent responsible for the high degree of serviceability of aircraft in No.12 Communications Squadron, and I have pleasure in recommending him for the above award.

Selected Assessments: "Extremely conscientious. Thorough knowledge of practical aero engines and airframe maintenance; is most reliable in every respect/ Inclined to be a trifle too easy on his airmen." (W/C H.M. Kennedy, 7 December 1942).

"Flying Officer Hodson has a background of 13 years service on aircraft maintenance. The success of our Trimetragon operations this past season was due in no small part to Flying Officer Hodson's guidance in the field." (W/C J.A.E. Schwartz, Station Rockcliffe, 1 November 1944)

"Long experience with maintenance of detachments in the field. Has done an outstanding job as Wing Engineering Officer of No.7 Photo Wing." (W/C S. Volk, Station Rockcliffe, 15 October 1945)

"Flying Officer Hodson has exceptional ability to carry out prototype modification. He supervised the original work of conversion on Ansons and Mitchell aircraft and carried out the prototype work on the Lancaster almost entirely by his own labour. The engineering problems involved were solved by him in most cases with little assistance from qualified aeronautical engineers, but in no instance was the work turned down by the engineering branch. While he was Chief Technical Officer of 413 Squadron the high state of serviceability which was maintained was largely due to Flying Officer Hodson's ability to anticipate requirements and keep spares flowing smoothly to detachments. Now as Chief Technical Officer of 22 Photo Wing he has taken over the supervision of both squadrons with the same zeal he has shown in his duties in the past. He is strongly recommended for promotion to Flight Lieutenant." (W/C R.I. Thomas, No.22 Photo Wing, 24 October 1947).

"This officer has shown outstanding ability to carry out prototype work. Not only has he exhibited a high degree of mechanical skill himself, but he has inspired airmen working with him to attain the highest possible degree of workmanship. Owing to the amount of overtime, F/O Hodson has been forced to do to meet deadlines for prototype work, he has had little time for sports or other station activities. However, he is an enthusiastic and skilful bowler and takes part in this sport whenever he has the opportunity. He is keenly interested in the welfare of his men. He organized a special trade advance course for personnel of 414 and 413 Squadrons after the photo season which brought very favourable comment by all airmen concerned. Recommended for retention in the service." (W/C R.I. Thomas, Station Rockcliffe, 18 December 1947).

"This officer possesses to a high degree two qualities essential to a good engineering officer, namely power of analysis and scrupulous care for detail. A very hard worker. His long and varied career in aircraft maintenance has earned him the respect of his fellow officers and the airmen who have worked with him and for him and in whose welfare he has taken a keen

interest. He has a strong sense of discipline and fair play. His flashes of humour highlight a normally reserved character. To my knowledge his family and financial affairs are above reproach, A very good engineering officer.” (W/C W.P. Gouin, Air Transport Command Headquarters, 1 September 1950).

“Fligh Lieutenant Hodson has demonstrated a wide experience and marked ability at his job as OC Maintenance, Although handicapped by a shortage of qualified supervisors and technical tradesmen, he has organised and supervised his section so that a high rate of serviceable aircraft has been maintained to meet flying commitments. With many years of service experience he has displayed excellent leadership qualities and maintains the respect of his subordinates and the confidence of his superiors.” (S/L J.R. Fraser, Station Saskatoon, 28 August 1953).

“As Chief Technical Staff Officer, Squadron Leader Hodson has been a tower of strength to this station in his own branch/organization. He deserves a fair share of credit for this station’s excellent maintenance/provisioning record in aircraft, VME, equipment and CE areas and he is to be commended for his devotion to duty and extra effort and time put into his work. As PMC of the Officers’ Mess he deserves full share of credit for many excellent mess dinners, buffet luncheons, cocktail parties and general entertainment, etc., for members of the mess. The Rifle Club started and operated due to his efforts. It seems rather odd that an officer of his capacity, experience and ability should be retired shortly due to age in rank status. Although I do not think that he would accept it perhaps, it is sincerely recommended that Squadron Leader Hodson he offered Wing Commander rank with further service in two years.” (G/C E.H. Evans, Station Saskatoon, 13 October 1956).

“Squadron Leader Hodson is a highly experienced officer, extremely loyal, of excellent appearance and who can be counted upon to carry out any assailment given him in a most satisfactory manner. As 5 Air Division Coordinating Officer for the British Columbia Centennial and visit of HRH Princess Margaret, he produced excellent results and spared no effort to ensure the success of these projects. Squadron Leader Hodson is outstanding in his service dress and presents a fine appearance in mufti. He is considered well qualified to assume any AE position commensurate with his rank. Squadron Leader Hodson is being retired from the Service in May 1959, as he then reaches retirement age.” (W/C M.G. O’Kelly, No.5 Air Division, 28 January 1959).

Notes: In the 1930s he often accompanied Detachments and drew flying pay. For example, he is showm as going on Detached Operations, 11 May 1938, returning 23 September 1938.

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HODSON, S/L Keith Louis Bate (C807) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 15 September 1942 as per **London Gazette** dated 2 October 1942 and AFRO 1653/42 dated 16 October 1942. Born in Gorey, Jersey, 12 September 1915. Attended Dalhousie University and University of Western Ontario. Commissioned as Provisional Pilot Officer, 3 January 1938 in Halifax and posted that date to Trenton. As Provisional Pilot Officer, qualified to wear Pilot's Flying Badge, 18 October 1938. To Air Armament School, 24 October 1938. Promoted Flying Officer, 3 January 1939. To No.112 Detachment, Winnipeg, 1 March 1939 for a course as a Flying Instructor. To Camp Borden, 15 May 1939, having qualified as instructor on 1 May 1939. To Trenton, 21 December 1939. To Camp Borden, 16 January 1940. Promoted Flight Lieutenant, 1 May 1940. To No.2 SFTS, Uplands, 3 August 1940. On 23 October 1940 assumed command of No.1 Training Squadron at Uplands and became aerodrome control officer. To No.8 SFTS, Moncton, 21 December 1940. Promoted Squadron Leader, 15 May 1941. Attached to Ferry Command, Montreal, 15 November 1941. Departed Montreal, 22 November 1941 in Liberator AL561 to Goose Bay. Departed Goose Bay, 30 November 1941 for Britain where he was taken on strength of No.3 PRC, Bournemouth. To No.53 OTU, 16 December 1941. To No.602 Squadron, 24 February 1942. To No.401 Squadron to command, 3 June 1942. To RAF Station Kenley, 22 January 1943. Promoted Wing Commander, 22 January 1943. Commanded Kenley Wing, 22 January to 28 February 1943. To RCAF Overseas Headquarters, 9 March 1943. Attached to RAF Staff College, 24 May to 12 August 1943. Commanded No.126 Wing, 27 August 1943 to 12 July 1944 (promoted Group Captain, 1 January 1944). To RCAF Overseas Headquarters, 12 July 1944. Returned to Canada, 26 July 1944. Returned overseas, via Dorval, 30 August 1944. Attached to USAAF Ninth Air Force, 7 September 1944, serving there to 21 March 1945. To No.3 PRC, Bournemouth, 21 March 1945. To Basingbourne, 25 July 1945. Attached to No.14 School of Air Transport, 22 August to 13 September 1945. To Transport Command, 5 September 1945. To RCAF Overseas Headquarters, 10 September 1945. To Down Ampney, 15 September 1945. Repatriated 21 January 1946. To RCAF Staff College, 31 January 1946. Reverted to Wing Commander, 1 October 1946. Promoted Group Captain, 1 June 1947 as Commandant of RCAF Staff College. To AFHQ, 1 August 1949. Promoted Air Commodore, 1 July 1952. Attached to No.1 Air Division staff, Metz, 30 November 1952. Injured 7 April 1953 in crash of Expeditor 1522, fifteen miles southwest of Zweibrücken when passenger. To Headquarters, No.1 Air Division, 13 April 1953. To Air Defence Command Headquarters, St. Hubert, 22 August 1954. To Staff College, Armour Heights, 29 December 1954. To AFHQ, 11 September 1956. Attained rank of Air Vice-Marshal, 1 July 1958. To NORAD Headquarters, Colorado Springs, 4 November 1958. Killed in flying accident, Colorado, 5 July 1960. On training flight in a T-33 with Colonel Harry B. Allan, USAF; aircraft flamed out. Both pilots ejected but Hodson appears to have had a parachute accident (or was dragged by his parachute) and was found dead by helicopter rescue team. See Michel Lavigne, **Canadian Wing Commanders**. RCAF photo PL-43260 (ex UK-20436 dated 11 April 1945) is captioned as follows: "Group Captain K.L.B. Hodson, CBE, DFC and Bar, Grimsby, Ontario, Commanding Officer of the RCAF Reception Centre in Britain, congratulates Corporal M. Applebaum, Toronto, captain of the RCAF Bomber

Group team, which won the Consolidation Tournament of the RCAF United Kingdom Basketball Championships in Britain on April 6 and 7. In the centre is S/L J.C. Steele, Vancouver, organiser of the Tournament and member of the Auxiliary Services Branch, RCAF Overseas Headquarters." RCAF photo PL-43077 (ex UK-20167 dated 3 April 1945) shows him in left foreground congratulating F/L William Murray (Toronto), Chairman of Eighth Victory Loan Committee in RCAF Personnel Reception Centre on exceeding \$ 200,000 in advance sales; In background, left to right, are WO Tom Braidwood (Vancouver), WO C.W. Taylor (Hamilton, F/L Lawrence Guinness (Toronto), and F/L Norman Lear (Vancouver); standing in background on left is LAC Paul Parren of Montreal who designed all the Victory Loan posters for the PRC campaign. RCAF photo PL-43261 (ex UK-20437) shows Hodson congratulating Sergeant Pat Sheehan, Brooklyn, New York, captain of the Personnel Reception Centre team that won the RCAF United Kingdom Basketball Men's Championship on 7 April 1945. RCAF photo PL-44141 (ex UK-21761 dated 30 May 1945) is captioned as follows: "G/C Keith Hodson, OBE, DFC and Bar, centre, was host at a dance for returned prisoners of war at Bournemouth recently. He is seen with, from the left, S/L H.C. Trainer, DSO, DFC and Bar, Charlottetown, Air Commodore W.W. Brown, Hamilton, Hodson, S/L George Hill, DFC and two Bars, Pictou, Nova Scotia, and S/L T.A. Brannagan, DFC. RCAF photo PL-45389 (ex UK-22939 dated 31 July 1945) shows W/C R.D.P. Blgrave (Hamilton, commanding Lion Squadron) visiting G/C K.L.B. Hodson at Bournemouth; PL-45390 (ex UK-22940) shows him and wife on grounds of Bournemouth residence. Photo PL-45442 (ex UK-24013 dated 3 August 1945) at Bournemouth, Hon. Ian Mackenzie (Minister of Veterans Affairs) with (left to right) G/C K.L.B. Hodson, OBE, DFC, G/L H.L. Wright, MBE (Director of Personnel, RCAF Overseas Headquarters) and S/L J.A. Sutherland (Ottawa). Photo PL-45444 (ex UK-24015 dated 3 August 1945 at Bournemouth, Hon. Ian Mackenzie (Minister of Veterans Affairs) with W/C M.E. Pollard, DSO, DFC, AFC (Montreal), W/C G.C. Keefer, DSO, DFC (Charlottetown) and G/C K.L.B. Hodson, OBE, DFC (Grimsby). RCAF photo PL-45445 (ex UK-24016 dated 3 August 1945) taken at head table, Officers Mess, Bournemouth - Hon. Ian Mackenzie (Minister of Veterans Affairs); on his right is W/C J.W. Bootle (Vancouver, unit accounts officer); on the Minister's left is G/C K.L.B. Hodson. RCAF photo PL-45446 (ex UK-24017 dated 3 August 1945, the Minister and G/C K.L.B. Hodson.

This officer has participated in a large number of sorties. He is a skilful pilot whose personal example has inspired the squadron he commands. Much of the success it has achieved can be attributed to Squadron Leader Hodson's excellent leadership.

HODSON, W/C Keith Louis Bate (C807) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 17 April 1943 as per **London Gazette** dated 27 April 1943 and AFRO 985/43 dated 28 May 1943.

This officer has commanded the wing for nearly two months and during that time has led it on eighteen operational missions. He has had a long and distinguished operational career during which he has proved an excellent leader. His keenness and efficiency have been outstanding and are reflected in the high standard of operational efficiency achieved by his unit.

NOTE: Public Record Office Air 2/8945 has the original recommendation - for a Distinguished Service Order - submitted by the Wing Commander in charge of RAF Sector Kenley (undated):

This officer has been on operational flying without a break for just over a year. He commanded No.401 (RCAF) Squadron for eight months and brought it up to a very high standard of efficiency and morale. He took over the Kenley Wing nearly two months ago and since then has led them on some 18 sweeps, making for him a total of 120 sweeps since arriving in England. He is a born leader and demands and gets an exceptionally high standard of efficiency. His great keenness, efficiency and natural abilities have made him a Wing Leader of no ordinary value, and I cannot recommend him too highly for the Distinguished Service Order. he has done 250 operational hours without a break.

On 11 March 1943 the Air Officer Commanding, No.11 Group, wrote:

Wing Commander Hodson has had a long and distinguished career, during which he has shown himself to be a very good leader. I do not, however, consider that his record quite merits the award of the Distinguished Service Order, but I strongly recommend him for the immediate award of a Bar to his Distinguished Flying Cross.

On 23 March 1943 the Air Officer Commanding-in-Chief, Fighter Command, concurred, writing, "Bar to Distinguished Flying Cross recommended".

HODSON, W/C Keith Louis Bate, DFC (C807) - **Distinguished Flying Cross (United States)** - Overseas - Award effective 17 July 1943 as per **London Gazette** dated 20 July 1943 and AFRO 644/44 dated 24 March 1944. Public Records Office Air 2/ 9599 has USAAF 8th Air Force General Order No.104 dated 16 July 1943 which gives citation.

For extraordinary achievement while participating in more than twenty combat missions in conjunction with United States Army Air Force bomber operations. Displaying great courage and skilful airmanship, Wing Commander Hodson has zealously sought out the enemy and engaged him in aerial combat. His actions

on all occasions reflect the highest credit upon himself and the Armed Forces of His Majesty's government.

HODSON, W/C Keith Louis Bate, DFC (C807) - **Officer, Order of the British Empire** - No.126 Wing (now Overseas Headquarters, attached 9th USAAF) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Public Records Office Air 2/8872 has recommendation.

Wing Commander Hodson had commanded No.126 (RCAF) Wing for a period of twelve months when he relinquished it shortly after successfully establishing it on the Continent. Despite great difficulties he organized it with extreme efficiency and he was one of the first commanders to operate aircraft from an airfield in France. He was then transferred to another wing and moved on to the third airfield to become available, where he again displayed outstanding energy and enthusiasm, on occasions under enemy shell fire. His determination and tireless devotion to duty contributed greatly to the successful early operations of aircraft from Normandy.

HODSON, G/C Keith Louis Bate, OBE, DFC (807) - **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 commanded one of the first three British Air Fields in Normandy, personally landing in France on D-Day. He exhibited high qualities of leadership and devotion to duty during the campaign for the liberation of France.

Notes: Undated report by E. Evans from his course at No.112 Detachment indicated he had flown Tiger Moth (21.35 solo, 10.40 dual) and Avro 621 (44.15 solo, 6.35 dual). "This officer has shown good progress on the course. Due to aerodrome conditions, flying restrictions when operating off a civil aerodrome, etc, further practice is recommended on cross-wind landings and take-offs, forced landings and aerobatics. With practice should make a good instructor. In view of the above remarks and general flying experience, only 'C' Category is recommended."

Assessed as Flying Instructor, 3 July 1940 by F/L D.A.R. Bradshaw. At that time he had flown 728 hours ten minutes single engine solo, 98.05 single engine dual, 95.05 twin engine solo and 3.20 twin engine dual. Of this time, 704.40 logged instructing. Described under following headings: Sequence (excellent); Voice (very good), Manner (very good), Ability to impart knowledge (exceptional), Ability as pilot (above average); Remarks ("Considered to be an

exceptionally good instructor. This officer has a cool, easy manner and demonstrates with skill and accuracy").

Assessed 12 August 1943 by Air Commodore A.L. Fiddament, Commandant, RAF Staff College following Ninth (War) Course:

An officer of great determination with a powerful and rugged personality and decided views. He has a somewhat caustic wit. He is essentially practical, is self-confident and is ready to accept responsibility, but his industry depends on his interest in the problem. He is good hearted but his critical faculty is developed, to the point where it verges, on occasion, on intolerance.

He is a capable officer of average ability. The quality of his written work is satisfactory and shows a quick grasp of essentials. While a forthright speaker on informal occasions, he is inclined to be reticent in formal discussions. His expression is blunt, direct and very much to the point. He is suitable for staff employment in his rank in the Air Branch, especially on the operational side, e.g. tactics.

Recommended for the symbol w.s.

Non-Award of Legion of Merit: On 29 July 1960. General Laurence S. Kuter (NORAD Headquarters) wrote to the Chief of Staff, USAF, Washington, recommending the posthumous award of the Legion of Merit (Degree of Officer). The proposed citation was as follows:

Air Vice Marshal Keith L.B. Hodson, 807, Royal Canadian Air Force, distinguished himself by his exceptionally meritorious conduct in the performance of outstanding service to the United States as Deputy Chief of Staff Operations, Headquarters North American Air Defence Command from 7 November 1958 to 5 July 1960. Air Vice Marshal Hodson displayed exceptional leadership and outstanding judgement in establishing and implementing operational concepts and tactical procedures for the air defence of the North American Continent. His intimate knowledge of the requirements and capabilities of the United States Armed Forces and the Royal Canadian Air Force enabled him to mold available forces into an effective and harmonious integrated air defence system. Throughout this period, Air Vice Marshal Hodson maintained a dispassionate, objective and unprejudiced attitude in the inter-service and international aspects of the North American Air Defence Command. His sole aim was to insure, in the best manner possible, the security of North America against air attack. Air Vice Marshal Hodson's professional ability and knowledge coupled with his

exceptional personal qualities won him the respect of all with whom he dealt. The outstanding manner in which he accomplished his mission reflected favourably upon himself, the North American Air Defence Command, and the Armed Forces of Canada and the United States.

A memorandum which bears no date (Air Marshal Hugh Campbell, Chief of the Air Staff to the Minister of National Defence) forwarded this, noting that the Department of the Air Force had asked if the Canadian government would grant permission to next of kin to receive this award. Campbell concluded, "In view of the outstanding contribution which Air Vice Marshal Hodson made to the Air Defence of North America during his service with NORAD, it is strongly recommended that authority be granted for Mrs. Hodson to accept formally the posthumous award of the Legion of Merit, Degree of Officer, subject, of course, to the approval of Her Majesty the Queen."

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HOFFMAN, F/L John Wilfred (J9067) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 19 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Windsor, Ontario, 26 May 1910; home there. Educated University of Toronto. Enlisted in Windsor, Ontario, 11 December 1940 and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 26 December 1940. To No.1 ITS, 8 February 1941; graduated and promoted LAC, 16 March 1941 but not posted to No.10 EFTS until 29 March 1941. Ceased training and posted to No.1 Manning Depot, 19 April 1941; to Trenton, 12 May 1941; to No.3 WS, 31 May 1941; graduated 24 October 1941 and posted next day to No.8 BGS; graduated and commissioned, 24 November 1941). To "Y" Depot, Halifax, 28 November 1941; to RAF overseas, 26 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 20 October 1943. Repatriated 23 November 1944. Released 7 February 1945.

This officer has set a fine example of skill and courage in air operations. In September 1944 he was wireless operator (air) in an aircraft detailed to attack Le Havre. During the bombing run the aircraft caught fire when hit by anti-aircraft shells. Flight Lieutenant Hoffman sustained burns to the hands and face when a shell exploded close to him. In spite of this he promptly took his place beside another crew member and together displayed great coolness and devotion to duty in harassing circumstances.

RCAF Press Release No.1131 dated December 1942, transcribed by Huguette Oates, reads:

Caught in the glare of enemy searchlights for nearly four minutes over Lubeck is the closest call Flying Officer J.W. Hoffman, a wireless air gunner, who has been

on a score of raids over enemy territory, has had. The RCAF member, in civilian life a druggist, is the son of Mr. and Mrs. A.F. Hoffman, 354 Erie West, Windsor, Ontario.

Hoffman arrived in Britain in January 1941, and started on operations in August. "We had to come down to 2,000 feet to get away from those searchlights at Lubeck," Hoffman says. On another trip, the inner engine of the bomber cut off just inside the French coast on the return hop. It caught fire but "we feathered that", say Hoffman. Near base, the plane started to run short of gasoline and the outer engine started to splutter but the skipper managed to get the Sterling down in one piece.

On a bombing raid to Osnabruck, the outer engine of the bomber cut right out over the target. But the Stirling dropped its bomb load and returned to England safely on three engines.

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HOGAN, Sergeant James Warrin (R99711) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Pay card gives Christian names as James Marrin. Born 11 September 1900. Home in Windsor, Ontario. Enlisted in London, Ontario, 8 May 1941 as Radar Technician. To University of Western Ontario for training, 13 June 1941; promoted LAC, 20 September 1941. To RAF overseas, 22 October 1941. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated 21 August 1945. Released 11 October 1945.

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HOGAN, FS John Alexander (R67582) - **Mention in Despatches** - No.408 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 3 July 1907 in Windsor, Ontario. Plumber in civil life. Enlisted as Airframe Mechanic in Windsor, Ontario, 25 June 1940. To School of Technical Training, St.Thomas, Ontario, 7 August 1940; to No.8 SFTS, Moncton, 18 December 1940; promoted LAC, 1 April 1941; to "Y" Depot, Halifax, 27 November 1941; to RAF overseas, 12 December 1941. To No.408 Squadron, 13 January 1942. Promoted Sergeant, 24 May 1942. Promoted Corporal, 1 June 1942; to No.408 Squadron Conversion Flight the same date. Returned to No.408 Squadron (main), 6 October 1942. Promoted Flight Sergeant, 1 May 1943. To No.62 Base, 12 August 1944. Repatriated 21 December 1944. To No.6 Repair Depot, 15 January 1945. To No.4 Release Centre, 13 July 1945. Released 14 July 1945. Died in Windsor, Ontario, 27 July 1989 as per

Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1989. No citation in AFRO but DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 31 July 1944; NCO in charge of "B" Flight, No.408 Squadron; stated he had served 17 months in Canada, 31 months in UK.

This senior Non-Commissioned Officer, despite physical discomforts and fatigue, has been especially from "D" Day on a shining example to all who worked with him, always doing more than his share and ever ready to assist other members of his crew.

Notes: Overseas he took special courses at Rootes Limited (rigging, December 1942) and Messier Owens (hydraulics, April 1943).

Assessed at No.8 SFTS, 12 November 1941 - "An excellent NCO. Very dependable and trustworthy." (W/C W.W. Brown).

Assessed at Linton-on-Ouse, 27 March 1944 - "This NCO has had approximately two years of operational experience and of that time has been the NCO in charge of a flight for one year. During that time he has proved himself to be a dependable man." (F/L M.S. Klassen).

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HOGARTH, F/L Harold Joseph (J26079) - **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 Foleet, Ontario, 29 December 1916; home in Toronto. Commercial pilot and prospector prior to enlistment. Enlisted in Toronto, 15 June 1940; posted that date to Trenton. Promoted Sergeant, 8 July 1940 and posted to No.5 EFTS. To No.1 Manning Depot, 17 September 1941 and then to No.20 EFTS; to No.4 BGS, 12 November 1941. To No.13 Explosives Depot, 11 January 1942; to Station Mountain View, 26 May 1942. Promoted Flight Sergeant, 2 August 1942. To No.3 Flying Instructor School, 3 August 1942. Promoted WO2, 2 February 1943. Commissioned 19 March 1943. To No.2 SFTS on 3 July 1943 (graduated 9 August 1943). To "Y" Depot, Halifax, 9 August 1943. Postwar RCAF service (47242). Record incomplete owing to back of DHH card not being copied. RCAF photo PL-42830 (ex UK-19424 dated 30 March 1945) shows him soon after promotion to Squadron Leader and appointment as a Flight Commander in Bison Squadron. 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 21 sorties (112 hours 30 minutes), 27 August to 4 December 1944.

This officer, as captain of aircraft, has taken part in twenty-one attacks on enemy territory, most of which have been against the heavily defended targets of Germany. He has at all times shown himself to be a good captain of aircraft with a fine offensive spirit and a determination to reach the target in spite of all difficulties. During an attack on Calais on the 25th of September, 1944, an engine failed on take-off but he continued to his objective on three engines and bombed his target. As Deputy Flight Commander he has been an asset to his squadron. For three years this officer was a Flying Instructor at a flying school in Canada.

It is considered that this officer's operational record, coupled with his service as an instructor and as Deputy Flight Commander, fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

27 August 1944 - Marquis (3.15, second pilot)
6 September 1944 - Emden (4.15, second pilot)
10 September 1944 - Le Havre (3.50)
12 September 1944 - Dortmund (5.15)
14 September 1944 - Wilhelmshaven (4.10)
15 September 1944 - Kiel (4.20)
17 September 1944 - Boulogne (3.45)
20 September 1944 - Calais (2.50)
25 September 1944 - Calais (3.55)
6 October 1944 - Dortmund (6.10)
9 October 1944 - Bochum (6.20)
11 October 1944 - Wanne-Eickel (5.05)
14 October 1944 - Duisburg (5.45)
15 October 1944 - Wilhelmshaven (4.30)
21 October 1944 - Hanover (30 minutes, recalled)
23 October 1944 - Essen (5.30)
28 October 1944 - Cologne (5.25)
30 October 1944 - Cologne (5.40)
4 November 1944 - Bochum (5.00)
18 November 1944 - Munster (5.25)
21 November 1944 - Castrop Rauxel (5.40)
27 November 1944 - Neuss (5.10)
4 December 1944 - Karlsruhe (6.15)

Reference DHH file 181.009 D.2619 , Library and Archives RG.24 Volume 20628. On 29 May 1945, W/C E.H. Evans, Commanding Officer, No.429 , recommended him for the Air Force Cross, and noting he had flown 423 hours instructing in previous six months. Not approved but submission transcribed for the historical record.

This officer was employed for over two years as a Flying Instructor in the BCATP with over 2,000 hours of flying instruction. He was categorized as an A.2 Instructor Pilot and above average.

A great number of these Flying Instruction hours were completed in a short space of time due to the shortage of Instructors; despite this flying fatigue this officer never hesitated to take interest in his duties and was highly efficient. His skill and determination resulted in the turning out of outstanding graduate pilots.

On September 25th, 1944, Squadron Leader Hogarth was engaged in an operational takeoff when his port outer engine cut out. The aircraft was travelling at approximately 90 m.p.h. and was about two-thirds of the way down the runway when the engine failed. By his quick thinking and outstanding airmanship, this officer feathered the propeller of the dead engine and carried on with the takeoff, lifting the fully loaded bomber off the runway on three engines.

It is considered that this officer's non-operational flying record on instructing and in an emergency warrants the award of the Air Force Cross.

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HOGG, FS Donald Bruce (R83971) - **British Empire Medal** - Eastern Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 27 January 1918. Home in Toronto; enlisted there 10 December 1940 for General Duties and posted to No.1 Manning Depot. To "A", 1 March 1941. Promoted AC1, 10 March 1941; promoted LAC, 10 April 1941. Reverts to AC1, 1 July 1941 on reclassification as Clerk/General. Promoted LAC again, 1 October 1941. Promoted Corporal, 1 December 1941. Promoted Sergeant, 1 June 1942. Reclassified Clerk/Administration and promoted Flight Sergeant, 1 April 1943. To "Y" Depot, 24 October 1943. To "Y" Depot, 24 October 1943. To No.23 Pre-Aircrew Education Unit, 21 November 1943. To No.1 ITS, 12 February 1944. To No.1 AOS, 5 May 1944. To No.501 Maintenance Unit, 20 October 1944. To Eastern Air Command, 15 February 1945. Remained in postwar RCAF (20579) for 25 years. Managed a Bank of Montreal branch in Clinton, Ontario. Died in Comox, British Columbia, 28 January 2012.

Flight Sergeant Hogg has at all times during his service career been an outstanding example to his fellow airmen. He definitely strengthens the hand of the officer whom he serves in keeping his service knowledge at the highest standard. Meticulous and painstaking in all his efforts, he has an exceptionally high sense of responsibility and whole-heartedly performs many duties in excess of those normally expected of his rank and position. He has always placed the welfare of others before his own and takes a great deal of interest in the responsibilities of his associates and their families. Wherever located he has been of untold value and contributed considerably to the esprit-de-corps of the Royal Canadian Air Force.

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HOGG, F/L James Easson (J21119) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born 18 August 1916, South Shields, County Durham. Family moved to Canada when he was three. Home in Ottawa; educated Percy Street School and Glebe Collegiate. Worked for Canadian Car and Foundry. Formerly in the Royal Canadian Engineers (3 Field Company, Non-Permanent Militia), 20 August 1933 to 4 April 1939. Enlisted in RCAF, 5 April 1939 as groundcrew (coppersmith); reclassified as Metal Worker, 1 July 1939. Initially trained at Trenton; promoted AC1, 5 October 1939; to Ottawa, 15 October 1939; to No.11 (BR) Squadron, 28 October 1939; promoted LAC, 29 February 1940 (seniority from 1 July 1939); to No.4 Repair Depot, Dartmouth, 11 April 1940; to No.11 (BR) Squadron, 17 June 1940; promoted Corporal, 1 July 1940; promoted Sergeant, 1 November 1940; promoted Flight Sergeant, 1 October 1941. Remustered for aircrew and posted on 1 March 1942 to No.3 ITS, Victoriaville, reverting to AC2. Struck off strength of that unit, 5 June 1942 and posted to No.17 EFTS, Stanley, Nova Scotia; graduated 31 July 1942 and posted next day to No.2 SFTS, Uplands; (graduated and commissioned on 20 November 1942 at top of the class. Retained in Canada with No.123 Squadron, Debert. To "Y" Depot, Halifax, 30 August 1943. Embarked from New York 12 October 1943; disembarked in Britain, 19 October 1943. To Station Digby and No.439 Squadron, 31 December 1943. Declared tour expired, 28 November 1944. To No.57 OTU, 16 December 1944. To No.56 OTU, 21 December 1944. To No.83 GSU, 17 January 1945; to No.438 Squadron, 23 January 1945. Killed in flying accident, 23 March 1945 (Typhoon MP138; aircraft dived into sea during dive bombing practice; flying times given as 709 hours on all types, 178 hours on Typhoons). Photo PL-33186 shows him with members of the Canadian Army show and a 1,000-lb bomb - entertainers Virginia Stensell, Muriel Stuart, Lynda Tuero and Vera Cartwright. Brother, Sergeant W.G. Hogg served with RCE. Recommended when he had flown 92 sorties (93 operational hours).

This officer, who is a flight commander, has participated in a large number of operational sorties and under his able leadership the squadron has attained many successes. On one occasion he led his section in an attack on a large railway bridge over the Rhine. Undeterred by intense anti-aircraft fire from the enemy's defences, he pressed home a determined attack and the bridge was destroyed. More recently Flight Lieutenant Hogg led the squadron in attacks against enemy communications in Germany and Northern Holland, often in the face of heavy opposition.

Public Record Office Air 2/9043 has recommendation drafted approximately 25 October 1944 when he had flown 92 sorties (93 operational hours). Sortie list and submission as follows:

- 27 March 1944 - Fighter sweep, Cherbourg peninsula (1.10)
- 31 March 1944 - Fighter sweep, Cherbourg area (1.10)
- 30 April 1944 - Shipping patrol (1.30)
- 3 May 1944 - Roadstead, destroyer (1.05)
- 6 May 1944 - Defensive patrol (1.00)
- 7 May 1944 - Ramrod (1.25)
- 9 May 1944 - Ramrod, bridge at Long (1.10)
- 20 May 1944 - Ramrod, Noball (1.30)
- 22 May 1944 - Anti-flak on special target, Cap de la Hague (45 minutes)
- 22 May 1944 - Anti-flak on special target, Cap d' Antifer (1.10)
- 1 June 1944 - Channel patrol (1.20)
- 2 June 1944 - Ramrod, Wurtzburger, Anneville, Cherbourg (45 minutes)
- 5 June 1944 - Ramrod, Wurtzburger, Fort George, Guernsay (1.00)
- 6 June 1944 - Ramrod, German battery, Graye-sur-Mer (1.15)
- 7 June 1944 - Army support, armed recce southwest of Caen (1.20, "good show")
- 7 June 1944 - Fighter cover for armed recce, Bayeux-Caen (1.20)
- 8 June 1944 - Ramrod, army support, St. Concert (1.15, "three tanks bombed and flamed")
- 10 June 1944 - Ramrod, headquarters, Tourville (1.15)
- 12 June 1944 - Ramrod, tank concentration, Caen (1.15)
- 13 June 1944 - Ramrod, strong point north of Caen (1.20)
- 14 June 1944 - Fighter cover for Ramrod, Caen (1.20)
- 15 June 1944 - Ramrod, bridge, Amaye-sur-Orne (1.25)
- 16 June 1944 - Ramrod, ammo and petrol dump, Juviny (1.15, "good successful")
- 17 June 1944 - Ramrod, fighter cover, Cabourg (1.15)
- 17 June 1944 - Ramrod, bridge, Cabourg (1.15)
- 20 June 1944 - Ramrod, Noball south of St. Omer (1.25)
- 20 June 1944 - Ramrod, Npball south of St. Omer (1.00)
- 20 June 1944 - Ramrod, Noball south of St. Omer (1.20)

24 June 1944 - Fighter cover south of Lisieux (1.50)
28 June 1944 - Ramrod, railroad bridge, Foret de Grimbosq (25 minutes)
28 June 1944 - Ramrod, bridge, Thury-Harcourt (35 minutes)
4 July 1944 - Ramrod, strong point, St. Germain la Blanche (20 minutes "good results")
7 July 1944 - Ramrod, German headquarters, Domfront (45 minutes)
8 July 1944 - Ramrod, chateau headquarters, Louvigny (20 minutes)
8 July 1944 - Ramrod, road junction, Hoguette (35 minutes)
10 July 1944 - Ramrod, German headquarters, Feuguerolles-sur-Orne (25 minutes)
13 July 1944 - Ramrod, motor transport, Troarn (25 minutes)
19 July 1944 - Ramrod, village, La Hogue (30 minutes)
25 July 1944 - Ramrod, strong point, Conteville (45 minutes)
29 July 1944 - Ramrod, Mine area, St. Martin de Fontenay (40 minutes "good bombing")
31 July 1944 - Ramrod, La Parquet (1.30)
2 August 1944 - Ramrod, woods, Chichebouille (40 minutes)
2 August 1944 - Ramrod, village, Pontecoulant (40 minutes)
3 August 1944 - Ramrod, woods, Donnay (40 minutes)
7 August 1944 - Ramrod, village, Chenendotte (55 minutes)
9 August 1944 - Ramrod, Bois de St. Clair (55 minutes)
11 August 1944 - Ramrod, woods, Quesnay (50 minutes)
11 August 1944 - Ramrod, woods, Vendevre (35 minutes)
12 August 1944 - Ramrod, bridge, Taillebois (45 minutes "led section")
13 August 1944 - Ramrod, bridge, St. Marc d'Ouilly (40 minutes, "led section")
15 August 1944 - armed reconnaissance, MET, Athis (55 minutes)
16 August 1944 - Ramrod, woods, Garnetot (1.00)
18 August 1944 - armed recce, , MET, Lisieux (1.05, "three smokers")
18 August 1944 - armed recce, MET, Orbec (50 minutes, "flamers and smokers, led section")
18 August 1944 - armed recce, MET, Orbec (1.00, "flamers and smokers, led section")
19 August 1944 - armed recce, MET, Orbec-Bernay (1.15, "flamers and smokers, led section")
20 August 1944 - armed recce, MET, Lisieux (45 minutes)
20 August 1944 - armed recce, MET, Bernay (1.00 "led squadron")
25 August 1944 - Ramrod, MET, Foret de Lyon (1.10)
27 August 1944 - Ramrod, MET, Mailleraye sur Seine (55 minutes)
27 August 1944 - Ramrod, MET, Maillerate sur Seine (40 minutes, "led squadron - good")
13 September 1944 - RR, ships, Rotterdam Canal (55 minutes, "two ships smoking")
16 September 1944 - armed recce, barges, Eindhoven (1.15, "led squadron")
17 September 1944 - Ramrod, flak positions, Nijmegen (1.05, "led squadron")
17 September 1944 - armed recce, roads and MET, Eindhoven (1.05, "led flight")
18 September 1944 - armed recce, Breda (1.05)
20 September 1944 - Ramrod to Rhine at Nijmegen (50 minutes)
24 September 1944 - armed recce, Arnhem (1.15, "led squadron, good")

26 September 1944 - Ramrod, LLRR, embankment west of Arnhem (1.15)
 26 September 1944 - fighter patrol, Nijmegen (1.35)
 27 September 1944 - Ramrod, railway, Geldern (1.15)
 27 September 1944 - Ramrod, railway, Zanten (1.05, "cut lines")
 28 September 1944 - fighter patrol, Nijmegen (1.35 "cut lines")
 29 September 1944 - Ramrod, railway, Harde (1.05 "cut lines")
 30 September 1944 - Ramrod, railway, Berkel (1.15, "led squadron, cut lines")
 1 October 1944 - Ramrod, railway, Geldern (1.05, "led squadron, one locomotive, cut line")
 2 October 1944 - Ramrod, railway bridge, Rhenin (55 minutes, "cut lines, bridge down")
 2 October 1944 - Ramrod, railroad, Geldern (50 minutes)
 4 October 1944 - Ramrod, railway, Verden (1.00)
 4 October 1944 - Ramrod, railway, Xanten (1.15, "led squadron, cut lines")
 5 October 1944 - Ramrod, railway, Dieren (1.05 "led squadron, cut lines")
 6 October 1944 - Ramrod, railway junction, Geldern (1.00, "led squadron, direct hits")
 6 October 1944 - Ramrod, railway, Elten (50 minutes, "led squadron, cut lines")
 7 October 1944 - Ramrod, railway, Geldern (45 minutes)
 12 October 1944 - Ramrod, village, village, Amerika (45 minutes)
 13 October 1944 - Ramrod, railway, Geldern (40 minutes, "led squadron, cut lines")
 13 October 1944 - Ramrod, railway, Utrecht (1.00, "led squadron, cut lines")
 14 October 1944 - Ramrod, railway, Aalten (55 minutes, "led squadron, cut lines")
 15 October 1944 - Ramrod, railway, Utrecht (55 minutes, "led squadron, cut lines")
 17 October 1944 - Ramrod, railway, Almelo (1.30, "led squadron, cut lines")
 18 October 1944 - Ramrod, railway, Almelo (1.35, "led squadron, cut lines")
 20 October 1944 - Ramrod, railway and trains, Realte (1.10, "blew engine")
 21 October 1944 - Ramrod, railway and trains, Rijssen (1.20, "blew engine")

This officer, who is a Flight Commander, has participated in over 90 operational sorties, and by his dogged determination, skill and devotion to duty, has been instrumental in successfully leading the squadron in dive-bombing and strafing attacks against bridges, troop concentrations, enemy Headquarters, trains, barges, flak positions, etc. On one occasion, whilst leading his section, the squadron was detailed to destroy a large railway bridge over the Rhine River, near Rhenim. Undeterred by intense flak, the bridge was destroyed. On his last 15 sorties, has successfully led the squadron in breaking railway lines in Germany and Northern Holland, very often in the face of extremely heavy anti-aircraft fire.

This officer has at all times pressed home his attack with the utmost determination and I strongly recommend that his conduct fully merits the award of the Distinguished Flying Cross.

On 28 October 1944, W/C F.G. Grant wrote of this:

A first-class leader and fighter-bomber pilot who has led his flight on many outstandingly successful shows. Strongly recommend award of DFC.

On 4 November 1944, G/C P.Y. Davoud wrote:

A forceful, determined leader who is a good disciplinarian in the air and on the ground. Well qualified to command a fighter-bomber squadron, after a rest. I consider that he deserves an award of the DFC.

On 16 November 1944 an Air Vice-Marshal (signature illegible) added his remarks:

I agree with the citation on this officer and recommend him for the non-immediate award of the DFC.

This was endorsed on 14 December 1944 by Air Marshal A. Coningham. Date of final approval not shown.

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HOGG, F/O Mervin Cooksley (J20942) - **Mention in Despatches** - No.14 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born at Warren, Manitoba, 4 July 1920; home there. Farmer and harvester. Enlisted in Winnipeg, 6 October 1941. At No.3 Manning Depot, Edmonton, 20 November 1941 to 31 January 1942. At No.15 SFTS, Claresholm, Alberta, 1 February to 28 March 1942 (non-flying duties). Posted to No.7 ITS, Saskatoon, 29 March 1942; graduated 22 May 1942 and promoted Leading Aircraftman; posted to No.19 EFTS, Virden, Manitoba, 7 June 1942; graduated 31 July 1942 and posted to No.10 SFTS, Dauphin, on 2 August 1942; graduated and commissioned 20 November 1942. To No.1 GRS, Charlottetown, 27 November 1942; to No.31 OTU, Debert, 6 February 1943; to "Y" Depot, Halifax, 1 June 1943; to RAF Trainees Pool, 22 June 1943; embarked from Canada on 23 June 1943; disembarked in Britain, 1 July 1943 and taken on strength of No.1 Personnel Reception Centre, Bournemouth. Detached to No.1 (C) OTU, 27 July 1943 and attached for a time to No.301 FTU. Emplaned for North Africa, 29 September 1943; to No.14 Squadron, 11 November 1943. Returned to Britain with No.14 Squadron, 13 October 1944. Killed in action, 19 April 1945 (Wellington NC419); name on Runnymede Memorial.

At the time of his death he was reported to have logged 818 hours solo (all types) of which 122 hours had been at night. On Wellingtons he had flown 165 hours solo (82 hours at night) and four hours dual (two hours at night). The aircraft left base at 2055 hours on 18 April 1945 for

an anti-submarine patrol. At about 2345 hours it was heard calling for lights and emergency landing, and reporting a fuel leak. The airfield lights were put on and contact made. The Wellington flew down the runway, heading southwest, with no lights visible except in tail turret. No further contact and at 0005 hours it was reported to have crashed on the cliffs near Trenanse Village, catching fire at once. The cause of the accident could not be determined, but the Court of Inquiry speculated that the crew were suffering from petrol fumes, as several errors of judgement had been made, including failure to jettison depth charges, approaching with excessive landing weight, and failure to show lights.

RCAF Press Release No. 5934 dated 27 July 1944, transcribed by Huguette Oates, reads:

CANADIANS FLYING WITH THE RAF: -- A story of triumph of wounded men fighting against odds of three to one, and of a badly damaged aircraft brought safely back to base by the skipper, F/O M.C. Hogg of Warren, Manitoba, comes from a RAF Marauder squadron of the Mediterranean Allied Coastal Air Force. The squadron specializes in reconnaissance work, seeking out enemy shipping on the coasts of Southern France, Italy and Yugoslavia.

During an attack by three Me.109s off southern France, both the Marauder's air gunners inflicted damage on the enemy aircraft after they had been wounded, and the Marauder flew home more than 200 miles with one aileron out of action and its hydraulics shot away, landing at base without flaps at 170 miles-an-hour with only the emergency braking system in action.

The Marauder was flying at 50 feet along the French coast, when three Me.109s flew out to intercept it from a nearby airfield. The first enemy aircraft was engaged by both the rear gunner, W/O C.G. Senior of Dorset, England and the turret gunner, W/O G.S. Smith of Toronto, Ontario, (486 Beresford Avenue). Both of them scored strikes, and the ME broke off the combat, and made for the French coast, trailing black smoke. The two other enemy aircraft went on attacking for about eight minute wounding Smith in the left foot and Senior in the left hand and arm. Both gunners, however, went on fighting, beating off six attacks and damaging at least one of the remaining enemy fighters.

This made evasive action difficult, but the Captain, F/O M.C. Hogg, corkscrewed and made skidding turns until the enemy fighters finally decided to break off the combat. When the aircraft finally landed at base the emergency air brake was operated. This caused both wheels to lock and the aircraft skidded off the runway. An eye witness of the landing said: "I watched the aircraft stooging around the airfield, trying to get the undercarriage down. The nose wheel was

the last to appear. The Marauder made what appeared to be a perfectly normal landing, but it suddenly swung off the runway, narrowly missing another aircraft”.

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HOLDEN, S/L Henry Thomas (C7736) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Home in Aurora, Ontario. Enlisted in Montreal, 3 October 1941. In “R.C.” Branch. To RAF overseas, 13 November 1941. Promoted Flying Officer, 3 April 1942. Promoted Flight Lieutenant, 23 December 1943. Promoted Squadron Leader, 7 July 1944. Repatriated 19 May 1945. Retired 31 July 1945. Classified as Flying Control Officer, 1 September 1944. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for an OBE (signed by G/C H.H. Rutledge) dated 23 April 1945 when he was Senior Flying Control Officer.

Squadron Leader Holden has at all times shown outstanding qualities of leadership in his position as Senior Flying Control Officer, and in several activities in connection with the welfare of the station, to which he was appointed. His reliability, initiative, force of personality and character has been an outstanding example to all ranks, and I strongly recommend that this officer's meritorious service be recognized.

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HOLDEN, F/O Robert Gray (J28141) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Nelson, B.C., 27 March 1912; home in New York City. Enlisted in Toronto, 10 July 1942 and posted to No.1 Manning Depot. To No.1 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942; to No.9 EFTS, 9 January 1943; to No.5 SFTS, 20 March 1943; graduated and commissioned on 9 July 1943. To “Y” Depot, 23 July 1943. To United Kingdom, 2 August 1943. Promoted Flying Officer, 9 January 1944. Repatriated 2 February 1945. To No.1 Air Command, 13 February 1945. To No.16 SFTS, 8 April 1945. To Release Centre, 21 May 1945; released 26 May 1945. Cited with Sergeant Francis J. Clay (RCAF, awarded DFM).

Flying Officer Holden was detailed one night in July 1944 to attack Hamburg and Sergeant Clay was his rear gunner. Whilst over the target the aircraft was swept by cannon and machine gun fire from an enemy fighter. Sergeant Clay was severely wounded and the aircraft became uncontrollable. It dived steeply and

Flying Officer Holden ordered the crew to escape by parachute. The navigator, bomb aimer and mid-upper gunner jumped. After losing 10,000 feet the pilot regained control and rescinded his order to abandon aircraft. Sergeant Clay crawled to the nose of the aircraft where he remained during the return flight helping Flying Officer Holden to navigate his aircraft through a most heavily defended area of Germany. Only when the aircraft was being landed in England did Sergeant Clay indicate that he was injured by requesting Flying Officer Holden to have an ambulance to meet the bomber on the airfield. Flying Officer Holden and Sergeant Clay displayed unswerving devotion to duty and set an example of the highest standard.

NOTE: DHist file 181.009 D.5526 (National Archives of Canada, RG.24 Vol.20667) has original recommendation dated 8 August 1944. He had flown 17 sorties (74 hours 22 minutes), 24 May 1944 (Trouville, three hours 50 minutes) to 28 July 1944 (Hamburg, five hours). Aircraft had also been shot up and force landed on previous mission (18 July 1944, Paris, three hours 55 minutes). Same file also indicates that Sergeant Clay was originally recommended for the Conspicuous Gallantry Medal (Flying). Text for Holden's award as follows:

This officer, a captain of an aircraft, has completed 17 trips against the enemy and has always pressed home the attack to the utmost. On the night of 28th July 1944, while carrying out an attack on Hamburg, Flying Officer Holden's aircraft was attacked by an enemy night fighter, just prior to turning on to the leg to the target. In the ensuing battle, this pilot's aircraft was raked by cannon and machine gun fire, the rear gunner being severely wounded and the aircraft damaged to such an extent that it became uncontrollable. When the aircraft went into a steep dive and the pilot ordered the crew to abandon the aircraft, the navigator, bomb aimer and mid-upper gunner were able to comply. After losing 10,000 feet, the pilot made a final effort to regain control and he was successful. He therefore rescinded the order to abandon. Despite the absence of his navigator and with his W/T unserviceable, the pilot set course for England and, by steering reciprocal courses, he was successful in navigation his aircraft through a most heavily defended area of Germany and limped back to England, where he landed safely. Under trying conditions, this officer showed exceptional ability and, by his courage, fortitude and devotion to duty, saved many lives and material. His gallantry is worthy of the highest praise and I recommend him for the award of the Distinguished Service Order.

The sortie list was as follows:

24 May 1944 - Trouville (3.50)

27 May 1944 - Le Clipon (3.45)
31 May 1944 - Leubringham (3.30)
4 June 1944 - Calais (3.26)
5 June 1944 - Merville (4.30)
6 June 1944 - Conde-sur-Noireau (5.27)
9 June 1944 - Le Mans (5.55)
21 June 1944 - Neuville (4.06)
24 June 1944 - Bonnetot (3.53)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (3.29)
1 July 1944 - Biennais (3.25)
4 July 1944 - Biennais (4.25)
9 July 1944 - Mont Condon (5.19)
12 July 1944 - Bremont (4.06)
17 July 1944 - Caen (4.44)
18 July 1944 - Paris (3.55, aircraft shot up)
28 July 1944 - Hamburg (5.08, combat, aircraft badly damaged)

RCAF Press Release No. 8137 dated 8 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: - Mighty proud of his long, strong legs, is Flying Officer Robert G. Holden, DFC, of Baltimore, MD (1209 Eutaw Place) --- and so are his crew mates! The seven-man crew in a Halifax bomber of the Canadian Bomber Group's Iroquois Squadron were over Hamburg one night when the flying circus started. Just as they started on their bombing run, two German night-fighters ganged up on them and attacked from the top and the bottom. The concerted blast of cannon-shells knocked the control column out of Holden's hands. The 30-ton four-engined bomber went into an uncontrollable spin, throwing the crew helplessly all over the place. The 32-year-old American pilot had sufficient presence of mind left to place his strong, long legs on the dashboard of the aircraft and wrap his arms around the stick. Then with a mighty push and a heave, he pulled the bomber out of its spin after it had fallen through 10,000 feet of space like a rapidly falling leaf. With all their equipment tossed about, the crew were forced to navigate back to Britain using the pilot's maps for map-reading. With the tail-wheel damaged, they landed at a rocket-carrying Beaufighter aerodrome on the British coast. The bomber swerved on landing, ran off the runway and cracked up in the centre of the airfield.

Holden, whose wife lives in New York (245 East 37th Street) worked as a linotype operator with the Baltimore Sun newspaper for two years before enlisting in Toronto. On discharge, he hopes to return to his old job.

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HOLDHAM, S/L Maurice George (C3326) - **Member, Order of the British Empire** - Canadian Joint Staff, Washington - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Educated in Ottawa; joined RCAF 8 October 1928 as a clerk. As of 13 May 1939 he was a Flight Sergeant at AFHQ. Promoted WO2, 1 September 1939. Promoted WO1, 1 September 1940. Commissioned 15 December 1940. He was Secretary to the Board organizing the BCATP. Attained rank of Flight Lieutenant, 20 July 1942. Promoted Squadron Leader, 1 December 1942. To Canadian Joint Staff, Washington, 31 May 1944 as training liaison officer and secretary to a committee aiming at standardizing allied air training in North America. To United Kingdom, 1 August 1945. Repatriated 8 May 1946. To No.2 Composite Training School, 18 May 1946 as Chief Instructor and later Commanding Officer (Composite Training School at Trenton and Aylmer). Reverted to Flight Lieutenant, 1 October 1946. Promoted Squadron Leader, 1 June 1947. In March 1953 was assigned to personnel administration, serving with No.1 Air Division, Air Materiel Command, and AFHQ. Promoted Wing Commander, 1 January 1955. Retired in 1961; became Executive Secretary-Treasurer, Royal Architectural Institute of Canada. Died in Ottawa, 15 May 1998; extensive obituary biography in Ottawa **Citizen**, 23 May 1998. Name also rendered as "Morris George" Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 8) has citation.

This officer is in charge of the administration of this staff and all arrangements for training Royal Canadian Air Force personnel in the United States and is the Canadian Secretary on the Combined Committee on Air Training in North America. He is outstanding in the performance of his duties, exceptionally reliable and unflagging in his efforts to further the interests of the Service. His cheerfulness in accepting responsibility and additional duties is most praiseworthy and his associations with United States officers have done much to further mutual understanding, thereby contributing considerably to this service.

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HOLDING, WO (now P/O) Stanley Roy (R120992/J86467) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 16 August 1923 in Torquay, England; home in Welwyn, Saskatchewan. Enlisted in Regina, 8 September 1941. Trained at No.7 ITS (graduated 29 June 1942), No.2 EFTS (graduated 15 July 1942) and No.3 AOS (graduated 18

December 1942). Commissioned 1944. On return to Canada he obtained a degree in Pharmacy from University of Saskatchewan. Served in postwar RCAF as Medical Officer (70093), mainly in western Canada,. Last post was Commanding Officer, Medical Supply Depot, Calgary with rank of Squadron Leader. Continued as a pharmacist in Calgary. Died in Calgary, 19 April 2016. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 8 June 1944 when he had flown 29 sorties (188 hours).

27 January 1944 - Berlin
28 January 1944 - Berlin
30 January 1944 - Berlin
15 February 1944 - Berlin
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
24 March 1944 - Berlin
9 April 1944 - GARDENING (Danzig)
11 April 1944 - Aachen
18 April 1944 - GARDENING (Prorer)
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshaven
30 April 1944 - Maintenon
3 May 1944 - Mailly
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
31 May 1944 - Tergnier
2 June 1944 - Bernevel
4 June 1944 - Sangatte
5 June 1944 - Crisbecq
6 June 1944 - Aucheres

Warrant Officer Holding, a Canadian, is a navigator in a crew which has done twenty-nine successful operations against the enemy, the majority of which have

been distant targets such as Schweinfurt, Augsburg, Friedrichshaven and Berlin on five occasions. By his skilful navigation and coolness under fire he has contributed in no small way to the outstanding success of his crew.

His calm efficiency, at times in most adverse circumstances, has made a large contribution to the success of the night bombing offensive and I feel that his excellent example fully merits the award of the Distinguished Flying Cross.

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HOLLAND, F/L Harold Edward (J11050) - **Distinguished Flying Cross** - No.11 Squadron - Award effective 23 March as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born in Winnipeg, 1922; home there. CNR carman prior to enlistment. Enlisted in Winnipeg, 24 June 1941. Trained at No.2 ITS (graduated 1 October 1941), No.2 EFTS (graduated 19 December 1941) and No.2 SFTS (graduated 10 April 1942). Commissioned April 1942. Served in postwar RCAF Reserve (30600). Retired with rank of Colonel, 1977. RCAF photo PL-27370 (ex UK-10434 dated 15 May 1944) is captioned as follows: "Three Canucks and the guns with which they smash Jap strong-points, transport, road convoys, camps, etc. among the jungle-clad hills and valleys of the central Burma front. The three pilots are seated on the wing of one of the Hurricanes their squadron flies. Those are 20-mm guns and R93379 WO1 Charlie Anderson (centre) of Belize, British Honduras, is showing how a bunch of Japs scattered when he opened up on them after they had leapt from the vehicles of a convoy. Left is J11050 Flying Officer Harold 'Dutch' Holland (West Kildonan, Winnipeg) and right is R136437 FS John Magill (Toronto). The squadron these Canucks fly with has one of the highest records of serviceability and number of sorties carried out of any squadron in India."

As a pilot and flight commander this officer has displayed skill and courage of a high order. He has led his flight and at times the squadron with great efficiency and determination. The majority of these sorties have been flown over rough mountainous territory and during the severe weather conditions prevalent during the monsoon. At all times Flight Lieutenant Holland has set an inspiring example by his keenness, determination and fine fighting spirit.

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HOLLAND, Sergeant James Shepard (R87652, later J16395) - **Distinguished Flying Medal** - No.70 Squadron - Award effective 11 February 1943 as per **London Gazette** dated 16 February 1943 and AFRO 410/43 dated 12 March 1943. American in RCAF; born in Homestead, Florida, 5 January 1917; home in Coral Gables, Florida. Began flying in 1937. Enlisted in Vancouver, 6 January 1941 and posted to No.2 Manning Depot. To No.6 AOS (guard), 27 January 1941. To

No.2 Manning Depot again, 14 March 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 2 May 1941 when posted to No.18 EFTS; may have graduated 26 June 1941 but not posted to No.15 SFTS until 2 July 1941; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF overseas, 6 October 1941. Commissioned 11 December 1942. Promoted Flying Officer, 11 June 1943 and Flight Lieutenant, 5 January 1944. Subsequently retrained as a fighter pilot and served briefly with No.7 Squadron, South African Air Force.(Hurricanes, Syria). Next posted to No.46 Squadron (Beaufighters), operating in the Aegean area, followed by No.227 Squadron. Chris Shores, **Those Other Eagles**, lists the following victories : **10 October 1943**, one Junkers 87 destroyed (shared with another pilot) and one Junkers 87 damaged, both near Leros (No.46 Squadron; **4 March 1944**, one Junkers 52/3m destroyed, Crete (No.227 Squadron, Beaufighter JM237, "M"). Repatriated to Canada, 6 December 1944; to No.3 Training Command, 23 December 1944; to No.16 EFTS, 15 January 1945, serving there until released from RCAF on 10 August 1945. RCAF photo PL-27155 (ex UK-9541 dated 5 April 1944) is captioned as follows: "F/L Tex Holland, DFM of Coral Gables, Florida (left) and F/O Eddie Powers, Toronto, talk it over with Robin, mascot of their Beaufighter squadron. Robin, it is rumoured, has more operational hours than any brown spotted spaniel flying in the Aegean." PL-27161 (ex UK-9547, circa 5 April 1944) has the following caption: "F/L J.S. 'Tex' Holland, DFM of Coral Gables, Florida poses with the brand new iron cross on his Beaufighter. Tex knocked down a Ju.52 recently on a sortie with the RAF Beaufighter squadron with which he flies in the Middle East. Tex joined the RCAF in 1941." In 1965 he would help found the "aerobatic box" at the St. Augustine Airport that quickly became a hub for young aerobatic pilots. With his friend, Ernie Moser, he created the "Holland and Moser Flying Circus" which travelled the world performing tricks like the ribbon-cutting stunt that were largely unprecedented in the field. Holland's Circus took him everywhere from the Gila desert in Mexico to Jordan and Chile organizing and training aerobatic teams for their respective militaries. He worked closely with Curtis Pitts on the development of the Pitts Special and was one of the first pilots to make the Pitts his show plane. He was the first performer to put together a fulltime civilian formation team and taught air show and formation flying to many of the great pilots today. Inducted into the International Council of Air Shows Foundation Hall of Fame in 2004. Died in St. Augustine, Florida, 20 November 2006.

Throughout his tour of bombing operations this airman has exhibited conspicuous gallantry and determination to reach and attack his target. On one occasion over Tobruk, when the front hatch of the aircraft was blown off by anti-aircraft fire, his coolness almost certainly saved the life of the navigator. On another occasion Sergeant Holland was detailed to attack the defences at Tobruk. He successfully bombed two heavy gun positions and a searchlight and subsequently made five runs just offshore machine-gunning searchlights. On many other occasions this airman has given evidence of determination and

tenacity in the face of enemy opposition which has been a source of inspiration to the squadron.

NOTE: Public Record Office Air 2/8935 has recommendation communicated on 12 January 1943 to Air Ministry by Group Captain W.J.M. Akerman (Headquarters, Royal Air Force, Middle East). This provided the following details:

This Non-Commissioned Officer, who is an American, has completed 43 night bombing operations against the enemy covering a period of 284.55 hours [284 hours 55 minutes] operational flying. His tour of operations has been distinguished throughout by his determination to get to the target, his conspicuous gallantry shown on a number of occasions and good results from his bombing.

On the night of 5th August, 1942, he was detailed to bomb Tobruk and also to take a photograph. Having dropped his bombs, in spite of the fact that anti-aircraft shells were bursting uncomfortably close and searchlights were endeavouring to hold him, he continued his runup. Suddenly there was a terrific explosion caused by a bursting high explosive shell under the nose of the aircraft. The exit hatch at the bomb aimer's position was blown open and the navigator would certainly have fallen through if the second pilot had not been there to assist. The navigator was badly wounded and was taken back to Heliopolis for medical attention.

Sergeant Holland was quite undeterred by this explosion and on the night of 13th September 1942, during the combined operations against Tobruk, he was detailed to attack the defences on the north shore and then to fly low out to sea to provide a screen for surface forces against detection by Radio Direction Finding. He dropped his bombs on two heavy gun positions and a searchlight and then went down to 1,500 feet and made five runs up and down the coast just off the shore, while his front and rear gunners fired constantly at gun and searchlight positions. Twice the aircraft was picked up by searchlights and each time Sergeant Holland turned directly into them and they were extinguished by the front gunners' fire.

On the night of October 20th, 1942, with a special shipping point at Tobruk as target, Sergeant Holland went below 9/10s cloud to bomb and although caught by anti-aircraft fire and held by searchlights for one and a half minutes, he also attempted to take a photograph. On his return from the target he went down to

50 feet to ground-straft motor transport on the Tobruk-Bardia road and the crew claims direct hits on vehicles.

There are many instances of a like nature which could be quoted; suffice it to say that throughout his tour of operations he has shown great gallantry and determination to destroy the enemy and has been a source of inspiration to the squadron.

HOLLAND, F/L James Shepard, DFM (J16395) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

RCAF Press Release No. 4433 dated April 1944, transcribed by Huguette Oates, reads as follows:

A Middle East Airfield, March – (censored): The enemy, hard-pressed to supply garrisons in the Aegean islands are using air transport at night as well as small coaste such as caiques to bring in badly need material. To tighten the blockade about these enemy-occupied positions, the RAF Beaufighters operating in the Middle East have been doing intruder work over the islands with considerable success.

It was on an intruder job recently that F/L James S. (Tex) Holland, DFM, Coral Gables, Fla., knocked down a Junkers52. "I saw him in the moonlight and at first thought he was my flight commander. I called to him to turn port and when he failed to do so I closed a little and saw that third engine sticking out there and the wheels. I gave him a short burst and the centre engine caught fire and he went into the sea," said Tex.

Tex had half a Stuka to his credit previously. This is his second tour of operations. It's really finished but Tex wants to stick around, sort of help some of the other boys who haven't been with the squadron so long to get a start. That's the reason, too, for Tex sticking with the RCAF. He's come to regard it as his air force now and while he's still a good American he figures he'll go along with the Canucks.

Tex's first tour was completed in the Middle East with the 70 Squadron of Milk Run fame.

'Seventy Squadron, Seventy Squadron,
I say it with a sigh,
I guess you'll do that milk run

Until the day you die.'

You only have to look in Tex's log book to know what the milk run was. The entries read 'Tobruk, Tobruk, Tobruk, Bengasi, Tobruk, Tobruk, etc.'. He was flying Wellingtons on his first tour. They went to Tobruk so often that they were afraid the city council was going to make them pay taxes. Like most fliers who have been decorated, he can't imagine what the Distinguished Flying Medal was for. However, he reckons it could be for the night early in October 1942 when the squadron went to – guess where – to soften up the enemy supply lines in preparation for Montgomery's big push. That night, Tex and his crew were given the job of beating up searchlight installations from 1,500 feet.

All his combats haven't been victories, Tex would have you know. There was the time he took on a Dornier flying boat and a brace of Me109's riding herd on it. The 109's moved in and sawed off a wing and they had to come out and pick up Tex and his observer who were bobbing in a dinghy.

Tex was a reserve sailor in the United States Navy and left his job to come up to Vancouver and join the RCAF in January 1941. He remembers how his boss tried to talk him out of it by telling him that the war would be over in six weeks and then he could be out of a job. Tex has been in the Middle East almost two years.

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HOLLAND, P/O John Rhys (J85039) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 14 November 1921 in Kildonan, Manitoba; home there (office boy). Enlisted in Winnipeg, 12 December 1941. To No.2 Manning Depot, Brandon, 14 January 1942. To No.3 BGS, Mossbank, 27 March 1942 (guard duty). To No.2 ITS, Regina, 11 April 1942; graduated and promoted LAC, 6 June 1942 but not posted to No.1 BGS, Jarvis until 18 July 1942; graduated 11 September 1942 and posted next day to No.9 AOS, St. Jean, Quebec; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, Halifax, 6 November 1942; to RAF overseas, 22 November 1942. Disembarked in United Kingdom, 30 November 1942. To No.6 AOS, 2 March 1943. To No.23 OTU, Station Pershore, 20 April 1943. Attached to Morton Valance, 22-29 March 1943. Attached to No.311 FTU, 29 July to 16 August 1943. To No.1 Overseas Aircrew Despatch Unit, 16 August 1943. To North Africa, 17 August 1943, deplaning 18 August 1943. To No.420 Squadron, 18 August 1943. Departed North Africa with squadron, 26 October 1943, arriving in United Kingdom on 6 November 1943. Commissioned 14 February 1944. To No.1666 Conversion Unit, 19 July 1944 (night vision instructor). Promoted Flying Officer, 14 August 1944. Repatriated via Lachine, 14 May 1945. To No.2 Air Command,

Winnipeg, 27 May 1945. To No.3 ANS, Portage la Prairie, 14 July 1945. Retired 28 September 1945. Employed by Manitoba Government as a Stationary Engineer. Rejoined RCAF in Winnipeg (12567) on 8 May 1948 as Radar Technician in rank of LAC. To Trenton, 27 May 1948. To Aylmer, 15 June 1948. To Trenton. 29 November 1948. To Centralia, 7 April 1949. To No.9424 Unit (Auxiliary), Hamilton, 5 June 1949. To Station Whitehorse, 25 October 1949. To No.12 Group Headquarters, Vancouver, 24 October 1950. Promoted Corporal, 1 February 1952. To Station Comox, 16 May 1953. To No.1 Wing, North Luffenham, 13 August 1954, moving with that unit to Marville, France, 28 February 1955. Promoted Sergeant, 1 April 1958. To No.30 Air Material Base, Langar, 21 November 1958. To Station Winnipeg, 12 August 1958. Retired 22 April 1960. Died in Vancouver on 14 February 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1989. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 27 July 1944 when he had flown 30 sorties (168 hours 55 minutes), 13 September 1943 to 6 July 1944 (seven targets in Italy, 13 September to 1 October 1943; German and French targets, 24 February to 6 July 1944).

Pilot Officer Holland, as Air Bomber in Flight Lieutenant Alberts' crew, has shown, on all occasions, exceptional fighting qualities. On all his targets, which included principal targets in Italy, Germany and France, his dogged determination to press home his attack, never releasing his bombs until the target was in his sights, inspired a high standard of morale in his crew.

For his exceptional tenacity of purpose and his fine record of achievement, Pilot Officer Holland is strongly recommended for the award of the Distinguished Flying Cross.

Training: Interviewed in Winnipeg, 29 October 1941. "Fair aircrew only -inclined to be slightly nervous. Says examinations and interviews make him so but not nervous his work. Immature, should improve under RCAF training. Polite, spelling bad on his R.100."

Course at No.1 ITS was 12 April to 6 June 1942. Courses in Mathematics (150/150), Law/Discipline (75/100), Armament, practical and oral (40/50), Drill (61/100), Aircraft Recognition (79/100), Law and Discipline (100/100), Navigation (83/200), General Studies (74/100) and Signals (47/150). "This airman is quite youthful in appearance and is inclined to be a little impatient and restless. He is a good worker, but slightly below average on his course. He is anxious to remain in aircrew and is given a chance to make the grade as a bomber."

Course at No.1 BGS was 20 July to 11 September 1942. Gunnery training on Battles (7.45) and Bolingbroke (9.05); Bombing on Anson (19.25 by day and 3.40 by night). In High Level Bombing

dropped 22 bombs by day and 12 by night; in Low Level Bombing dropped ten bombs. Also spent two hours ten minutes in Turret Manipulation. Scored six percent hits in Beam Test, 3.5 percent hits in Beam Relative Speed Test and one percent hits in Under Tail Test. Examined in Bombing, written (135/250), Bombing, oral (170/250), Proficiency as Bomb Aimer (256/400), Gunnery, written (51/100), Gunnery, oral (70/100), Proficiency as Air Gunner (128/200), Aircraft Recognition (41/50) and Signals (35/50). "Average student, a little erratic. Needs to be kept in line." Placed 24th in a class of 25.

Course at No.9 AOS was 14 September to 23 October 1942. Anson aircraft - 21 hours 15 minutes by day, 12.10 by night. Assessed under following headings - Navigation air work (65/100), Photography air work (68/100), Bombing air work (65/100), Elements of Navigation (37/50), Signals, practical (75/75) Photography (35/50), Reconnaissance (40/50), and Aircraft Recognition (40/75). Placed 20th in a class of 23. "Average - Rather indifferent attitude to work. Should do better. Average NCO."

Course at No.23 OTU was 20 April to 15 July 1943. Flew 30.10 day and 39.25 night including 4.30 at controls. Dropped 48 bombs by day and 19 by night. Assessed on knowledge of Bomb Panel, Pyrotechnics, Bombs and Loads, and Bombsights. "This NCO is slightly below average. Needs to work harder and be more conscientious."

At No.1659 Conversion Unit he dropped six bombs, spent three hours in gunnery, flew 45 minutes as second pilot plus two hours in Link.

Notes: Application for Operational Wing dated 8 July 1944 stated he had flown 30 sorties (168 hours 55 minutes), 2 September 1943 to 7 July 1944.

On repatriation form dated 28 April 1945 he stated he had flown 166 hours 55 minutes on operations (30 sorties, the last on 8 June 1944). Had also flown 95 hours 45 minutes non-operational. Types experienced were Tiger Moth (15.35), Anson (36.30), Wellington (114.15) and Halifax (100.00).

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HOLLAND, F/O William John (J35553) - **Distinguished Flying Cross** - No.436 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born in Goderich, Ontario, 29 June 1924; home there. Enlisted in London, Ontario, 7 October 1942. To No.3 Manning Depot, 15 November 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 and posted next day to No.12 EFTS; graduated 29 May 1943 when posted to No.16 SFTS; graduated and commissioned, 17 September 1943. To No.1 GRS, 1 October 1943. To No.31 OTU, 31 December 1943. Promoted Flying Officer, 17 March 1944. To "Y" Depot, Halifax, 22 April 1944; taken on strength of No.3 Personnel

Reception Centre, Bournemouth, 29 April 1944. Repatriated 10 January 1946. Released 17 January 1946. Served in postwar RCAF as a pilot, 6 January 1951 to 31 March 1958. Died in Kingston, Ontario, 12 August 2014. RCAF photo PL-60433 (ex UK-20764 dated 12 April 1945) shows RCAF members looking at ruins of a bank in Mandalay - Sergeant J.A. Ainsworth (Orillia), F/O W.J. Holland (Goderich), LAC W.A. Findlay (Owen Sound), Corporal V.E. Armstrong (Niagara Falls), Sergeant J.E. Cowan (Belleville) and Sergeant John Pawelko (Preston, Ontario). RCAF photo PL-60474 (ex UK-20667 dated 19 April 1945) shows four Ontario men with an RCAF transport squadron - Flight Sergeant Jack Hodgkinson (R169900), LAC J.H. Veitch (R155399), LAC G.E. Logan (R279085, F/L M.E. Louch (C20396) and F/O W.J. Holland (J35553), apparently all of Goderich.

This officer joined his present squadron at the time of its formation and has served with distinction throughout a long tour of duty during which he has been engaged on close transport support of the 14th Army in Burma. He has been called upon to fly on many hazardous sorties delivering vital supplies to the Army. He has also dropped supplies at low levels beyond the Japanese lines and well within range of enemy ground fire and on one occasion his aircraft was damaged by small arms fire. At all times Flying Officer Holland has displayed a high degree of skill, courage and devotion to duty.

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HOLLEY, FS Allan (R51187) - **British Empire Medal** - No.2 Air Command Head Quarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 15 March 1916. Enlisted in Ottawa, 20 October 1939 as a Clerk. Classified as Aircraftsman, First Class, as of 29 February 1940; promoted Corporal, 19 June 1940. Promoted Sergeant, 10 September 1940. Reverted to Leading Aircraftman, 1 January 1941; promoted Corporal, February 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 March 1942. Posted to No.1 CNS, Rivers, 14 July 1942. To No.2 Training Command, 18 August 1944, serving there to 18 December 1945. Released 19 December 1945.

This non-commissioned officer since coming to this headquarters has performed his duties in a most conscientious and energetic manner. His readiness to accept responsibility, as well as extra duties which have entailed many hours of hard work, planning and organization, have set a fine example to those with whom he comes in contact and has greatly assisted the officers with whom he has worked. By his complete knowledge of his work and extreme devotion to duty, this non-commissioned officer commands the respect and admiration of all personnel at this headquarters.

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HOLLIDAY, F/O Alfred Alexander (J85242) - **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 17 June 1912. Home in Edmonton; enlisted there 6 August 1941 and posted to No.2 Manning Depot. To No.4 ITS, 31 August 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.18 EFTS until 8 October 1941; graduated 6 December 1941 when posted to No.15 SFTS; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, Halifax, 28 March 1942; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, 27 September 1942. Promoted WO2, 27 March 1943. Promoted WO1, 27 September 1943. Commissioned 16 February 1944. Repatriated 3 December 1945. Released 16 January 1946.

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HOLLINGUM, S/L Horace Josiah (C1524) - **Mention in Despatches** - Western Air Command - 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 21 August 1896 at Grays, Essex, England; CEF veteran (Canadian Field Artillery, February 1916 to December 1917 as Gunner) and then in Royal Flying Corps (No.19 Training Depot Squadron, Egypt, January 1918 to August 1919; commissioned as Second Lieutenant). Fisheries patrol officer for British Columbia, 1919-1920; managing director of a printing company, 1921 to enlistment. Enlisted in Vancouver, 4 December 1939 in Administrative Branch and posted to Western Air Command Headquarters. Promoted Flight Lieutenant, 1 October 1940. Promoted Squadron Leader, 1 January 1942. To AFHQ, 4 February 1943 for Flying Control duties. To Western Air Command again, 11 May 1943 as Senior Organization Officer. Promoted Wing Commander, 1 March 1943. Retired at his own request, 20 October 1944, noting that the Service had reached a stage of development that his services were no longer required, and that he should return to his commercial business.. Died in Vancouver, 16 February 1969, age 70, as per British Columbia Vital Statistics.

Since the commencement of the war Squadron Leader Hollingum has been responsible for the organization and operation of the Aircraft Detection Corps and liaison duties with Civilian Protection Services in Western Air Command. His knowledge of the Pacific Coast and its people, his enthusiasm, pleasant personality and fine grasp of his duties have produced outstanding results in his complicated task.

The recommendation for this award was raised by Air Commodore A.C. Hull on 25 February 1943 in words virtually identical to the above.

A memo dated 23 May 1941 (W/C C.R. Slemon, Senior Air Staff Officer, Western Air Command) described his work in detail:

Flying Officer Hollingum has been on full time duty with the RCAF sine 3 January 1940. During this five month;s period, he has been employed exclusively on the organisation of the Aircraft Detection Corps. He has exhibited good judgement and thoroughness and, although the progress made has been slow, it has been carried out along sound lines and with painstaking detail. The work of organisation necessitated much contact with private and civil Government organizations and Flying Officer Hollingum has, due to a pleasant personality, been successful in obtaining the necessary degree of cooperation in all instances.

A letter dated 3 February 1943 (A/V/M L.F. Stevenson, Western Air Command to AFHQ) expanded on this work.

The above mentioned officer has been employed at Western Air Command Headquarters, Victoria in various capacities since his appointment in the RCAF 10/12/39/ During most of this time he has been employed on organizing and supervising the Aircraft Detection Corps in Western Air Command. He has spent long hours and made many contacts with the civilian populace in arranging appointments of Aircraft Detection Corps Observers in the outlying parts of the Command. It is mostly due to the keenness and initiative, and the fact that Squadron Leader Hollingum gets along so well with all personnel, either in the Services or civilian organisations, that the Aircraft Detection Corps in Westen Air Command is functioning so satisfactorily.

In addition to the Aircraft Detection Corps work, Squadron Leader Hollingum has a thorough knowledge of A.R.P. [Air Raid Protection] organisation, and has spent considerable time in drafting regulations covering blackout and radio silence. Several communications have been received from the civilian heads of the Air Raid Precautions Committee, praising Squadron Leader Hollingum for his thoroughness and helpfulness.

However, proposals to expand the Aircraft Detection Corps were not approved and he sought employment elsewhere in the RCAF, and he was consequently sent to AFHQ. Nevertheless, on 6 April 1943, Air Commodore A.H. Hull wrote AFHQ, requesting his return to Western Air Command to continue ADC work.

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HOLLINGWORTH, F/L John Moore (J18740) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Montreal, 30 October 1912; home there. Attended University of Quebec prior to enlistment. Enlisted in Toronto, 6 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To Trenton, 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; graduated 27 July 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 24 October 1941. To "Y" Depot, 25 October 1941. To RAF overseas, 11 November 1941. Photo caption for PL-31272 (taken 8 August 1944) states that he put in 15 months on glider instruction before starting his tour. It also stated that on a mission to Leipzig "he had to fight his way through six separate fighter attacks." Commissioned 20 October 1942. Attained rank of Flight Lieutenant, 1 April 1944. Posted from No.426 Squadron, 24 August 1944. Repatriated 10 October 1944. Resigned commission, 12 January 1945. RCAF photo PL-32371 shows him. See also photo PL-31272 (ex UK-13155 dated 8 August 1944, captioned as follows: "All set for a trip back home is F/L Jim Hollingworth, DFC of Montreal, screened Thunderbird Squadron pilot. F/L Hollingworth was over most of the major targets in Germany throughout his tour, paying his respects to such spots as Leipzig, Berlin, Nuremberg, Stuttgart, Frankfurt, Hanover, Mannheim and Schweinfurt. In order to complete his mission to Leipzig he had to fight his way through six separate fighter attacks. F/L Hollingworth put in 15 months glider-towing instruction before starting his tour.")

This officer has completed a tour of operations involving attacks on such targets as Berlin and centres in the Ruhr area. He is a skilful and courageous captain whose determination to achieve success has won great praise. On more than one occasion his aircraft has been damaged whilst over the target area but this has not deterred him from pressing home his attacks. His example has been worthy of emulation.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 29 June 1944 when he had flown 33 sorties (178 hours 50 minutes); submission as follows:

Flight Lieutenant Hollingworth as a captain of aircraft has completed a tour of operations which included many attacks on the most heavily defended targets deep in Germany, such as Berlin, Hanover, Mannheim, Frankfurt, Dusseldorf, Ludwigshaven and Essen. On two occasions, over the target, his aircraft was damaged by flak and on another occasion attacked by an Me.109. On each of these occasions he successfully completed his mission and returned to this country, twice with one engine unserviceable.

Flight Lieutenant Hollingworth has at all times pressed home his attacks with exceptional coolness, skill and determination, and has set a splendid example to his crew and squadron. He is highly recommended for the award of the immediate DFC.

RCAF Press Release No.5986 dated 28 July 1944 from F/O Fred Jackson, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- There was plenty of excitement through the tour of operations he has just finished, but to F/L J.M. "Holly" Hollingworth, Montreal, P.Q. (3410 Hingston Avenue), two trips across the Channel on D-Day topped everything else as far as he was concerned.

Contemplating the spell of leave he is soon to spend back home, Hollingworth reminisced in the quiet, matter of fact manner of most Canadian boys who finish a tour, on the sorties he made with the Thunderbird Squadron over major enemy targets in Europe, but of them all, D-Day sorties were the most inspiring. "We sure felt swell that day," he commented.

"Holly", a pilot, was in on the Nuremburg "do" when the going was hot and heavy and "96 of our aircraft failed to return." He was in the Leipzig raid the night Bomber Command lost 79 aircraft. That night a Focke Wulf 190 caught them on the run in on the target and rear-gunner P/O Chuck Swayze, London, Ontario (31 Cartwright Street), gave the Jerry several good "squirts" on the nose. And there was a Berlin operation when a Messerschmitt 210 came at them dead level on the starboard beam, almost causing a collision in mid-air.

Other targets, Stuttgart, Frankfurt, Hanover, Mannheim, Schweinfurt, felt the fury of the Thunderbirds' bombs, and three trips to the "Happy Valley" of the Ruhr helped to make a further mess of that bomb-blasted industrial region. The Leipzig raid was the toughest, however. "We corkscrewed for three quarters of an hour on the way in." recalled Hollingworth. "The boys had to fight their way to that target. We were attacked six times without hits being scored, prior to the engagement we had on the bombing run."

F/L Hollingworth won his wings at Summerside, P.E.I., in October, 1941. He was a staff pilot, specializing in glider-towing instruction in England for 15 months before joining the Thunderbird Squadron.

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HOLLOWAY, F/O Peter Wykeham (J10714) - **Air Force Cross** - Station Yarmouth - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945. Born 22 February 1918 at Wellington, Madras, India, son of Major-General Benjamin Holloway, Indian Army. Came to Canada in 1924. Enlisted at Edmonton, 5 June 1941 - Trained at No.2 ITS (graduated 8 September 1941), No.3 AOS (graduated 5 January 1942), No.2 BGS (graduated 14 February 1942) and No.1 ANS (graduated 18 March 1942). Remained in postwar RCAF (19684). Promoted to Squadron Leader, 1 January 1951, rising to Group Captain, serving in Canada, overseas and in United States. Retired 1969. Died at Saanich Peninsula Hospital, 27 January 1983. A brother was Brigadier R.E. Holloway, CBE. Governor General's Records (RG.7 Group 26 Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 1,473 hours of which 724 were on operations (69 sorties).

This officer has consistently displayed exceptional qualities as a navigator, despite adverse weather conditions and other hazardous circumstances. Now, as a member of the Meteorological Flight, he has continued to perform his duties in a most cheerful and efficient manner. By his courage, skill and devotion to duty, the knowledge gained on such flights contributes immeasurably to the safety of operational crews. The excellent work done by this navigator is praiseworthy.

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HOLLOWELL, F/O Raymond Albert (J25787) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in London, Ontario, 12 August 1920; home there. Was a salesman prior to enlistment. Enlisted in Hamilton, 7 March 1942. To No.1 Manning Depot, 22 March 1942. To No.1 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.9 EFTS until 10 October 1942; may have graduated 18 December 1942 but not posted to No.6 SFTS until 9 January 1943; graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943; to United Kingdom, 22 June 1943. Promoted Flying Officer, 31 October 1943. Repatriated 23 March 1945. To No.1 Air Command, 3 April 1945. To Release Centre, 18 May 1945; retired 22 May 1945. Died 10 September 2000 in Windsor, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001.

This officer has taken part in a large number of attacks against well defended major targets in Germany. On one occasion in October 1944, when he was detailed for an attack against Essen, his aircraft was attacked by an enemy fighter. Throughout the engagement Flying Officer Hollowell piloted his aircraft with great skill and courage, and the enemy fighter was destroyed. On another

occasion when his aircraft was attacked by a hostile fighter this officer's fine captaincy and superb airmanship outmanoeuvred the enemy aircraft which was forced to break off the combat. At all times Flying Officer Hollowell has displayed courage and devotion to duty and in the face of strong enemy opposition he has invariably pressed home his attacks with determination.

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HOLMAN, F/O Reginald Wallace (J18836) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 26 June 1918. Home in Port Arthur, Ontario. Enlisted in Winnipeg, 19 August 1941 and posted to No.2 Manning Depot. To No.35 SFTS, 14 October 1941 (guard). To No.4 ITS, date uncertain. Graduated and promoted LAC, 24 January 1942. Attended No.5 EFTS, 24 January to 6 April 1942 when ceased training and posted to Trenton. Posted to No.4 BGS, 9 May 1942; graduated and promoted Sergeant, 8 June 1942. To RAF overseas, 19 July 1942. Promoted Flight Sergeant, 8 December 1942. Commissioned 30 August 1943. Promoted Flying Officer, 200 February 1944. Repatriated 30 October 1944. Released 24 January 1945. No citation in AFRO.

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HOLMAN, P/O William Gordon (J92116) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 2 March 1945 as per **London Gazette** of that date and AFRO 625/45 dated 13 April 1945. Born 3 February 1924. Home in Fergus, Ontario. Enlisted in Hamilton, 16 June 1942. To No.1 Manning Depot, 5 August 1942. To No.1 ITS, 5 December 1942; graduated and promoted LAC, 30 April 1943 but not posted to No.1 BGS until 15 May 1943; graduated 6 August 1943 and posted next day to No.1 AOS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, Halifax, 1 October 1943; to No.3 PRC, Bournemouth, 4 October 1942. Commissioned 23 October 1944. Promoted Flying Officer, 23 April 1945. Repatriated 14 May 1945. Released 31 August 1945. Died in Fergus, Ontario, 7 December 2006. Cited with F/O R.J. Buckland and P/O Trevor Watkins.

Flying Officer Buckland, Pilot Officers Holman and Watkins were pilot, air bomber and flight engineer respectively of an aircraft detailed to attack the Essen/Mulheim airfield in December 1944. During the bombing run a shell burst in front of the aircraft and a large piece of shrapnel crashed through the windscreen of Pilot Officer Holman's compartment, narrowly missing his head. Unperturbed, he remained in his position ready to release his bombs. Almost immediately another shell burst close by. Two engines and the tailplane were damaged and the aircraft went into a dive. Flying Officer Buckland was wounded

in the side. Pilot Officer Watkins, displaying great promptitude, immediately went to his captain's assistance and the aircraft was righted. Although suffering acutely, Flying Officer Buckland held the aircraft on a straight run, enabling Pilot Officer Holman to execute a good attack. The injured pilot was now bleeding at the mouth. Although the aircraft was flying at great height he was forced to dispense with his oxygen mask. Nevertheless he remained at the controls until over Allied territory. Pilot Officer Holman then took over. Though not as skilled as a regular pilot he flew the aircraft to England. On reaching the nearest airfield, Flying Officer Buckland, who in the meantime had been given expert first aid by Pilot Officer Watkins, was assisted to the cockpit and took over the controls. Although very weak from loss of blood he brought the aircraft down safely. Few captains could have showed greater resolution. He set a magnificent example of courage and fortitude. Pilot Officers Holman and Watkins also proved themselves to be outstanding members of aircraft crew. Their conduct in most harassing circumstances was exemplary.

NOTE: Public Record Office Air 2/9044 has recommendation drafted by the Commanding Officer, No.640 Squadron, early January 1945 when he had flown 19 sorties (87 hours 30 minutes. Sortie list and submission as follows:

14 August 1944 - TRACTABLE 21A (3.58)
18/19 August 1944 - Sterkrade (4.21)
31 August 1944 - La Pourchinte (3.20)
3 September 1944 - Soesterburg ((3.42)
9 September 1944 - Le Havre (3.39)
11 September 1944 - Cadillac 2 (4.15)
12 September 1944 - Scholven (3.58)
23/24 September 1944 - Neuss (4.14)
6 October 1944 - Sterkrade (4.22)
15 October 1944 -Wilhelmshaven (3.57)
31 October 1944 - Cologne (5.02)
6 November 1944 - Gelsenkirchen (4.30)
16 November 1944 - Julich (4.52)
28/29 November 1944 - Essen (5.33)
30 November/1 December - Duisburg (5.32)
2/3 December 1944 - Hagen (6.11)
6/7 December 1944- Osnabruck (5.53)
12/13 December 1944 - Essen (5.14)
24 December 1944 - Essen/Mulheim airfield (4.47)

During a daylight attack on the airfield at Essen/Mulheim on the 24th December 1944, the Halifax aircraft in which this officer was the Air Bomber became severely damaged by intense and accurate anti-aircraft fire during the bombing run. A large shell splinter smashed a hole in the perspex on the air bomber's position, narrowly missing Pilot Officer Holman. The next burst wounded the captain causing the aircraft to dive out of control. Although the position appeared hopeless, Pilot Officer Holman remained at his post determined that, at all costs his bombs should fall on the target. His determination was justified for when all seemed lost, the aircraft righted and Pilot Officer Holman released his bombs with accuracy and precision, as the photograph subsequently showed.

This officer then went to the assistance of his captain whom he found badly wounded, and although his only experience in handling aircraft had been obtained on the Link trainer, he flew the aircraft back to England, where the captain recovered sufficiently to make a successful landing. Pilot Officer Holman by his courage, tenacity and resource not only successfully completed his mission, but saved the lives of his comrades and prevented the loss of a valuable aircraft. To date this officer has completed 19 sorties against such heavily defended targets at Wilhelmshaven, Essen (twice), Duisburg, Gelsenkirchen, Sterkrade and many other industrial targets in the Ruhr. Pilot Officer Holman is an outstanding air bomber, his courage and devotion to duty have been an inspiration to other crews in the squadron, and I therefore have no hesitation in recommending that he be awarded the immediate Distinguished Flying Cross.

The Officer Commanding, Station Leconfield, added his remarks on 7 January 1945.

Pilot Officer Holman, during an operation on the 24th December, displayed coolness, courage and determination of a very high order. After ensuring that his bombs would hit the target he proceeded to take over control from the seriously injured pilot and, with great resourcefulness, flew the damaged aircraft back to this country in spite of the fact that he had never previously flown as a pilot.

His actions in this emergency not only instilled the remainder of the crew with great confidence, but were decisive in ensuring their safety and that of the aircraft. In view of the foregoing and this officer's previous fine record, I strongly recommend the immediate award of the Distinguished Flying Cross.

This was endorsed by Air Vice Marshal E.N. Tarr (Air Officer Commanding, No.4 Group) on 14 January 1945 and approved by Air Chief Marshal Sir Arthur Harris on 20 January 1945.

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HOLMES, WO2 (now P/O) Alfred Mathew (R161124/J91076) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Dymond, Ontario, 17 June 1917; home in New Liskeard. Was a bookkeeper prior to enlistment. Enlisted in Hamilton, 6 April 1942. Trained at No.3 ITS (graduated 10 October 1942). Posted to No.4 EFTS, 7 November 1942 but apparently ceased training on 29 November 1942. Posted to No.4 AOS (graduated 28 May 1943) and No.4 BGS (graduated 9 July 1943 and promoted Sergeant). To "Y" Depot, Halifax, 23 July 1943. To United Kingdom, 25 August 1943. Commissioned 14 October 1944. Repatriated 23 April 1945. Released May 1945. Died 8 June 2003 in New Liskeard, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. For photo see PL-35210. RCAF photo PL-40356 (ex UK-17174) shows a 12,000-lb bomb with WO2 Alfred "Lucky" Holmes on top, and left to right, F/O D.M. MacDonald (Trail, British Columbia), Flight Sergeant H.A. "Bud" Fisher (Dauphin), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). RCAF photo PL-40357 (ex UK-17175 dated 6 December 1944) show, left to right, F/O D.M. MacDonald (Trail, British Columbia), WO2 Alfred "Lucky" Holmes, Flight Sergeant H.A. "Bud" Fisher (Dauphin, dressed as Father Christmas), P/O Ray Gran (Meadow Lake, Saskatchewan) and F/O J.A. Carr (New Westminster). RCAF photo PL-40359 (ex UK-17177 dated 6 December 1944) shows F/L J.A. Carr (New Westminster), WO2 Alfred "Lucky" Holmes (New Liskeard, Ontario) and FS H.A. "Bud" Fisher (Dauphin, Manitoba, dressed as Father Christmas) with a six ton bomb, similar to the one that sank **Tirpitz**. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation for a DFM (he was then a Flight Sergeant) dated 12 October 1944 when he had flown 30 sorties (175 hours 35 minutes), 12 June to 23 September 1944.

* daylight operation

12 June 1944 - Poitiers (6.30)
14 June 1944 - Auray-sur-Odon (7.05, DNCO)
15 June 1944 - Chatellerault (6.50)
23 June 1944 - Limoges (6.45)
24 June 1944 - Prouville (3.25)
27 June 1944 - Vitres-le-Francais (7.40)
29 June 1944 - Beauvais (3.10)*
12 July 1944 - Chalmont-Chalamdrey (8.25)
14 July 1944 - Villeneuve St.George (6.50)
17 July 1944 - Caen (3.25)

19 July 1944 - Thierry (4.00)*
20 July 1944 - Courtrai (3.05)
23 July 1944 - Kiel (5.20)
24 July 1944 - Stuttgart (8.40)
26 July 1944 - Givors (8.00)
28 July 1944 - Stuttgart (8.00)
30 July 1944 - Cahagnes (6.00)*
1 August 1944 - Mont Candon (4.50)*
2 August 1944 - Bois de Casson (5.25)*
3 August 1944 - Trossy (4.35)*
4 August 1944 - Etaples (3.30)*
5 August 1944 - Etaples (3.25)*
7 August 1944 - Lorient (4.30)*
9 August 1944 - La Pallice (6.10)*
10 August 1944 - Bordeaux (7.00)
11 August 1944 - Givors (8.00)
13 August 1944 - Brest (4.35)
15 August 1944 - Gilste (3.25)
27 August 1944 - Brest (4.50)
15 September 1944 - **TIRPITZ** (7.10)
23 September 1944 - Munster (5.00)

This Non-Commissioned Officer has completed 30 sorties as Air Bomber in a crew whose bombing results have been consistently of the highest quality. Much of the success has been due to the skill, determination and coolness shown by Flight Sergeant Holmes under all circumstances.

The targets he has attacked have included, besides some of the most heavily defended in Germany, those requiring extreme precision, and the photographs he has brought back testify to the accuracy of his bombing.

In the recent attack on the German battleship **Tirpitz** Flight Sergeant Holmes rendered the greatest assistance to his navigator by his map reading during the long and difficult flight, through some really appalling weather to the Russian base from which the attack was made. During the attack on the battleship, as at all other times, Flight Sergeant Holmes showed the greatest determination to press home his attack and to bomb his target accurately.

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HOLMES, F/L Arthur Chesley (C10443) - **Mention in Despatches** - Overseas - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 15 September 1898 at Herring Neck, Newfoundland; served in the First World War with Royal Newfoundland Regiment (March 1916 to November 1917) and Royal Flying Corps/Royal Air Force (November 1917 to June 1919; qualified as pilot, April 1918; reported having flown 145 hours on Avro, BE.12, SE.5, Camel and Snipe aircraft at Elmswell, Gosport, Rochford and Hornchurch); manager of various firms in Spain and Portugal, 1924-1936; businessman in St. John's, 1936 onwards; enlisted there 13 March 1942 as an Administrative Officer. On strength of No.1 Group Headquarters, St. John's 29 March 1942 to 16 January 1944 (promoted Flight Lieutenant, 1 November 1942); embarked from Halifax, 6 February 1944; arrived in Britain, 20 February 1944; to Headquarters, No.6 Group, 7 March 1944; to RCAF Overseas Headquarters, 19 May 1944; to No.6 Group Headquarters, 12 January 1945; to Overseas Headquarters again, 4 June 1945 and promoted Squadron Leader; to No.6 Group Headquarters, 18 June 1945 for repatriation to Canada with No.405 Squadron; released 27 August 1945. Appointed Commanding Officer, No.508 Air Cadet Squadron, 1 November 1949 as well as Honourary Aide-de-Camp to the Lieutenant-Governor. Died in Oporto, Portugal while on vacation, 3 January 1952; buried in a British churchyard next to three RAF airmen. No citation. RCAF photo PL-33107 (ex UK-15342 dated 26 September 1944) is captioned as follows: "Missing for more than four months, Flying Officer Peter Holmes (right) of St. John's, Newfoundland, recently returned to Great Britain for a reunion with his father, F/L A.C. Holmes, a staff officer at Headquarters of the RCAF Bomber Group. F/O Holmes, a navigator of the Leaside squadron, was shot down over occupied territory, parachuting to safety with 48 shrapnel wounds in his legs. Treatment was by an underground doctor. Father and son are pictured as they were reunited." Also shown in RCAF photo PL-33106 (ex UK-15341 dated 26 September 1944). RCAF photo PL-43465 (ex UK-20476, 12 April 1945) shows him; caption describes him as being a staff officer, Headquarters, No.6 (Bomber) Group, assisting A/V/M C.M. McEwen in ceremonial matters. RCAF photo PL-44450 (ex UK-21989 dated 7 June 1945) shows A/V/M C.M. McEwen and F/L Ches Holmes (personal staff officer) examining exhibits at "Meet Canada" exhibition in Leeds. 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). Press Release 4446 dated 3 November 1944 states he was father of F/L Arthur Peter Rogerson Holmes, DFC.

HOLMES, S/L Arthur Chesley (C10443) - **Officer, Order of the British Empire** - Overseas Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation other than:

For outstanding and devoted service as an Administrative Officer with the Royal Canadian Air Force Overseas.

He hoped to be invested with his son, F/L A.P. Holmes (DFC) but this did not prove possible owing to distances and he chose instead to be invested by the Governor of Newfoundland.

Although only the briefest citations have been found, the following abstract of a letter dated 26 June 1944 (Headquarters No.6 Group to RCAF Overseas Headquarters) gives an idea of his work:

Employed in the capacity of Personal Staff Officer to the Air Officer Commanding this Group, and in addition is in charge of Honours and Awards, commissioning, and other matters of a personal and confidential nature. F/L Holmes performs these duties in an extremely efficient and commendable manner. By reason of his position as Staff Officer to the Air Officer Commanding and his other duties on Honours and Awards, etc., he is required to constantly contact senior personnel within the Group as well as others at outside units, and it is strongly recommended that F/L Holmes be granted the rank of Acting Squadron Leader.

A further report, covering his services 19 May 1944 to 31 March 1945, and dated 1 April 1945, described his duties as "Honours and Awards" and included the following remarks by A/V/M C.M. McEwen:

F/L Holmes is an outstanding officer. He has done some excellent work for the Empire in the various offices he has held under my command. Always cheerful, keen and efficient. Good personality and well liked by all. Diplomatic and trustworthy.

It is also worth noting that in August 1943 his posting overseas was strongly opposed by the Air Officer Commanding, No.1 Group, who wished to retain him as a Personal Staff Officer. It appears that Holmes himself then requested an overseas posting.

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HOLMES, F/L Arthur Peter Rogerson (J25018) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Oporto, Portugal, 26 April 1923 (MI.9 report); home in St. Johns, Newfoundland (Life Insurance student). Enlisted in Toronto, 15 November 1941. To No.1 Manning Depot, 7 December 1941; to No.9 SFTS (non-flying duties), 31 December 1941; to No.3 ITS, 25 April 1942 (graduated 31 July 1942); to No.17 EFTS, 31 July 1942; ceased training 13 September 1942; to No.1 Manning Depot, 13 October 1942; to No.4 AOS, 5 December 1942; graduated and commissioned, 2 April 1943 on qualifying at navigator. To "Y" Depot, Halifax, 16

April 1943; to RAF overseas, 26 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 12 October 1944; to No.1 KTS (Composite Training School), 15 March 1945; promoted Flight Lieutenant, 2 April 1945; to Release Centre, 13 July 1945; released 18 July 1945. RCAF photo PL-33107 (ex UK-15342 dated 26 September 1944) is captioned as follows: "Missing for more than four months, Flying Officer Peter Holmes (right) of St. John's, Newfoundland, recently returned to Great Britain for a reunion with his father, F/L A.C. Holmes, a staff officer at Headquarters of the RCAF Bomber Group. F/O Holmes, a navigator of the Leaside squadron, was shot down over occupied territory, parachuting to safety with 48 shrapnel wounds in his legs. Treatment was by an underground doctor. Father and son are pictured as they were reunited."

Flight Lieutenant Holmes has at all times displayed outstanding ability and a high sense of duty. This coupled with his fine navigational skill has materially contributed to the successful completion of many missions. In April 1945, during an attack against Montzen, his aircraft was badly damaged and he was forced to leave it by parachute. He landed in enemy occupied territory and despite the fact he had forty-eight shrapnel wounds in his body he successfully evaded capture for five months and was finally released by the liberating armies. This officer's endurance and fine fighting spirit have set an inspiring example to all.

RESEARCH NOTE: The date in the citation is wrong; the raid on Montzen, Belgium, was 27/28 April 1944.

DHH document 79/507 has MI.9 report of being shot down and subsequent evasion, based on interview on 12 September 1944. The "Loss" report lists the crew as follows:

Millar, FS. G - Pilot
Holmes, F/O A.P.R. - Navigator
MacCaulay, Sergeant D.M. - Bomb Aimer
MacPherson, Warrant Officer, W.M. - Wireless Operator
Musgrave, Sergeant - Flight Engineer
Flather, Sergeant G. - Mid-Upper Gunner
Marmsworth, Sergeant R. - rear gunner

Bombed target, had to skirt round Liege. On track (he thinks), 15-20 minutes after bombing hit. Big burst, came up beside Navigator, wounded Navigator in legs (couldn't walk for 17 days). Navigator went down foor chute, heard pilot say "Bale Out" on intercom.

No flak seen in area before. Aircraft went into long dive. Big hole by Navigator in floor, and flames in W/OP's compartment, and all engines on fire, and flames in fuselage in front of M/U/G. M/U/G says definitely not fighter.

Navigator got chute and put it on before bale out given. Then had some trouble with F.E.H. but jettisoned quite easily. Navigator went straight out, without helmet. Lost boots (old type). Landed okay. M/U/G got out rear. Five killed in aircraft.

Clear night, with haze on ground, moon rising, no searchlights seen. M [?] sprained ankle landing, otherwise O.K. Crew very tired, 5th night running.

Monika switched on, W/OP did not report anything. Hit at 13,000 feet. Baled out perhaps at 8,000 feet.

Holme's own MI.9 report stated that aircraft had taken off at 2230 hours, 27 April 1944 from Eastmoor (Halifax III) and he came down about 0200 hours on 28 April 1944 at Villers-le-Bouillet, Belgium. Left his parachute and harness with a farmer.

We took off from Eastmoor, Yorks at 2230 hours 27 April 1944 in a Halifax. At about 0200 hours on 28 April after the aircraft had been hit by flak and set on fire and I was wounded by flak in both legs; I baled out.

A farmer who found me where I touched down looked after my parachute, Mae West etc and got a young doctor who treated my wounds. These people contacted the White Army who then arranged my movements.

I stayed in Leige and Laive (N.W. Europe, 1:250,000, Sheet 3, K 53) moving from one house to another and several times moving back and forth between the two towns.

I was in Liege when American troops arrived and finally, through arrangements made by Civil Affairs, was sent to Paris.

RCAF Press Release 4446 dated 3 November 1944 read as follows:

With RCAF Group Overseas - A lifetime of adventure was crammed into an 18-week span by a young navigator who has just returned to Great Britain after months of living in the "underground" of Occupied Europe.

He is 21-year old F/O Peter Holmes, navigator of the Leaside squadron whose father, F/L A.C. Holmes is a staff officer at Group Headquarters. Their home is in St. John's, Newfoundland. It was a happy reunion for the pair when the youngster reported back to his unit after having been regarded as "missing" since April.

When he parachuted into occupied territory, young Holmes had 48 shrapnel wounds in his legs. He succeeded in making contact with the underground and was treated by a doctor who removed all but three of the fragments. Subsequently he arrived in a town heavily garrisoned by Germans and for a time posed as an apprentice photographer.

An accomplished linguist, speaking French, German, Spanish and Portuguese, the young navigator had no difficulty in carrying out the various roles which he played while working with the underground. On one occasion five youthful members of the Hitler Youth Organization visited the photographic studio to have their pictures taken.

"They were mere children," Flying Officer Holmes said. "Their rifles were taller than they were and they had just arrived from Germany to help bolster the lines. I would say that they were 14 or 15 years old - just little boys. "Bur", he added, they were really little devils, absolute fanatics, and they would shoot on sight. In a fight, though, they'd turn tail and run."

The proprietress of the photographic studio was regarded by the Germans as a sympathizer and given considerable latitude. Frequently she entertained German officers at parties which her young assistant attended.

"The night that Paris fell we had a party that lasted until four or five in the morning. Gestapo headquarters was right next door and every now and then a member of the Gestapo would open the window and look out and curse the noise."

On one occasion Holmes was walking with a gendarme when accosted by a German soldier and asked for his identity papers. While he fumbled for them, the gendarme produced his own credentials and the soldier saluted smartly and passed them through without inquiring further as to Holmes' status.

During his more than four months in occupied territory, he returned to this country after the region in which he was living was liberated by our troops.

"I would rather like to go back, though," he said. "Those people were wonderful to me and I should like to meet them again to thank them properly. The only thing that they asked was for a photograph of me wearing my officer's uniform."

Before enlisting in the RCAF in November 1941, F/O Holmes was living in Waterloo, Ontario, where he was connected with an insurance firm. He had previously attended the University of Newfoundland and had gone to school at Stowe (Bucks) in England. His father, who is personal staff officer to Air Vice-Marshal C.M. McEwen, MC, DFC and Bar, was a pilot in the last war.

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HOLMES, P/O George Alexander (J15427) - **Distinguished Flying Cross** - No.61 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Regina, 28 February 1914; home there. Enlisted in Regina, 19 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 17 August 1940 when posted to No.1 WS; graduated 16 February 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 15 March 1941. To Embarkation Depot, 27 March 1941. To RAF overseas, 5 April 1941 Commissioned 25 October 1941. Promoted Flying Officer, 1 January 1943. Repatriated 23 January 1943 to Rockcliffe. To AFHQ, 28 February 1943. Promoted Flight Lieutenant, 1 February 1944. To Rockcliffe again, 6 June 1944. To AFHQ, 4 July 1944. Released 13 July 1945.

For nine months this officer has served as rear gunner and has taken part in many operational sorties. Throughout, his irrepressible cheerfulness has been an inspiration to all other aircrews. At all times his continued gallantry and devotion to duty have been worthy of the highest praise.

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HOLMES, F/L Philip Despard (J26099) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Victoria, British Columbia, 2 February 1924 (obituary notice), the son of Major Cuthbert Holmes and Philippa Despard Pemberton. Educated at Brentwood College School. Enlisted in Vancouver, 30 March 1942. To No.3 Manning Depot, 4 May 1942. To No.7 SFTS (guard), 22 June 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.5 EFTS until 7 November 1942; graduated 9 January 1943 when posted to No.3 SFTS; graduated and commissioned 30 April 1943. To No.31 GRS, date uncertain; to "Y" Depot, 7 August 1943. To United Kingdom, 12 September

1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 13 September 1944. Promoted Squadron Leader, 2 February 1945. Repatriated 13 August 1945. Retired 2 October 1945. Rejoined RCAF Auxiliary, 1 February 1951 (No.2455 Aircraft Control and Warning Squadron), number 59800, rank of Squadron Leader. Retired 31 December 1952. Flew 33 sorties overseas. RCAF photo PL-42483 (ex UK-19318 dated 8 March 1945) shows him soon after promotion to Squadron Leader. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 19 May 1945 when he had flown 30 sorties (159 hours five minutes), 19 July 1944 to 31 March 1945. He is described as an Acting Squadron Leader, hence the rank stated. Postwar RCAF Auxiliary 1950-52. After the war he joined the pioneer real estate and property management firm of Pemberton, Holmes Limited, founded by his great grandfather, Joseph Despard Pemberton in 1887. From 1965 to 1988 he was President of the company and also President of Fort Mortgage and Pemberton and Son. He retired from business, sold the operating company of Pemberton, Holmes but retained the Presidency of Pemberton and Son. Throughout and beyond his professional life he demanded "corporate and personal citizenship must be our battle cry." Served on many professional associations involved in real estate and from 1967 to 1982 was a director of the International Real Estate Federation. From 1975 - 1977 he was World President of this organization, the first Canadian to hold that honour. Served as a Logistics Officer in the Army. Honourary Aide to Lieutenant-Governor of British Columbia, 1960-63 and 1978-1983. Honourary Colonel 5 August 1989 to 11 (Victoria) Service Battalion. Obituary notice read, in part, "In 1960 he was appointed Honourary Aide-de-Camp to then Lieutenant Governor of British Columbia the Honourable Clarence Wallace, and held the position until 1963. In 1978 he was again appointed to this position to the then Lieutenant Governor of British Columbia the Honourable Henry P. Bell-Irving. He has served in the same role for every Lieutenant Governor since. On ceremonial occasions his towering figure, crisp uniform and moustache were as familiar on parade as those he served. At a dinner in his honour in 2006 Lieutenant Governor Iona Campagnolo described him perfectly: " 'Pip', you are a model of civility, restraint, loyalty, duty and a certain undefined elegance to which all of us aspire. We salute you on behalf of all those you have served." She then proposed a toast "to a great partnership: Colonel Philip 'Pip' Holmes and his love, Catherine Holmes and the Crown of British Columbia." Living in Victoria in 2002. Died in Victoria, 18 May 2007. Medals Include: DFC : 1939-45 Star, France and Germany Star, Defence Medal, CVSM and clasp, 1939-45 War Medal, Centennial Medal, Canada 125 Medal, CD, Canadian Corps of Commissionaires Silver Long Service Medal.

Squadron Leader Holmes, flight commander of "A" Flight, has now completed a successful tour of operations. Throughout his many sorties he has displayed outstanding courage, keenness and initiative in leading his flight, and his fearless

example and undoubted ability have contributed much to the successes obtained.

Whilst on the ground, his wide knowledge of aircraft plus his untiring efforts with new crews particularly, has added greatly to the general efficiency of the squadron and set an example of the highest order.

I consider his exceptional qualities of leadership and organization plus his fine offensive spirit in action fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows (appears to have had F/O A.J. Cooper as Bomb Aimer):

18 July 1944 - Caen (4.15)
20 July 1944 - Ferme de Forrestel (4.20)
23 July 1944 - Dagnes (5.55)
30 July 1944 - Villers Bocage (4.45)
1 August 1944 - Le Hey (3.10)
3 August 1944 - Foret de Nieppe (4.30)
4 August 1944 - Bois de Cassau (4.35)
7 August 1944 - La Hogue (4.30)
9 August 1944 - Foret de Croc (4.10)
14 August 1944 - Bons Tassily (4.20)
15 August 1944 - Soesterburg (3.55)
31 August 1944 - Ile de Cezembre (4.40)
11 September 1944 - Le Havre (4.25)
11 September 1944 - Dortmund (5.40)
27 September 1944 - Duisburg (5.40)
28 September 1944 - Cap Gris Nez (3.35)
5 October 1944 - Heligoland (4.25)
15 October 1944 - Wilhelmshaven (4.50)
23 October 1944 - Essen (5.15)
4 December 1944 - Karlsruhe (6.35)
5 December 1944 - Soest (7.05)
17 December 1944 - Duisburg (6.55)
21 December 1944 - Oslo (7.05)
7 February 1944 - Goch (5.45)
14 February 1944 - Pomeranian Bay (7.30)
18 February 1944 - Oslo Fiord (6.20)
12 March 1945 - Dortmund (6.35)

14 March 1945 - Zweibrucken (7.00)
20 March 1945 - Hemmingstadt (5.30)
31 March 1945 - Hamburg (5.50)

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HOLMES, F/O William Wallace (J37665) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born in Halifax, 17 June 1922 (obituary said 1 June 1922); home in Boston. Was an acetylene server prior to enlistment. Enlisted in Montreal, 24 June 1942. Granted Leave Without Pay until 7 October 1942 when posted to No.5 Manning Depot. To No.3 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.4 EFTS; graduated 12 June 1943 when posted to No.13 SFTS; graduated and commissioned 29 October 1943. To "Y" Depot, 12 November 1943. To No.3 Aircrew Graduate Training School, 17 January 1944; to No.1 Aircrew Graduate Training School, 1 February 1944. Taken on strength of No.3 PRC, Bournemouth, 28 March 1944. Promoted Flying Officer, 29 April 1944. Reported to have flown 32 sorties. Repatriated 5 August 1945. Retired 15 September 1945. Settled in Rocky Mount, North Carolina in 1953. Founded Seaboard Foods (with John Dubell) and eventually bought out his partner; it became the largest distributor of General Foods on the East Coast. Sold it in 1986 and moved to Naples, Florida. Died in Rocky Mount, North Carolina, 6 August 2013.

Flying Officer Holmes has completed many successful operational sorties. On two occasions his aircraft has been attacked by anti-aircraft fire and on three other occasions engine trouble has developed but these circumstances have never deterred this officer from completing his allotted tasks. He has also attacked many heavily defended targets in Germany including Bremen, Bonn, Essen and Hamburg. Flying Officer Holmes has always displayed an unconquerable spirit in the most trying circumstances.

RCAF photo PL-43896 (ex UK-21308, circa 11 May 1945) has the following caption: "These RCAF members of an RAF Lancaster crew have completed a tour of bombing operations against hot enemy targets. Holed by flak a few times, they never were attacked by fighters. Left to right, they are F/O W.W. Holmes, pilot (Boston, Mass.), F/O J.K. Scruton, navigator (Toronto) and F/O F.W. Christison, air bomber (Vancouver). They wound up their tour dropping food to hungry Hollanders, 'manna from Heaven' as the aircrews dubbed it."

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HOLMQUIST, F/L Karl Albert Emmanuel (C3404) - **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 6 January 1905 in Nashult, Jonkoping, Sweden. Educated in Sweden to 1925 including electrical engineering. In Swedish Engineers as Corporal, 1925-1926. Employed as an electrician and master electrician in British Columbia sawmills, 1927 to 1940. Home in New Westminster, British Columbia. Enlisted in Edmonton, 15 November 1940 in Signals Branch. To No.1 Manning Depot, 6 January 1941 on appointment to a commission. To RAF overseas, 12 February 1941; taken on strength of No.3 PRC, Uxbridge, 10 March 1941. To No.77 Wing, 10 March 1941. To No.2 Radio School, 5 May 1941. To No.74 Wing, 28 June 1941. To No.73 Wing for duty at Cranwell, 5 August 1941. To overseas posting, 11 March 1942. To No.851 AMES, 1 June 1942. To No.863 AMES, 19 November 1942. Promoted Flight Lieutenant, 1 March 1943. To Assault Wing, India, 15 May 1943. To Bombay, 14 July 1943. To No.190 Wing, date uncertain. To No.8036 AMES, 5 December 1943. To No.863 AMES, 1 March 1944. To Base Headquarters, Bombay, 10 December 1944. Repatriated 28 February 1945. To Western Air Command, 13 March 1945. To No.5 Radio Unit, 13 April 1945. To Western Air Command Headquarters, 19 June 1945. Released 27 July 1945. Died in North Vancouver, 12 December 1989 as per British Columbia Vital Statistics (which render his first name as "Carl"). No citation in AFRO.

His service in India is a confusing series of attachments. On 26 August 1943 while with 1369 Assault Wing on RDF he is described thus: "Is officer in charge of Mobile GCI unit, a post which he fills very well and efficiently as is evident in the high standard of his unit. A sound, reliable officer with a high standard of professional knowledge." (G/C J. Whitehead, supported by A/C F.J.W. Mellersh). On 12 August 1944 described as "A very tactful officer. An all round satisfactory technical officer and unit commander." (W/C W.F.A. Smith).

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HOLSTEAD, P/O Clifford Wilson (J92749) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in London, Ontario, 11 September 1915; home there. Was a lithographer prior to enlistment. Formerly in Royal Canadian Artillery. Enlisted in London, Ontario, 20 June 1941 as Equipment Assistant and posted to No.1 Manning Depot. To No.1 SFTS, 26 July 1941. To Technical Training School, 30 August 1941. Promoted AC1, 10 October 1941; posted that date to No.6 SFTS. Promoted LAC, 1 April 1942. To "H", 29 May 1942. To No.4 Repair Depot, 8 September 1942. To No.4 Manning Depot, 20 November 1942. Remustered to aircrew and posted on 6 March 1943 to No.5 ITS; graduated 15 May 1943 when posted to Air Gunner Ground Training School. To No.1 AOS, 5 June 1943; graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, November 1943. Commissioned 29 November 1944. Repatriated 8 April 1945. To No.1 Air Command, 17 April 1945. To No.4 Release Centre, 31 May 1945. Retired 4 June 1945. Died in London, Ontario, 3 December 1999.

This officer has consistently proved himself to be an outstanding navigator and a most dependable member of aircraft crew. By his able assistance his captain has secured many fine operational photographs. In September 1944 he took part in an attack against Kiel. On the way to the target his aircraft was damaged by anti-aircraft fire and the port inner engine was rendered unserviceable. Although driven off track, Pilot Officer Holstead coolly and accurately navigated his pilot to the target which was successfully bombed. His fine fighting spirit on this and other occasions has contributed much to the success achieved by his crew.

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HOLTBY, Sergeant Lawrence MacLeod Murray (R96080) - **Distinguished Flying Medal** - No.426 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1338/43 dated 16 July 1943. Born in Hawksbury, Ontario, 11 October 1918 (RAF Ferry Command records); educated there and home there. Also attended Queen's University. Was a cashier at Seignury Club, Montebello, prior to enlistment. Had 30 days Militia training, January-February 1941 (Royal Canadian Corps of Signals). Enlisted in Ottawa, 5 May 1941 and posted to No.4A Manning Depot. To No.1 WS, 9 June 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 25 September 1941; to No.9 AOS, 28 September 1941; to No.6 BGS, 2 January 1942; graduated and promoted Sergeant on 14 February 1942 when posted to No.2 ANS; graduated and promoted Sergeant, 14 March 1942. Attached to Ferry Command, Montreal, 11 May 1942 but sent to Personnel Depot, Moncton on 3 July 1942. To RAF overseas, 20 July 1942. Arrived in UK, 30 July 1942. To No.23 OTU, 11 August 1942. To No.426 Squadron, 22 October 1942. Commissioned 17 March 1943 (J17560). To No.405 Squadron, 11 May 1943. Promoted Flying Officer, 17 September 1943. To Pathfinder Night Training Unit, 23 September 1943. To No.22 OTU, 23 October 1943. Attended Bombing Leader course, 5 March to 1 April 1944 at Manby. Repatriated 19 April 1944. To No.5 OTU, 29 May 1944. Promoted Flight Lieutenant, 17 March 1945. Retired 13 September 1945. Died in Cassburn (Prescott-Russell, Ontario), 1995. Photo PL-23717 shows him. RCAF photo PL-26665 (ex UK-8444 dated 3 March 1944) taken after investiture at Buckingham Palace - F/O R.J. Williams, DFM (Birkenhead, England), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O G.S. McMenemy, DFC (Hamilton), F/O H.W. Fenton, DFC (Ottawa) and P/O R.H. Welch, DFM (Belleville). RCAF photo PL-26666 (ex UK-8445 dated 3 March 1944) taken with his brothers after investiture - Corporal J.M. Holtby (left, Black Watch Regiment) and Private J.H. Holtby (Cameron Highlanders of Ottawa). RCAF photo PL-26669 (ex UK-8450 dated 3 March 1944) taken after investiture at Buckingham Palace -P/O R.H. Welch, DFM (Belleville), F/O G.S. McMenemy, DFC (Hamilton), F/O L.M. Holtby, DFC (Hawksbury, Ontario), F/O H.W. Fenton, DFC (Ottawa). Bomb aimer to P/O G.S. McMenemy. Died in Ottawa, 20 December 1995.

As bomb aimer Sergeant Holtby has done exceptionally good work. He has taken part in many operational sorties, attacking such heavily defended targets as Hamburg, Essen, Mannheim and Cologne. This airman's keenness and determination have always been of the highest order, while his courage and devotion to duty in the face of heavy opposition have set a splendid example to all other aircrews.

NOTE: Public Record Office Air 2/8955 has recommendation drafted by W/C L. Crooks, 22 April 1943, when he had flown 20 sorties (119 hours 20 minutes). Sortie list and submission as follows:

14 January 1943 - Lorient (5.25)
15 January 1943 - Lorient (5.10)
21 January 1943 - GARDENING (5.00)
4 February 1943 - Lorient (7.00)
7 February 1943 - Lorient (6.10)
13 February 1943 - Lorient (7.00)
14 February 1943 - Cologne (6.00)
16 February 1943 - Lorient (7.10)
19 February 1943 - Wilhelmshaven (6.00)
3 March 1943 - Hamburg (6.20)
5 March 1943 - Essen (5.45)
9 March 1943 - GARDENING (5.25)
12 March 1943 - Essen (5.10)
23 March 1943 - GARDENING (4.20)
26 March 1943 - Duisburg (4.30)
28 March 1943 - St. Nazaire (6.05)
29 March 1943 - Bochum (5.20)
4 April 1943 - Kiel (6.05)
14 April 1943 - Stuttgart (7.35)
16 April 1943 - Mannheim (7.30)

Sergeant Holtby, in the capacity of bomb aimer, has done exceptionally good work on this unit. His keenness and determination have been of the highest order and his ability to bomb accurately has been displayed in the photographs of the target area, for which he has been responsible. Targets attacked include Hamburg, Essen, Mannheim and Cologne. Such courage and devotion to duty in the face of heavy defences is, I think, worthy of recognition. I recommend the award of the Distinguished Flying Medal.

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

Application for Operational Wing dated 26 November 1943 claimed 46 sorties (268.40 operational hours), 6 November 1942 to 15 September 1943. Sorties described as 23 on Wellingtons, 22 on Halifaxes and one on Lancasters,

Assessments: "A good instructor who has set a high standard of work and discipline." (W/C J.K.M. Cooke, No.22 OTU, 3 March 1944; he had flown 550 hours (22 in previous six months)

"Was quite enthusiastic during the course but a times had a little difficulty in absorbing technical knowledge, Capabilities are average." Remarks from Bombing Leader course, Manby).

"This officer is a qualified Bombing Leader and is presently employed as Deputy Bombing Leader at Abbotsford. Although he is working under numerous difficulties he is producing good results." (W/C H. Malkin, No.5 OTU, 8 October 1944).

Training: Interviewed in Ottawa, 31 January 1941 by F/O T.G. Holley. "Good education, steady reliable type. Reserved but good pilot material."

Course at No.3 ITS was 8 August to 13 September 1941. Courses in Mathematics (90/100), Armament, practical and oral (72/100), Signals (90/100). Sanitation and Hygiene (31/40), Drill (80/100) and Law and Discipline (47/60). Placed ninth in a class of 18. "Quiet, serious. Average material. Took supplementary examination in Mathematics."

Course at No.9 AOS was 24 September 1941 to 3 January 1942. Anson aircraft - 28.45 as first navigator by day, 28.00 as second navigator by day, 6.10 as first navigator by night, 8.10 as second navigator by night. In Air Work placed 18th in a class of 22. Ground School courses in DR Plotting (116/150), DR/DF/WT written (154/200), Compasses and Instruments (112/150), Signals (63/100), Maps and Charts (57/100), Meteorology (76/100), Photography (61/100) and Reconnaissance (68/100). Placed 19th overall in ground school. Rated "Average" and described as having "Fairly good ability."

Course at No.6 BGS was 5 January to 14 February 1942. Battle aircraft - 13.15 on day bombing, 3.50 on night bombing, 7.45 on day gunnery. Dropped 30 bombs high level by day, 15 bombs high level by night, 12 bombs low level. Scored 9.4 percent hits in Beam Test, 4.5 percent hits

in Beam Relative Speed Test and four percent hits in Under Tail Test. Examined in Bombing, written (90/150), Bombing, practical (102/150), Gunnery, written (72/100) and Gunnery, practical (64/100). "His high level bombing was not good but he improved with his night bombing to such an extent that confidence is felt that he will be a good bomb aimer." Air firing was "satisfactory". Placed 27th in a class of 27. Final assessment was, "He is only of average ability, but is hard working and enthusiastic. He will be a satisfactory observer."

Advanced Air Observer course at No.2 ANS was 16 February to 16 March 1942. Anson aircraft - 5.40 as first navigator by day, 6.40 as second navigator by day, 6.05 as first navigator by night, 14.35 as second navigator by night. Rated 142/250 in "Proficiency as Navigator." Had to write a supplemental in DR Plotting. "This man is a definitely weak navigator and without more training should not be put in charge of navigating aircraft." Final mark in Astro Navigation (Plotting) was 70/150, and in written Astro Navigation was 35/100. Placed 88th in a class of 89. "A weak man and not to be trusted in charge of an aircraft."

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HOLTBY, F/L Murray Purcell (J21591) - **Commended for Valuable Services in the Air** - No,3 (Observer) Advanced Flying Unit. Awarded as per **London Gazette** dated 3 April 1945 (no AFRO entry). Born 6 August 1919. Enlisted in Galt, Ontario, 14 February 1941 as Aero Engine Mechanic. Posted to No.6 SFTS, 17 March 1941; to No.14 SFTS, 3 July 1941. Promoted to Leading Aircraftman, 1 October 1941 Remustered to aircrew, 14 March 1942, reverting to Aircraftman Second Class at the same time. Posted to No.1 ITS on remuster. Promoted Leading Aircraftman, 1 April 1942. To No.2 EFTS, 6 June 1942; to No.6 SFTS, 15 August 1942. Commissioned 4 December 1942. Promoted Flying Officer, 4 June 1943. To "Y" Depot, Halifax, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flight Lieutenant, 4 December 1944. Repatriated 31 March 1945. To No.16 SFTS, 14 May 1945. Released 5 June 1945. Certificate forwarded 9 November 1948 to Port Perry, Ontario. Public Record Officer Air 2/9061, courtesy Steve Brew, has recommendation drafted when he had flown 1,404 hours, 302 in previous six months.

Flying Officer Holtby is employed as Staff Pilot at No.3 (Observed) Advanced Flying Unit. He has consistently shown determination and cheerfulness in carrying out any flying task allotted to him, particularly in adverse weather conditions. Air crew under training have the greatest confidence in him and he sets an outstanding example to others.

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HOLTON, FS (now P/O) Arthur Earle (R107485/J85855) - **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 19 January 1919 in Salvador, Saskatchewan; home there (wheat, mixed and dairy farming). With South Saskatchewan Regiment, 22 November to 29 December 1940. Enlisted in RCAF at Saskatoon, 2 July 1941 (General Duties). At No.1 Manning Depot to 1 August 1941; guard duty at Station Sydney, 1 August 1941 to 15 April 1942, and at Torbay until 15 July 1942. Remustered for aircrew and trained at No.9 BGS (graduated 9 October 1942). He was aboard Battle 1868, 30 September 1942 when it blew a tire on landing, ground-looped and was heavily damaged (no injuries). To "Y" Depot, Halifax, 11 October 1942; to RAF Overseas, 27 October 1942, arriving in UK 5 November 1942. To No.7 Air Gunner School, 19 December 1942; to No.1660 Conversion Unit, 9 February 1943; to No.1654 Conversion Unit, 23 February 1943. To No.106 Squadron, 25 March 1943 (flew 24 sorties, 147 hours 50 minutes operational time, 1 April to 27 September 1943). Promoted Flight Sergeant, 9 April 1943. To No.16 OTU, 28 September 1943. Promoted Warrant Officer, 9 October 1943. Commissioned 19 April 1944. To No.22 OTU, 28 June 1944. Special leave in Canada, 11 August to 12 October 1944 when returned to Britain. To No.76 Base, 31 October 1944; to No.420 Squadron, 16 February 1945 (flew nine sorties on second tour with last sortie on 4 April 1945); to No.424 Squadron, 15 June 1945; to No.427 Squadron, 2 October 1945; to Canada, 29 December 1945. Released 1 February 1946. Died 17 May 2008 in Westlock, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. No citation in AFRO. It is not clear from his records whether the award was for services in No.106 Squadron or No.16 OTU, but an assessment dated 17 November 1943 observed:

During the six weeks that he has been at this OTU I have formed the opinion that Flight Sergeant Holton is a capable and intelligent NCO, thoroughly to be relied upon.

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HONAN, Corporal John Craig (R85551) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Home in Toronto. Born 1 April 1918. Enlisted in Toronto, 12 December 1940 as Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 27 December 1940. To No.13 (Operational Training) Squadron, 13 May 1941. Promoted AC1, 24 May 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 11 January 1943. To United Kingdom, 2 February 1943. Promoted Corporal, 1 April 1943. Repatriated by air, 13 June 1945. Retired 4 September 1945. Died in Toronto, 5 November 2008. 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 when he had served 26 months in Canada, 24 months overseas.

An airman who is employed as NCO in charge crew in the Repair and Inspection Fitter Section at this unit, Corporal Honan is an outstanding tradesman and an extremely willing and conscientious NCO. His ability in organizing his crew and his supervision of their work has been a decided asset to his section. His men are loyal and he commands their respect. His unfailing energy and persistence under the most difficult conditions, at times working long hours without complaint, definitely merit an award of Mention in Despatches.

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HONE, S/L John (C1294) - **Air Force Cross** - Camp Borden - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942 - Born 20 July 1901 in Atwood, Elma Township, Perth County, Ontario RCAF Press Release 4907 reporting award). Son of a farmer and drover. Educated at Listowel to Grade 12 and then attended Business College in Toronto. A pre-war Manitoba bush pilot, commended in February 1936 as conducting "the soundest and most efficient aircraft operating company in the Dominion of Canada". Had recently saved two lives and was pioneering flight insurance. Enlisted at Camp Borden, 3 October 1939 and appointed Pilot Officer with immediate promotion to Flying Officer. Occupying quarters at Camp Borden from 16 October 1939. Qualified to wear RCAF wings, 30 December 1939. Authorized to receive instructor pay from 25 March 1940. To Air Navigation School, Trenton, 8 April 1940. On temporary duty to Chapleau and Nakima, 13-20 June 1940. At No.1 ANS, Rivers, 4-6 September 1940. Promoted Flight Lieutenant, 1 October 1940. Posted to No.1 ANS, Rivers, 21 November 1940. To Dartmouth, 6 June 1941 for service with No.5 (BR) Squadron. At No.2 ANS, 21 July 1941. Attained acting rank of Squadron Leader, 15 September 1941. To No.1 Central Navigation School, 27 May 1942. To No.4 Training Command, 10 July 1942. To Edmonton and Northwest Staging Route, 15 October 1942. To No.2 Staging Unit, 16 October 1942. Confirmed as Squadron Leader, 1 February 1943. To AFHQ, 1 May 1943. To No.124 Squadron, 13 July 1943. To No.12 (Communications) Squadron, 10 December 1943. To No.168 (Heavy Transport) Squadron, 17 February 1944. To Rockcliffe, 19 May 1944 for service with Photo Centre. On detached operations as of 15 June 1944; returned 6 August 1944; detached operations again, 12 August to 19 September 1944. Detached operations again, Ottawa and vicinity, 19-29 October 1944. Requested release from the RCAF on 9 November 1944 to resume civil exploratory work. To Release Centre, 26 January 1945. Retired 27 January 1945. Returned to service briefly as Wing Commander (15 September 1948) to organise a special search.

This officer displayed the greatest ingenuity and tenacity in the matter of the rescue of Battle aircraft No.1306 from March 10th to March 16th, 1940, from the ice in the neighbourhood of Parry Sound, Ontario. This aircraft was considerably damaged during a forced landing on the ice which was rapidly deteriorating and,

working against time and in very bad weather, he supervised the temporary repair of the aircraft and managed to get it in flying condition and returned it to its base at No.1 SFTS, Camp Borden. His flying capabilities as displayed on this occasion were of the highest order. In addition to this, Flight Lieutenant J. Hone was responsible for the salvage of a De Havilland Moth in June, 1940, under trying circumstances, in which he displayed a resourcefulness of the highest order.

HONE, S/L John (C1294) - **Bar to Air Force Cross** - AFHQ - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945.

This officer, for two successive seasons, has organized, equipped and taken survey parties into unmapped territory surrounding Hudson Bay and extending far to the east and the west. Due to his vast knowledge of flying in Canadian bush and unexplored territories, triangulation stations have been so well established that subsequent mapping by air surveys can proceed without loss of time. Of the party who accompanied this officer on the first season's operations, all volunteered to accompany him the following year despite the fact that such an expedition is far removed from civilization and depends for its food to a large extent upon the natural resources of the territory. During the last season this officer undertook a search for a lost United States aircraft, last heard from near Churchill on Hudson Bay. He found the aircraft on the second day of the search, although the occupants had perished. The outstanding success of the two years of exploration work can only be attributed to Squadron Leader Hone's outstanding leadership, initiative and ability under the most trying circumstances. This officer's skill, resourcefulness and devotion to duty are outstanding.

The above award is related to a recommendation for an OBE raised on 26 August 1944 by No.7 Photo Wing. At the time his flying time was estimated at 5.500 hours (300 in previous six months). It read:

For two successive seasons, 1943-44 and 1944-45, this officer has organized, equipped and taken survey parties into unmapped territory surrounding Hudson Bay and extending from the District of Mackenzie on the West to Labrador on the East. Due to his vast knowledge of flying in Canadian bush and unexplored territories, triangulation stations have been so well established that subsequent mapping by air surveys can proceed without loss of time. Of the party who accompanied Squadron Leader Hone on the first season's operations, all volunteered to accompany him the following year despite the fact that such an

expedition is far removed from civilization and depends for its food to a large extent upon the natural resources of the territory.

During the operation of 1944-45 Squadron Leader Hone undertook a search for a lost United States aircraft, last heard from near Churchill in Hudsons Bay. He found this aircraft on the second day of search, although the occupants had perished. For this action a letter of gratitude was received from the U.S. Government.

The success of the two years' exploration work can only be attributed to Squadron Leader Hone's leadership and outstanding ability under trying circumstances.

A further recommendation, this time for the Bar to AFC, was raised on 1 November 1944 by the Wing Commander in charge of No.7 Photo Wing. At the time his flying was described as 4,750 commercial hours and 2,035 hours 35 minutes with the RCAF (393 hours 40 minutes in previous six months). The original text was:

Squadron Leader Hone has been highly commended by high ranking officers of both the United States Army and RCAF on numerous occasions. In March of this year he did splendid work in search of a Cessna Crane aircraft lost in No.1 Training Command. In July the fine spirit of cooperation and efficiency with which he carried out a mission as Captain of an aircraft in search of a U.S. Army aircraft which was subsequently located in a wrecked condition near the mouth of the Thlewiza River, District of Keewatin, Northwest Territories, was worthy of the highest praise. Further, in September of this year, he made a mercy flight under adverse weather conditions to Nottingham Island to pick up an Eskimo child who had been badly burned and was in great need of hospitalization. This officer's outstanding devotion to duty, leadership and organizing ability in accomplishing arduous and hazardous operations is a credit to the service and an inspiration to all with whom he comes in contact.

RCAF file 821-4-45 (National Archives of Canada, RG.24, Volume 17796) has much correspondence relating to his being nominated for the McKee Trophy. The most detailed, dated 27 March 1946, was from A.J. Anderson (Vice-President Frobisher Exploration Company) to RCAF Headquarters, which read in part:

Jack is a resident of The Pas, Manitoba, and a qualified pilot of long standing. He is one of Canada's recognized "bush pilots", with an enviable flying record. He

pioneered the aviation end of the development of the great mining areas of Northern Manitoba.

The letter was accompanied by what Anderson described as “a very condensed outline of the flying end of our expedition into Ungava and Baffin Island in the summer of 1945.”

Squadron Leader John Hone, AFC and Bar, began flying in 1928 and has since built up a reputation as an outstanding bush pilot and a pioneer in mining exploration in Northern Manitoba. On his own initiative he became one of the relatively few Canadian pilots to qualify on instrument flying and it was almost inevitable that when war broke out he should be eagerly sought by the RCAF, together with others of his kind, to form a nucleus about which our air training plan could be built. From 1939 to 1943, Squadron Leader Hone was a flying instructor and was invaluable in teaching instrument flying and landings. When this task could safely be left in other hands Hone volunteered to take charge of a survey expedition to define positions in remote parts of Ungava, Baffin and other Arctic islands preparatory to aerial surveys and mapping. During the summers of 1943 and 1944, therefore, he piloted a Canso amphibian aircraft, accompanied by two Norsemen under his direction, in those outlying parts of Canada for the RCAF. During his service other assignments included several trans-Atlantic flights.

Hone's record in all these years of flying is self-evident - a noted bush pilot, capable, obliging, equal to any emergency and never daunted by uncharted areas. Yet, with his considerable log of flying hours, he has never lost an aircraft. With this in mind, Frobisher Exploration Company Limited considered themselves fortunate in obtaining the services of Jack Hone to supervise and direct the flying end of an expedition that would reach into the northerly part of Baffin Island.

A Canso amphibian aircraft - CF-DTR - was leased from the Department of Reconstruction and the expedition, basing on Mont Joli, Quebec, set out on July 13th, 1945 for points north. From that date until September 22nd, excepting three trips out for supplies, the aircraft in the capable hands of Hone was continuously in the almost completely unexplored regions of Ungava and Baffin Island. So far as we know, a Canso aircraft had never been used on inland lakes before Hone began his survey for the RCAF. Certainly in work in Ungava in 1945 was the first time a large commercially licensed flying boat used inland lakes extensively. Jack Hone proved that such an aircraft was practical in this type of

work. He seemed able to land on a lake within a relatively short distance of any spot to be examined.

In Baffin Island much of the territory Hone flew over was entirely unexplored. The island has a rugged topography of cliffs rising from 2,000 to 3,000 feet out of the sea and a range of mountains reaching a height of from 9,000 to 10,000 feet above sea level, for the most part shrouded in clouds in which icing conditions are prevalent. Of four flights made over these mountains, on only one were the mountains visible and then just through breaks in the clouds. Flow ice is always present along the coast of Baffin and this coupled with the strong winds ever present in the fjords creates great air turbulence making landings extremely difficult. Hone's almost uncanny ability was such that delays occasioned by these conditions and poor weather were cut to an absolute minimum because he was able to judge flying conditions, weather, and landing spots, together with his great knowledge of let-down and landing procedure under adverse conditions.

While we are satisfied that Jack Hone turned in a beautiful job of flying on this expedition, we feel that his work should be recognised as a contribution to Canadian Aviation, in that he has extended the use of commercially licensed aircraft into this far norther Canadian outpost, and in doing so has exhibited the art of flying at its highest degree of perfection.

To summarize and apply the general information pertaining to the selection of the 1945 McKee Trophy winner, we set out the following comments on the general conditions of the award as set out in your letter of March 6th, as follows:

- (f) Jack Hone lives in The Pas, Manitoba, and has been identified with Canadian flying continuously since 1928 - both Civil and Military.
- (g) Jack Hone is a qualified pilot.
- (h) This expedition left Mont Joli July 13th and returned to Mont Joli on September 22nd, being approximately of 10 weeks duration. It cannot be considered a single brilliant exploit, but 10 weeks of successive brilliant exploits.
- (i) This expedition was conceived for the purpose of locating minerals in economic quantities in Canada's Arctic. Mining and Aviation are so closely linked that the cause of aviation is always greatly advanced through this kind of exploration.

- (j) Aircraft CF-DTR is, as far as we know, the first commercially licensed aircraft to operate into Baffin Island, thereby extending aircraft into a new field.

This nomination was supported by G.R. Burge, President, Giant Yellowknife Gold Mines Limited (letter of 10 April 1946). It would appear, however, that there had been one incident. A letter dated 10 April 1946 from Aero Insurance Underwriters to the Department of Transport said, in part:

We take pleasure in bringing to your attention that despite the fact that a loss was incurred while Mr. Hone was flying for the Frobisher Exploration Company, our Underwriters confirm that, having studied the loss file, there is no blame attributable to the pilot. On the contrary, the pilot should be complimented for nursing the aircraft back to civilization where repairs could be made.

If we may be permitted, we would like to endorse the recommendation we believe to be on your files that Mr. Hone should merit strongest consideration by the Committee for the award of the McKee Trophy, in view of his personal and valuable effort to the progress of civil aviation in Canada.

Other Documents:

Letter of reference, T.M. Shields (Winnipeg, District Inspector, Air Regulations, Department of Transport), 28 September 1939:

This is to certify that I have known J. Hone for the past ten years, during which time he has been actively employed as a Commercial Air Pilot in Canada.

After obtaining his Commercial Air Pilot's Certificate which entitles him to fly "Light", "Medium" and "Heavy" types of aircraft, Mr. Hone's flying was carried out in northern parts of the Dominion, including the Northwest Territories, inside the Arctic Circle in the Provinces of Manitoba and Ontario.

His flying has at all times been satisfactory. He is considered a good and steady pilot and with his past experience and knowledge of flying conditions to be encountered in Canada throughout the year, I can recommend him for any position which requires these qualifications.

Mr. Hone informs me that he is applying for a Commission in the Royal Canadian Air Force. In this connection, I might state that you will find him a most suitable

type and I have no hesitation in saying that he will prove himself to be a most efficient and painstaking officer.

Letter of reference, C.R. Neely (Sherridon Development Company, Sherridon, Manitoba) dated 10 October 1939:

This is to certify that I have known Jack Hone for the past fifteen years, during which time I have found him honest, reliable and possessed of ability far above the average, and I know that he lives a clean, temperate life.

In the early years of our acquaintance, Mr. Hone conducted large trading businesses at Herb Lake, Flin Flon and Mile 137 Hudson Bay Railway. He subsequently sold these various businesses and organized Arrow Airways, of which concern he was the executive officer. After putting this business on an excellent organized basis and running it for some time, he disposed of his share of this enterprise and became interested in mining, which occupation occasioned a large amount of executive activity for air travel and general organisation of prospecting parties and other work pertaining to this industry.

Mr. Hone is highly regarded in this country where he has lived for so many years and is considered as one of the brilliant young men who has made a complete success of anything he has undertaken. His ability as a flyer is a byword in this country.

I take pleasure in recommending him to anyone requiring a man of honesty, integrity and good executive ability.

Report of Flying Instruction at Camp Borden carried out 16 October to 11 December 1939. Flew in Fleet aircraft (13 hours day dual, 13 hours 25 minutes day solo) and Harvard (two hours 35 minutes day dual, two hours 35 minutes day solo). Courses and marks as follows: Air Navigation (94/200), Meteorology (27/100 - failed), Airmanship (114/200), Engines and Airframes, written (63/100), Administration and Organisation (33/100, failed), Law and Discipline (69/100), Armament, practical (118/200), Signals, oral (100/100), Theory of Flight (38/100, failed). Examined by F/L N.B. Petersen who described him as "An average pilot, very experienced on heavy types". His course failures were attributable to "absence during first part of course." Generally assessed as "A capable officer, selected for class senior, neat appearance, conscientious."

Letter dated 10 November 1939, W/C L.F. Stevenson (Camp Borden) to Air Officer Commanding, Air Training Command. Concerns had been raised about Hone's medical condition owing to an

operation conducted ten years previously. The RCAF was considering him for a General List commission as a Link Trainer Instructor. Hone understandably objected and Stevenson recommended that his wishes be followed, given his experience.

Report of course at Advanced Training Squadron, 24 January to 16 February 1940. Here he flew Harvard (20 minutes day dual, 110 minutes day solo, three hours night solo), Battle (35 minutes day dual, 14 hours 45 minutes day solo) and Oxford (65 minutes day dual, seven hours day solo). Estimated civil flying time given as 5,000 hours. Report signed by S/L E.A. McGowan.

Report dated 20 March 1940, F/O J. Hone to Officer Commanding, Advanced Training Squadron, Camp Borden, re "Forced Landing - Battle No.1306"

1. On March 10th I was instructed to proceed to the above aircraft, which had been reported forced down on the ice somewhere between Franklin Island and Point Au Baril, on the East shore of Georgian Bay. Accompanied by F/O A. Rabnett I took off in Norseman No.679. We arrived over the Battle in 50 minutes and a landing was made on the ice a short ways from it, five minutes later. It was located between the Limestone Islands and the mainland, on the shore ice approximately one half mile from the open water of the bay.

2. Our inspection showed the following:

COCKPIT

The gas tank selector lever was found turned to the port tank.

The engine switches were turned to the "off" position.

The undercarriage operating lever was in the "down" position.

There was considerable snow in the cockpit.

GAS AND OIL SUPPLY

No gas could be seen in the port tank when the tank cap was removed.

The starboard tank was full of gas as well as the two reserve tanks.

There was sufficient oil in the oil tank.

AIRCRAFT

The aircraft had landed going north and came to rest heading west with the wheels retracted.

Judging by the marks on the snow the wheels had been let down just before the aircraft touched down but not soon enough for them to lock. The right wheel dropped down before the left one causing the left wing tip to drag in the snow which no doubt caused the machine to swing to the left which accounts for the machine being headed west after landing north.

The propellor was badly damaged - all three blades being twisted and turned about 90°.

The leading edge of the left wing was damaged near the tip.

There was a slight bulge in the skin of the left main plane near the centre and some two feet from the root.

The flaps had been left up and were not damaged.

The left bomb rack was badly twisted.

There was a parachute and flying suit in the machine. We brought these back to Camp Borden with us.

ICE CONDITIONS

There was from 4 to 6 inches of snow on the ice and considerable water under the snow around the Battle.

The ice was 12 to 14 inches thick where the machine landed but there was a gap at the contact between the Fall ice and the ice which had formed during the cold weather in January which was only some three inches thick. This bad ice was between the Battle and the large islands and mainland.

We returned to Camp Borden after making the inspection and I was instructed to take charge of getting the Battle back to Camp Borden.

Due to the bad ice between the position of the Battle and the mainland I decided that it was too risky to attempt to put anything in the way of a tractor or truck over it and that the men and equipment necessary to raise the machine would have to be flown in. A Fairchild 71 on skis arrived at Camp Borden from Trenton on the afternoon of March 11th for this purpose.

The following were flown in from Camp Borden:-

F/O A. Rabnett
Warrant Officer L.S. Millar
five airmen
one experienced

A complete camping outfit including tent, sleeping robes, cooking equipment, stove, sufficient food supplies for ten days, hydraulic hand jacks, tools, plank and short timbers, chain block, two starting batteries, etc.

A camp was made on an island approximately 1/4 of a mile towards the mainland from the Battle.

The work of raising the machine was started at daylight on the morning of March 13th. By noon of the same day it was raised high enough to discover that the undercarriage was badly damaged. I left immediately for Camp Borden with the Fairchild to get a new undercarriage. A propellor for the Battle was taken in on the same trip. I did not get back to the Battle with this equipment until the 14th, as a blizzard was met and a landing was made at Deep Harbour; after waiting for some three hours it cleared some and an attempt was made to complete the trip but another storm was met and a landing made approximately two miles from our camp on the island. It was necessary to proceed with caution in the bad weather as a landing could not be made everywhere along the shore as there was open water in places between the islands and in the narrow parts of the bays. There was also bad slush conditions to contend with.

On arrival at our camp it was found that the storm from the west had raised the water along the east shore and the ice around our island and in the vicinity of the Battle was covered with water. On checking the ice I found that some cracks had opened not far from the Battle, the whole ice mass had moved some and there was now only from six to eight inches of ice under the Battle and it was not good blue ice either. We supported the machine on jacks with planks underneath them to distribute the weight over as large an area of ice as possible. The gas not

required was drained from the machine, the two batteries and everything not required was removed to lighten it as much as possible.

I did not consider it safe for the men to work under the machine long enough to change the undercarriage and repair the retracting mechanism so the parts necessary to make the old undercarriage flyable were taken from the new undercarriage and the old one blocked with 2 x 4's to keep it in the "down" position. The storm was still blowing and we did not put the new prop on the Battle as it weighed close to 400 pounds and we did not want this weight added until absolutely necessary.

The storm continued until noon of the 16th. I returned to Camp Borden to report, get some needed supplies and a pilot to fly the Fairchild home from our camp if I was able to get the Battle off. We left camp Borden the same afternoon and got to the Battle after flying through some dirty weather. That afternoon the crew had cleared the drifts away for a distance of some 150 yards ahead of the Battle and tramped the snow so that the slush came through to the top in the hopes that it would freeze that night so that an attempt could be made to take the Battle off early the next morning. The propellor was put on and the engine got started late that evening. Shortly after the engine started oil poured out of the oil cooler and the engine was immediately shut down. Evidently the cooler had been damaged inside and this could not be detected until the hot oil started through it.

That night it was decided that as these machines were always flown in the winter with the glycol radiator and oil cooler air supply shut off that the oil temperature should not get too high if we cut out the oil cooler by bypassing the oil and flying the machine at minimum boost and R.P.M. that would keep the plane in the air. In any event the machine had to be got out of there without further delay or we would lose it through the ice.

The next morning the slush was frozen fairly well on the place ahead of the machine that we had cleared off. The oil was bypassed around the oil cooler and after some trouble the engine was got started and the oil temperature did not go too high. A new set of plugs was put in the engine.

A small spruce tree was placed on the ice ahead of the machine as a dead line where we had to be in the air on account of a bad place in the ice. I checked all of the engine instruments carefully, put the flaps down 25°, told the men to take the jacks away, opened the throttle wide and the emergency boost about half way. The left wheel went partly through the ice shortly after leaving the planking and

swerved me slightly to the left but [I] was able to get straightened out. I got all the speed possible until the dead line on the ice was reached when I was able to lift the machine off without trouble. On the flight to Camp Borden which lasted fifty minutes the engine was run at 1625-50 R.P.M., the oil temperature went up to 80° and stayed there. The engine ran very smoothly and the flight was uneventful.

All of the men and equipment have been landed back at Camp Borden.

The men were working under very tough conditions out on the ice in storms and they had wet feet a good part of the time from walking through the slush on the lake and they deserve a lot of credit for saving the machine.

Letter dated 21 March 1940, G/C L.F. Stevenson (Officer Commanding, No.1 Training Command) to Commanding Officer, Camp Borden:

Reports indicate that the salvage of Battle aircraft 1308 from a precarious situation in Georgian Bay was an outstanding accomplishment.

It is requested that you convey to all personnel involved, the appreciation of the Air Force, for the manner in which the task was undertaken. Flying Officer J. Hone is to be particularly commended for the outstanding part which he played in this operation.

It is requested that a detailed report on the operation be forwarded to this headquarters so that it may constitute a guide in future instances of similar nature.

Letter, 28 June 1940 from Flying Officer J. Hone, (Flight Commander, No.1 Air Navigation School) to Officer Commanding, No.1 Air Navigation School, re "Salvage of Tiger Moth No.4041".

1. On the morning of June 17th, while at Nakima, I received instructions to proceed to Geraldton and report on salvaging the above aircraft. The provincial police at Geraldton advised me that they had been in touch with F/O Dixon at the hospital and he had told them that his machine was on a small lake between Long Lake and Geraldton. After cruising over this area for approximately thirty minutes, I located the Moth on a small lake two miles from the west shore of Long Lake. I returned to Geraldton, and wired these Headquarters that the machine had been found and its approximate location. After lunch of this date, I flew to Long Lake, landed on the closest bay to the Moth and walked through the bush to Moth Lake, to see

what the country was like to put a road through to Long Lake, as Moth Lake was only some three hundred yards long, was surrounded by hills and high trees, which made it an impossible lake to take off from.

2. Authority was received on the 19th to proceed with salvage operations and I immediately left for Nakima, picked up four men and landed them and their camp equipment on Long lake, to set up a camp and cut a trail from Long Lake to Moth Lake. I returned to an unnamed lake to pick up some equipment I had already arranged for from a fishing camp. I got back to the camp at Long Lake at 1100 hours on June 20th, and found that the men left there the day before had been unable to find Moth Lake and had cut a considerable amount of useless trail. I blazed a trail through to Moth Lake and left the men clearing it out. On the morning of the 21st, I flew to Long Lac, picked up some further equipment and four Indian packers. By the night of the 22nd, all of the Moth and equipment used in salvaging it had been landed on the shore of Long Lake. A barge and tow boat arrived to pick it up at 1830 hours that night and everything was landed at Long Lake at 2300 hours the same night. I had arranged with the CNR agent at Long Lac to have a car spotted on the siding and the Moth was loaded on this car early Sunday morning, June 23rd.

3. The engine, instruments, gas tank and some engine accessories were brought to Trenton by air in the Norseman machine. I flew the men and equipment back to Nakima, returned to Long Lac, gassed up at the Forestry Branch and took off for Trenton at 1600 hours.

4. To save delay and expenses in cutting a trail around the south end of Moth Lake to connect up with our trail to Long Lake, the Moth was taken across Long Lake on a canoe. F/O Dixon's parachute which was found floating in the lake, partly opened, was removed from the lake, dried out and brought to Trenton.

5. Equipment was borrowed from the Ontario Forestry Branch, CNR and a party of fishermen who were running a fish camp on an unnamed lake near Nakima. All of this equipment was returned before I left and a new rope was purchased for the fisherman to replace one which was borrowed and broken during salvage operations.

6. The only time we were able to get anyone on our aircraft radio was when we were ten miles from Trenton on our way home.

7. In my opinion the sleeping robes we received from stores were too small, too light and entirely unsuitable for bush work, and I suggest that if parties are to be sent into the bush again, that some winter weight, Woods Manufacturing Company eiderdown robes of 90 x 90 size be purchased.

8. I am enclosing a sketch of the Long Lake area showing where the Moth was found and a few snapshots taken during the salvage operations; also two copies of the shipping bills signed by the agent at Long Lac. A small quantity of lumber was purchased to brace the aircraft parts in the box-car. The parts were shipped in Car No. CN505723, seals Nos. C210960 and C201961.

Excerpt of a letter dated 20 May 1941, Hone to Commanding Officer, No.1 ANS, Rivers. The subject was actually slow payment of a travel claim that he had submitted, but describes vividly his transition from peace to war:

On the day Canada declared war I held an interest in, and was operation manager of a mining exploration company. I was flying a Norseman aircraft on this work which was owned by my company.

A telegram was received by me from the Chief of the Air Staff, asking if I was available for Air Force Duty, to which I replied that I was, but requested some ten days to re-arrange my business before reporting to the RCAF. In the ten days referred to, I brought in all our prospectors and equipment and discontinued a diamond drilling program on a mining property and in general disorganized [sic] all of our exploration program for the fall, in order to be of some help to my country. "I have a brother and a number of close relatives and friends buried in Flanders since the last war with Germany."

In order to get my business straightened up and be in Camp Borden at the date promised, it was necessary to fly to Winnipeg, owing to poor train service in the North.

After making an extra effort to get all of my men out of the north and disorganizing my business in general, I arrived at Camp Borden on the date promised. On reporting there no one seemed to know what to do with me. After a month of medical examinations and idleness I was finally allowed near an aeroplane. I certainly could have used this month to good advantage in my own business, had I known my services were not required as quickly as the telegram I received indicated.

He went on to describe the expenses he had incurred to reach Camp Borden (including \$ 35 air fare, Sherriden to Winnipeg), noting that the air force had twice lost the paperwork and was querying a third submission. He concluded angrily:

As I believe I could be of more value to my country managing an Air Observer's School, it is suggested that the whole travelling claim and my commission be cancelled and that I be retired from the RCAF as soon as possible.

The issue was settled in his favour almost immediately (27 May 1941), in large measure because W/C F.R. Miller was anxious to retain him.

Excerpt from letter of 13 January 1942, W/C F.R. Miller (Commanding Officer, No.2 ANS, Pennfield Ridge) to AOC Eastern Air Command:

The above noted officer [Hone] is employed as Officer Commanding Flying Squadron this school. In this capacity he is doing a good job.

He is an energetic officer and tireless worker. He possesses good organizing ability.

He is an experienced aircraft operator in civilian life with a long background of operations in Northern Canada.

He is not impressive physically, being quite short and frail appearing. His main difficulties in the past have been in adapting his energy and drive from civilian to service usage. He is overcoming this rapidly with increased service experience.

Assessment, 5 March 1943 by W/C W.J. McFarlane, Northwest Staging Route:

As Officer Commanding of No.5 Staging Unit, Whitehorse, Yukon Territory, this officer has proven to be keen, reliable and outstandingly efficient in the performance of his duties. With only limited administrative knowledge he deserves a great deal of credit for the manner in which he carried out his duties.

Letter dated 29 November 1943, Colonel John P. Fraim (Headquarters, United States Army Forces,, Central Canada, Winnipeg) to Hone:

Dear Squadron Leader Hone;

Recently we completed together a great undertaking and I wish to take this opportunity of thanking you for your assistance, guidance and expert advice, and let me assure you that in my opinion I feel certain that it contributed in no small way to the successful completion of the Fort Ross Rescue Mission.

It was a privilege and a pleasure to be associated with you on this mission, and I certainly hope that this relationship will continue to exist. Again accept my thanks and appreciation and please drop in to see me whenever you have the time.

Letter dated 27 March 1944, A/V/M W.A. Curtis to Hone, then with No.168 (HT) Squadron:

The Air Officer Commanding, No.1 Training Command, has written me a letter in which he highly commends you on your splendid work recently in connection with the search for Cessna Crane 8842.

It was unfortunate that no trace of the aircraft could be found, but I am sure it was not lack of effort on your part. May I add my personal thanks and appreciation to that of the AOC No.1 Training Command. Your devotion to duty is a credit to the Service.

Letter of Commendation dated 13 July 1944, Colonel Jack C. Hodgson (United States Army Air Forces) to Squadron Leader J. Hone, AFC, through Officer Commanding, Photo Reconnaissance Unit, Rockcliffe and through Air Officer Commanding, No.2 Training Command, Winnipeg..

1. It is desired to express to you my personal appreciation and the appreciation of the entire command for the fine and cooperative assistance rendered in the search for a missing airplane of the United States Army. The airplane was subsequently located in a wrecked condition near the mouth of the Thlewiaza River, District of Keewatin, Northwest Territories on 9 July 1944.

2. Your fine spirit of cooperation and the efficiency with which you carried out your mission as pilot of one of the airplanes engaged in the search are worthy of the highest praise.

3. The above incident furthers the high regard in which the armed forces of our two countries hold one another.

Letter, 25 August 1944, Wing Commander Harold Pearce , Director of Photography, AFHQ to AMAS, re S/L J.Hone (see also recommendation for OBE, above):

1. The attached recommendation is submitted following the discussion between yourself, W/C Middleton and the undersigned for origination by yourself rather than from a Directorate.

2. The operations carried out by this officer do not, strictly speaking, concern only this Directorate but do primarily concern the Interdepartmental Committee for Air Surveys and in particular, the Sub-Committee of which you are chairman.

3. The work which has been carried out for the past two years is the establishment of ground control which is the necessary preliminary step to the compilation of accurate charts and maps from air photographs.

4. Last year's operations were carried out by this officer on attachment to AFHQ, Special Duties List. Upon the organization of No.7 RCAF Photo Wing the continuation of the project has been carried out by the same officer but from the latter unit, although the task over the two years should be considered as one job. Indeed, it will continue well on into next year.

5. Accomplishments to date have resulted in a very complete and elaborate chain of tri-angulation stations extending well across Northwestern Canada from Labrador, proceeding south around Hudson's Bay with the operation now covering almost all of Northern Ontario and extending well up the west coast of Hudson's Bay. The accomplishment of this project must be regarded as of National importance and it is safe to say that tri-angulation stations have been established in the past two years at a greater rate than would have been ever considered possible four or five years ago.

6. This officer has, at the start of each season for the past two years, proceeded to Rockcliffe, gathered together his crew and aircraft, accumulated his own supplies, organized his own communications, and then taken the whole unit to the field where, to a large extent, they have been self-sustaining in all aspects. During both seasons all aircraft have been kept serviceable and all personnel in good health due to the careful planning. Hardly a day goes by but what a signal comes to this office indicating that two or three additional stations have been established. It is safe to say that no person in this headquarters or at Rockcliffe Station can take any credit for the accomplishment of this task, rather the whole credit must rest squarely on the shoulders of this officer. To all intents and purposes, he has literally been handed a map with a number of pinpoints marked upon it and was given instructions to proceed from scratch.

Letter, 2 October 1944, S/L J.W. Muckell, No.3 Training Command to Commanding Officer, Station Rockcliffe, re "Mercy Flight to Nottingham Island":

1. The following is an extract of a letter received from AFHQ:

A request was received on August 29th, from the Department of Mines and Resources, asking if it would be possible for an RCAF aircraft to proceed as soon as possible to Nottingham Island to pick up an Eskimo child who had been badly burned and was in great need of hospitalization.

S/L Hone, OC Photographic Survey Detachment in the Hudson Bay area, was reached by signal and asked if this flight could be carried out by one of his aircraft, and an affirmative reply was received. At 0500 hours on August 31st, S/L Hone left Churchill for Nottingham Island with the Photographic Detachment's Canso. On arrival at Nottingham Island, it was found that the weather conditions were not favourable for landing and the aircraft then proceeded to Southampton Island to await more favourable landing conditions.

At noon on September 1st, the aircraft picked up the Eskimo children, as requested. A second child accompanied the one who was burned as a companion, to prevent any possibility of nostalgia. Mr. Gibson, the Deputy Commissioned for the North West Territories, Department of Mines and Resources, was informed that the children had been picked up and was requested to have an ambulance meet the aircraft on its arrival. The aircraft landed at The Pas between 2130 and 2200 hours on September 1st.

A letter has been received at this Headquarters from the Department of Mines and Resources, expressing their appreciation for the prompt action taken in bringing out this badly burned child at a time of the year when the weather was likely to be uncertain.

2. As this aircraft was on strength of your Unit, the details of this Mercy Flight are forwarded for your information.

Application for 1939-1943 Star (later the 1939-1945 Star) dated 15 November 1944, stating that he had flown patrols in armed aircraft with No.5 (BR) Squadron, Dartmouth, 21 June 1941 and harbour entrance patrols of Saint John, New Brunswick from Pennfield Ridge, 15 April to 24 June 1942.

Letter dated 15 November 1944, G/C G.S. O'Brian, Commanding Officer, Station Rockcliffe, to Air Officer Commanding, No.3 Training Command, Montreal, regarding Award to S/L J. Hone:

Documents recommending the immediate award of a bar to the Air Force Cross for the above-named officer are enclosed herewith.

Squadron Leader Hone is considered the outstanding northern pilot in this part of Canada and has recently completed his annual Arctic Survey Expedition with great success. He has done a great deal of flying and has constantly set an example by his willingness, judgement and determination. In the enclosed documents are details of three operations undertaken by Squadron Leader Hone outside of the ordinary scope of his duties. Possibly none of these alone would warrant a recommendation for this decoration; the three put together however, and coming in the same season's operations are undoubtedly considered, with his successful and arduous flying operations, sufficient to make the recommendation.

You are particularly requested to review the suggested citation in the light of your experience and to amend it if deemed advisable.

Letter dated 22 November 1944, H.L. Keenleyside (Under Secretary of State for External Affairs) to H.F. Gordon (Deputy Minister of National Defence for Air):

Dear Mr. Gordon;

I should like to express my thanks to you and members of your Department for arranging transportation for Dr. Trevor Lloyd and family, Acting Consul to Greenland, from Ottawa to Godthaab.

Dr. Lloyd tells me that the arrangements made by the Royal Canadian Air Force were excellent and he has great praise for the skill and courtesy of the air crew of the plane. I should like in this connection to mention particularly the services of Group Captain Leigh, who made the arrangements for the trip, of Squadron Leader Jack Hone, Commanding Officer and pilot of the plane, and of Flight Lieutenant Cheeseman, Acting Commanding Officer at Goose Bay.

Letter dated 9 October 1948, Air Marshal W.A. Curtis (Chief of Air Staff) to Minister of National Defence re promotion of S/L Hone:

During the search for U.S. Beechcraft 85113, S/L J. Hone, a resident of The Pas, Manitoba, volunteered his services to assist with the search in every way possible. S/L Hone served with the RCAF Special Reserve from 3 October 1939 until 1 September 1945 and since that time has been a member of the RCAF Reserve, Class "E".

S/L Hone has flown for many years in the North Country both before the war and during his period of service. He was awarded the Air Force Cross in recognition of his part in salvage operations of an aircraft that had force landed on the ice in Georgian Bay. The Bar to this decoration was awarded for organizing and transporting exploration parties in the vicinity of Hudson Bay. During his service S/L Hone participated in numerous searches for lost aircraft and was commended on several occasions for the conduct of these operations.

The RCAF accepted the services of S/L Hone on 15 September 1948 and he completed thirty hours flying as a captain of a Norseman aircraft. He visited numerous trading posts, native encampments, trappers and prospectors in search of information regarding the missing aircraft. S/L Hone's services were of great value to the search. He is being placed on active duty from 15 September 1948 to 30 September 1947, the period of the search. It is recommended that in appreciation of the sterling service rendered by this officer, and his high qualities both as a Pilot and Officer of the RCAF Reserve, S/L Hone be promoted to the rank of Wing Commander, effective 15 September 1948.

Diary entry, No.2 Training Command, 10 November 1943: "The story of the Fort Ross Rescue Expedition blossomed forth into print today, featuring the part played by the AOC, A/V/M T.M. Lawrence and S/L J. Hone, former Manitoba bush pilot. The story was timed for simultaneous release with the American account from Washington. The rescue flight had been in the public eye for several days before the actual rescue was effected and the press release aroused considerable interest."

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HONOUR, FS Robert Charles Dobeil (R10204A) - **British Empire Medal** - No.123 (Canada) Squadron - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 14 September 1916 in London, England (RCAF press release 2659 announcing award). Enlisted in Hamilton, 12 June 1940 in Armament Trade. To No.1 BGS, 27 July 1940. To uncertain temporary posting, 18 September 1940. To Trenton, 28 September 1940. Promoted AC1, 23 December 1940. To No.1 BGS, 26 December 1940.

Promoted LAC, 1 April 1941. To "H", 3 November 1941. To No.123 (Army Cooperation) Squadron, 17 February 1942. Promoted Corporal, 1 March 1942. Promoted Sergeant, 1 May 1942. Promoted Flight Sergeant, 1 February 1943. To "Y" Depot, 8 December 1943; taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Attained rank of WO1 while overseas. Repatriated 12 February 1945. To No.1 ITS, 13 March 1945. To Release Centre, 6 June 1945; retired 13 June 1945. See Squadron diary, 9 April 1943, 12 April 1943 and onwards.

This NCO in charge of the Armament Section has consistently displayed a high degree of initiative and forethought, thereby contributing materially to the war effort. He has devised various aids to training, all of which have helped to raise the standard of training and morale in his squadron. The performance of his duties, often under difficult and adverse conditions, have been of an extremely high calibre and his persistent efforts to increase his value to the service have set a high example to all who work with him.

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HOODSPITH, S/L Robert Randolph Brereton (C1595) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 24 February 1913 in Carnduff, Saskatchewan. Educated at Langley Prairie (1919-1927), North Burnaby High School (1927-1928), Duffus Business College (1928-1929 and Sprott Shaw Wireless School (1929). Enlisted as Wireless Mechanic, 27 August 1935 and posted to Technical Training School, Camp Borden. To Wireless School, Trenton, 3 February 1936. Promoted AC1, 1 June 1936. To School of Army Cooperation, Trenton, 5 June 1936. To No.6 (TB) Squadron, 7 January 1937. Promoted LAC, 27 February 1937. To Flying Training School, Trenton, 20 July 1937. Promoted Corporal, 3 September 1937. Qualified for RCAF flying badge, 20 May 1938 when promoted Sergeant. To Air Navigation and Seaplane School, Trenton, 6 June 1938. Posted from Trenton to No.6 (TB) Squadron, 18 January 1939. Classified as pilot, 1 July 1939. Commissioned in Vancouver, 15 November 1939 in General List Branch. To No.118 (Fighter) Squadron, Rockcliffe, 14 May 1941. To No.116 (BR) Squadron, Dartmouth, 7 July 1941. As Squadron Signal Officer for No.116 Squadron, he participated in a notable survey of Labrador and Hudson Bay coast in 1941 (see entry for N.E. Small for details). Promoted Flight Lieutenant, 1 March 1941. Promoted Squadron Leader, 15 January 1942. To Station Gander, 19 January 1942. To Station Dartmouth, 4 October 1942. To "Y" Depot, 15 November 1942. To RAF overseas, 10 December 1942; disembarked in Britain, 18 December 1942. To No.39 Wing, 30 December 1942. To No.6 Group, 6 January 1944. To No.62 Base, 6 March 1944. To RCAF Overseas Headquarters, 19 April 1945. Repatriated with No.405 Squadron, 18 June 1945. Transferred to telecommunications branch on return to Canada in 1945. To Eastern Air Command Headquarters, 30 June 1945. Promoted Wing Commander, 1 September 1945. To AFHQ, 1 December 1945. Reverted to Squadron Leader, 1 October 1946. To RCAF Staff College,

12 October 1947. Promoted Wing Commander again, 1 January 1948. Subsequently back to AFHQ, 7 July 1948 (Directorate of Telecommunications); to Air Defence Group (Command) Headquarters, 1 November 1949; to AFHQ, 20 November 1951 for service with SHAPE, Paris; to No.1 Air Division Headquarters, 1 August 1953; to Station Clinton, 2 September 1954. Retired with rank of Wing Commander, 15 October 1959. A news clipping from the **Vancouver Province** dated 2 January 1946 described him as "chief Radar officer for the RCAF". Died in Ottawa, 6 August 1992. No citation in AFRO.

HOODSPITH, S/L Robert Randolph Brerton (C1595) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. No citation. DHist file 181.009 D.1722 (PAC RG.24 Vol 20606) has a recommendation dated 3 February 1945 for an OBE; it is almost identical to recommendation of May 1945 for the same award which ultimately brought him an MBE and may have resulted in the MiD on this occasion.

HOODSPITH, S/L Robert Brereton (C1595) - **Member, Order of the British Empire** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in AFRO or biographical file; DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation for OBE dated 21 May 1945 when he was Base Signals Officer.

Squadron Leader Hoodspith has had a long and faithful service in the RCAF, first in the ranks until his commissioning on November 15th, 1939. Qualifying as a pilot, this officer specialized in Signals and served in turn at the following units: No.6 (TB) Squadron; School of Army Co-op; RCAF Uplands as Flying Instructor; Instructor in Army Co-op; 118 Squadron and 116 (BR) Squadron, Flying and Signals Duties; RCAF Stations Gander and Dartmouth, Signals Duties.

He was posted overseas in January 1943 and served as Signals Officer with 39 Wing until January 1944, when he was posted to No.6 (RCAF) Group. He was appointed No.62 Base Signals Officer, January 15th, 1944, and is still serving in that capacity.

This officer has always shown the greatest zeal and energy and technical ability. As Base Signals Officer he has been instrumental in bringing the Signals organization of this Base to a high degree of efficiency. He has organized and perfected the Base Signals Major Servicing Section which is a model for all those in Bomber Command. A few months ago, Bomber Command Signals Bulletin paid glowing tribute to the Signals Major Servicing Section of this Base.

In recognition of Squadron Leader Hoodspith's long and efficient service I have the honour to recommend him for the award of the Order of the British Empire.

Notes: As of 28 January 1940 he had flown the following types in training - Fleet, land (93.10). Fleet, sea (14.40), Tiger Moth (34.25), Fairchild 51 (1.15) and Fairchild 71 (5.05). On service duties and patrols he had flown Vedette (44.25) and Shark (158.25).

The summary of his course at the Air Navigation and Seaplane School (1 June to 31 October 1938) reflects prewar training. He was on Vedettes (7.30 dual, 36.55 solo as pilot, 18.40 as navigator and 33.10 as crew); also on Fleet (1.00 dual, 13.40 solo, 2.30 as crew), Fairchild 71 (1.30 dual, 2.35 solo, 1.35 as navigator, 3.25 as crew) and Norseman (6.50 as navigator, 21.00 as crew). Courses in Photography (78 percent), Magnetism and Compasses (50 percent), Meteorology and Tides (53 percent), Maps, Charts and Instruments (66 percent), Sun Position Lines (50 percent on supplementals). Dead Reckoning Navigation (75 percent on supplemental) and Signals (82 percent). Placed 13th in a class of 14 - described as a "first class Wireless Operator." S/L Mawdesley wrote (10 November 1939), "An intelligent and ambitious NCO with ability to handle a seaplane safely under normal weather conditions. He is thoroughly proficient in map reading, but requires more experience in Dead Reckoning Navigation. The written examinations fell below the standard expected, and the results on Sun Position Lines and Dead Reckoning Navigation necessitated ten additional days' intensive instruction and supplementary examinations. This NCO is strongly recommended to avail himself of any opportunities which may occur of acquiring further practical and theoretical knowledge of Air Navigation. If he is to be employed in the NWT, carrying astronomical equipment he should be given refresher work before leaving,"

Assessment, 6 January 1944 by G/C D.M. Smith on posting from No.39 Wing. He has flown 980 hours (30.30 in previous six months). "This officer has a cheerful and spontaneous personality. He knows and understood all the men under him. He is enthusiastic over his duties and is always thinking of new ideas to improve signals communications, He is inclined to be argumentative at times when an error has [been] accused rather than admit an error."

Assessment, 27 May 1945, by Air Commodore J.L. Hurley, No.62 Base. "Squadron Leader Hoodspith is well above average in zeal, initiative and ability. As Base Signals Officer he has brought his Section to a high degree of efficiency. He is well qualified and deserving promotion to higher rank."

Overseas he had many courses and attachments. These included No.7 Radio School, 15 April to 6 May 1944 (Radar course, GEE Mark 8 and IFF), No.6 Group Radar School, Dalton, 2-16 August 1944 (radar, H2S), No.100 Group, 28 January to 18 February 1945 (radar counter-measures

operations), No.8 Pathfinder Group, 2-16 April 1945 (Pathfinder Operations and Ground School, Warboys).

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HOOKE, F/O Edwin Norman (J14350) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born in Toronto, 25 January 1918. Educated in Montreal to 1932; Northern Vocational School, Toronto, 1932-1934. Home in Toronto; financial reporter for Dun and Bradstreet of Canada, Trained 4 October 1940 to 3 March 1941 in Non-Permanent Active Militia (Royal Rifles of Canada) and 3 March to 9 September 1941 with 577 Battery, Royal Canadian Artillery. . Enlisted in Toronto, 10 September 1941. To No.1 Manning Depot, 26 October 1941. To No.16 SFTS (guard duty), 29 November 1941. To No.6 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942 and posted next day to No.5 AOS; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942; to RAF overseas, 22 October 1942. Disembarked in Britain, 9 November 1942. Promoted Flying Officer, 11 March 1943. To No.3 (Pilots) AFU, 13 April 1943 (Anson aircraft, 30 hours 20 minutes). To No.81 OTU. 11 May 1943 (Whitley aircraft, 74.10). To No.1656 Conversion Unit, 30 July 1943 (Whitley and Lancaster, 46.45). To No.101 Squadron, 20 September 1943 (Lancaster, 267.45). To No.82 OTU, 12 May 1944. To No.86 OTU, 16 June 1944 (Wellington aircraft, 42.45 at both OTUs). Promoted Flight Lieutenant, 11 September 1944. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945, to No.1 AOS, 5 March 1945. To Release Centre, 30 April 1945; retired 2 May 1945. Died in Barrie, Ontario, 1 May 1985.

On a number of long and difficult navigational flights this officer has applied his skill with the greatest possible determination and has never failed to guide his crew to the allotted target. His operational sorties include twelve attacks on Berlin. In January 1944, the incendiary bomb load of his aircraft was set on fire by cannon shells from an enemy fighter. Flying Officer Hooke gave valuable assistance to his captain in extricating his aircraft from a most perilous situation and during the flight back to the United Kingdom in the badly damaged aircraft.

Notes: Injured, 21 May 1943 in crash of Whitley V, serial EB402, Hawarden airfield cut finger, sprained back and left ankle. Air Gunner, Sergeant R. Hanson drowned..

Assessed 3 May 1944 when he had flown 555 hours (267 in past six months). "Loyal with a great capacity for taking the rough with the smooth. Exerts a cheerful influence over all who come into contact with him. A very good type of officer, cool and competent at his job, with marked initiative, a cheerful personality and a high sense of duty exemplified by his great

thoroughness," (W/C E.D.M, Nelson). "An excellent officer who is s great credit to the Dominion of Canada." G/C W.C. Sheen).

Assessed 18 May 1944. "Cool, competent with a cheerful influence on his associates and a high sense of duty. Recently recommended for non-immediate DFC." (W/C E. Nelson).

Application for Operational Wing dated 2 June 1944 stated he had flown 28 sorties (200 operational hours) with No.103 Squadron, 20 September 1943 to 23 April 1944.

Training: Course at No.6 ITS was 16 February to 10 April 1942. Courses in Mathematics (88/150), Armament (37/50), Signals (105/150), Navigation (159/200), Airmanship, Theory of Flight, Engines (69/100), Drill (90/100), Law and Discipline (76/100), Aircraft Recognition (68/100) and Anti-Gas (29/50). Placed 99th in a class of 135. "Alert, steady, intelligent. Quiet with strong purposeful nature."

Course at No.5 AOS was 25 May to 11 September 1942. Anson aircraft - 47.55 by day as first navigator, 40.45 by day as second navigator, 24.30 by night as first navigator, 16.10 by night as second navigator. Also 3.50 on Bombing. Graded in Navigation air work (527/700). Photography air work (72/100), Elements of Navigation (404/500), Magnetism and Compasses (77/100), Instruments (38/50), Signals, practical (60/100), Signals, written (46/50), Maps and Charts (34/50), Meteorology (59/100), Photography (44/50), Reconnaissance (55/100) and Aircraft Recognition (84/100). Placed seventh in a class of 19. "Keen, capable, practical in the air. Seldom flustered. Reasonably fast and acaudate. Should become a good navigator."

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HOOKER, WO1 (now P/O) Robert John (R107897/J87554) - **George Medal** - No.431 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Rolla, North Dakota, 9 February 1908; home in Erin ferry, Saskatchewan although he may still have been an American citizen. Enlisted in Regina, 30 June 1941. To No.2 Manning Depot, 4 August 1941. To No.15 SFTS (guard duty), 9 September 1941. To No.3 WS, 26 October 1941; promoted LAC, 27 November 1941; may have graduated 7 May 1942 but not posted to No.5 BGS until 9 May 1942; graduated and promoted Sergeant, 8 June 1942; to No.1 CNS, 22 June 1942; to No.32 OTU, 29 May 1943. To "Y" Depot, 4 September 1943. Embarked from Halifax, 13 September 1943. Disembarked in Britain, 19 September 1943. To No.82 OTU, 12 October 1943 (Wellington aircraft, 89 hours 45 minutes). To No.61 Base, 25 January 1944. To No.1664 Conversion Unit, 12 February 1944 (Halifax aircraft, 39 hours 40 minutes). To No.427 Squadron, 12 March 1944. To No.431 Squadron, 13 March 1944. Commissioned 26 July 1944. To No.64 Base, 12 September 1944. To No.431 Squadron again, 30 November 1944. Promoted Flying Officer, 26 December 1944. Repatriated 28 February

1945. Released 20 April 1945. Returned to Erin ferry, Saskatchewan where he farmed and operated North Star Bulk Plant (Debden, near Erin ferry). In 1959 moved to British Columbia to work on CNR (bridge and building gang) from which he retired in 1973. Died in Kelowna, 27 March 1977. Flight Sergeant J.B.L.A.M. Content awarded Mention in Despatches for bravery in same incident.

This airman was wireless operator air gunner of a bomber aircraft which crashed and caught fire immediately after taking off on an operational flight in July 1944. As he was leaving the wreckage Warrant Officer Hooker saw movement in the front of the aircraft. He went forward and, finding the flight engineer wounded and unconscious, he dragged him from the burning aircraft and left him some distance away. Warrant Officer Hooker returned to the wreckage and extricated the bomb aimer who was also wounded and unconscious. He then dragged both airmen further away from the crash. While returning to the scene a third time in order to ascertain whether all members of the crew were accounted for, one of the bombs in the aircraft exploded and Warrant Officer Hooker was thrown to the ground. By his prompt action and total disregard of danger this airman saved the lives of two members of the crew.

DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation (undated but probably 17 July 1944) for a BEM. Text as follows:

The aircraft in which this Warrant Officer served, as a wireless operator air gunner, crashed immediately after an operational take-off. As he was leaving, he noticed movement in the front of the aircraft. He went forward and found the flight engineer wounded and unconscious. He dragged his comrade from the already burning aircraft and left him some distance away. Returning to the burning wreck, he found the bomb aimer, also wounded and unconscious. Taking him from the aircraft and calling for help, he proceeded to drag both bodies away from the aircraft. He then returned a third time, to ascertain whether all members of the crew were out. He was only a short distance from the aircraft when the first bomb exploded, which threw him to the ground, but he soon recovered and ran from the danger area, to be subsequently picked up by the crash crew. By his coolness, presence of mind and determination, this Warrant Officer rescued two of his crew from the burning aircraft. His complete disregard for personal safety is most commendable. This Warrant Officer is highly recommended for the award of the British Empire Medal.

The website "Lost Bombers" has two entries involving his career, viz:

5/6 July 1944: Halifax MX657 (SE-K), No.431 Squadron, target V-1 sites. Airborne at 0124 hours, 6 July 1944 from Croft to bomb the V-1 site at Biennais, but crashed and caught fire, due to loss of control. An explosion resulted, completely wrecking the Halifax. F/O G. Dumville (RCAF) died later that day from his injuries and is buried in the Harrogate (Stonefall) Cemetery. The rest of the crew were admitted to Friarage Hospital. But for the courage of WO1 Hooker and Flight Sergeant Content who dragged their comrades from the burning aeroplane, it is feared the outcome would have been much worse. Surviving crew F/O R.W.Harrison, RCAF, Sergeant F.Samson, F/O A.H.Phillips, RCAF, F/O G.Dumville, RCAF, WO1 R.Hooker, RCAF, Flight Sergeant J.M.Content, and Sergeant K.J.Taylor.

25/26 August 1944: Halifax MZ658 (SE-E), target Brest. Airborne at 2309 hours, 25 August 1944 from Croft to attack a coastal battery. Failed to receive the diversion instruction, and, having returned to base was unable to land due to adverse weather conditions. Attempted to reach RAF Silloth in Cumberland but ran out of fuel and was abandoned 0455 hours roughly 4 miles south of Allendale in Northumberland. Crew on this occasion was F/O N.R.W Harrison, RCAF, P/O G.D.Little, F/O A.H.Phillips, RCAF, F/O J.Kwiatkowski, RCAF, (injured) P/O R.Hooker, RCAF, Sergeant G.J.Ward, RCAF, Flight Sergeant J.M.Content, RCAF, and Sergeant K.J.Taylor, RCAF.

Notes: His age is a puzzle. If he was born in 1908, he would have been 33 when he enlisted and 36 when serving in No.431 Squadron. However, it appears he had lied about his age when he joined the RCAF, and may have been 38 or 39 when he was on operations.

The crash on 5/6 July 1944 affected his hearing in the right ear, and this (and a “wonky” receiver) may have resulted in his missing the recall signals on 25/26 August 1944. On 11 September 1944, W/C E.M, Mitchell (Commanding Officer, No.431 Squadron), wrote to the Station Medical Officer - “This Wireless Operator/Air Gunner has participated in fifteen operational sorties and has always showed a fine offensive spirit. However, two recent flying accidents might well have shaken his confidence. In view of this and also his age it is felt that if this officer were grounded for a while it would be in the best interests of all.”

Repatriation form dated 23 January 1945 states he had flown on 15 sorties (70 hours 15 minutes) plus 157 hours 24 minutes non-operational. Last sortie was 25 August 1944.

Training: Interviewed in Regina, 11 July 1940. “Untidy individual. Good intelligence. Sturdy and strong. Self reliant, pleasant, probably obstinate. Has qualities which should make him a good gunner. Martial status rather unusual.”

Course at No.3 WS was 24 November 1941 to 7 May 1942. Spent one hour in flying classroom as First Operator, three hours in Flying Classroom on Listening Watch and five hours 20 minutes in two-seat aircraft as sole operator. Ground courses in Theory (42/50), Radio Equipment

(198/250), Morse, buzzer and lamp (150/200), Procedure (189/200), Signals Organization (113/150), Armament (90/100) and Drill and PT (42/50). Placed 38th in a class of 148.

Course at No.5 BGS was 11 May to 8 June 1942. Battle aircraft - 18 hours five minutes by day. Scored 8.7 percent hits in Beam Test, 11.6 percent hits in Beam Relative Speed Test and 13.3 percent hits in Under Tail Test. Fired 700 rounds on ground, 400 air-to-ground and 1,950 air-to-air. Also 300 tracer rounds. Scored 72 percent in written test, 68 percent in practical and oral Test, rated 178/250 in "Ability as Firer". Placed 20th in a class of 32, "Fair student with average air firing ability. A good dependable man."

Course at No.32 OTU was 31 May to 20 August 1943. Anson aircraft (17.50 as first WOP, 12.10 as second WOP, all by day) and Hampden aircraft (21.45 as first WOP by day, 5.40 as first WOP by night, 5.40 as second WOP by night). Exposed 90 feet of cine film, fired 800 rounds in Beam Relative Speed test (seven percent hits) and 1,200 rounds in Cross Over Quarter test (four percent hits). Ground training in Signals (91 percent), Morse (65 percent), Aldis (pass), Armament (74 percent), Warship Recognition (96 percent), Merchant Vessel Recognition (62 percent), Aircraft Recognition (73 percent) and Tactics (73 percent). "Average results. No great ability as a wireless operator. Fairly steady in armament subjects. Personality not outstanding," Generally described as above average gunner and below average wireless operator.

Course at No.82 OTU was 12 October 1943 to 25 January 1944. Flew 49.20 by day and 40.25 by night. Was actually operating wireless 46.35 by day and 35.25 by night. Morse speed was 18 words a minute,.Rated average in all loop exercises, scored 61 percent in ground training, "Has improved considerably and is now a capable wireless operator; has shown keenness throughout the course." (F/O R. Lee, Flight Signals Officer); "Keeps a good log. Should become a steady and useful member of an operational crew." (F/L G.W. Grayson, Senior Signals Officer)

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HOOPER, S/L Alfred William (C20761) - **Commended for Valuable Services in the Air** - No.124 Ferry Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 2 June 1905. Home in Toronto; enlisted there 13 November 1942 as a Staff Pilot, taken on strength of No.5 Manning Depot and immediately given rank of Flying Officer. To No.124 Squadron, 27 November 1942. Promoted Flight Lieutenant, 1 July 1943. To St. Hubert, 29 February 1944. Promoted Squadron Leader, 1 October 1944. To Release Centre, 22 March 1945; retired 24 March 1945.

This officer's ability as a pilot and instructor is of the highest calibre. At all times he has performed his duties with superior skill and untiring devotion to duty. As

Commanding Officer No.124 Ferry Squadron he has greatly improved the functioning of his squadron and his leadership and bearing have been an inspiration to all.

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HOOPER, F/O John Douglas (J10747) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Born 11 July 1921. Home in Macleod, Alberta. Enlisted in Toronto, 11 March 1941. To Trenton, 15 July 1941. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 9 October 1941 when posted to No.10 EFTS (graduated 6 December 1941 when posted to No.6 SFTS; graduated and commissioned 27 March 1942. To Central Flying School, Trenton, 26 April 1942; to No.7 SFTS, to instruct, 19 June 1942. Promoted Flying Officer, 1 October 1942. To No.1 GRS, 22 January 1943. To No.5 (BR) Squadron, 23 January 1943. To Eastern Air Command Headquarters, 3 April 1943; to No.5 (BR) Squadron again, 20 April 1943. To No.121 (Communications) Squadron, 21 March 1944. Promoted Flight Lieutenant, 1 December 1944. To No.4 Release Centre, 11 August 1945; retired 16 August 1945. See DFC entry for S/L B.H. Moffit for details of attack on **U-630**, sunk 4 May 1943.

This officer was acting as co-pilot on convoy patrol when three enemy submarines were sighted, one of which was destroyed. The alertness and efficiency of Flying Officer Hooper in the performance of his duties as a member of the crew contributed to the success of the operation.

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HOOSON, Sergeant Thomas Elliston (R86935, later C51469) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 25 February 1913. Home in Edmonton; enlisted there 18 February 1941 as Aero Engine Mechanic and taken on strength of No.1 Manning Depot. To Technical Training School, 4 April 1941. Promoted AC1, 20 September 1941. To No.13 (Operational Training) Squadron, 24 September 1941. Promoted LAC, 1 January 1942. To No.9 BGS, 29 December 1942. Promoted Acting Sergeant and Acting Flight Sergeant, , 1 April 1943. To another unit (unspecified), 6 March 1943 and thence to Coal Harbour, 23 March 1943. To No.162 (BR) Squadron, 9 October 1943. To Iceland, 31 December 1943. Promoted WO2, 1 April 1944. Commissioned (C51469), 14 November 1944. To Moncton, 5 January 1945. To Edmonton, 5 April 1945. Promoted Flying Officer, 14 May 1945. To Northwest Air Command, 1 June 1945. Retired 29 June 1945. No citation.

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HOOVER, P/O Harold Clifford (J17343) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born 1 April 1923 in Yeomans, Saskatchewan; home there. Raised on family farm which still used horses. Enlisted in Regina, 21 June 1941. Trained at No.4 ITS (graduated 4 October 1941), No.6 EFTS (graduated 5 December 1941) and No.11 SFTS (24 March 1942). Commissioned 1943. Flew 28 sorties on first tour. Instructed and then went to No.35 Squadron (Pathfinders) with which unit he completed 35 sorties. On this tour, he was part of D-Day operations and bombed heavy gun emplacements on the west side of Omaha Beach. Returned to Canada for another instructional tour. Released 8 September 1945. Returned to England in 1947; commissioned in RAF, 28 February 1947 in rank of Flight Lieutenant (59439). Served in Bomber Command for 30 months and then was transferred to Training Command, where he became an A1 instructor and instrument rating examiner. For his work in training command, he was awarded the Queen's Commendation for Valuable Services in the Air (1 January 1953). To RAF Reserve 24 August 1952. He returned to Canada in 1952. Rejoined RCAF, 15 September 1952 (34715); retired again, 14 September 1970 in rank of Major. Joined Public Service of Canada. Settled in Richmond, British Columbia. Died 18 July 2016.

This officer has completed many operational sorties, several of which have been against the most heavily defended German targets, including Hamburg, Berlin and the Ruhr Valley. He has secured some excellent photographs and has displayed great skill as a captain of aircraft, whilst the discipline and efficiency of his crew is of the highest order. Pilot Officer Hoover has performed his duties resolutely with great determination and in the face of heavy opposition has invariably shown praiseworthy courage and coolness.

HOOVER, F/L Harold Clifford, DFC (J17343) - **Bar to Distinguished Flying Cross** - No.35 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944.

This officer is an outstanding pilot and captain of aircraft. He has completed numerous night operations against the enemy and has at all times pressed home his attacks in spite of enemy opposition. Flight Lieutenant Hoover has displayed great tenacity and determination to achieve his objective, and his skill, courage and coolness in action have set a fine example to his crew.

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HOPE, F/O James (J86678) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Scotland, 23 January 1921; home in Lakeview, Ontario. Was a student prior to

enlistment. Enlisted in Toronto, 11 March 1941. Trained at No.4 WS (graduated 24 November 1941) and No.3 BGS (graduated 8 June 1942). Commissioned April 1944. Retired 22 October 1945. Rejoined RCAF, 15 April 1948 (number 16605); retired to Trenton, 24 May 1970. Died in Trenton, 8 November 2012. Obituary stated he had served at Summerside and gave his name as James Stuart Hope. RCAF photo PL-35085 taken at Lachine Repatriation Depot, January 1945 - Section Officer Helen Cotterill (Hamilton) dances with F/O J. Hope (Toronto) at Canadian Legion reception. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 17 November 1944 when he had flown 29 sorties (162 hours 55 minutes), 21 January to 23 October 1944.

During the past year, Pilot Officer Hope has participated in twenty-nine operational sorties, including attacks on the enemy's industrial centres in the Ruhr, as well as important ports, such as Hamburg, Brest, St.Nazaire and Kiel. On several occasions, his aircraft was attacked by enemy fighters. By his technical skill, he has enabled his captain to fly his badly damaged aircraft safely back to base. Throughout, he has displayed great initiative and ability, courage, fortitude and devotion to duty in keeping with the highest traditions of the Royal Canadian Air Force. I strongly recommend that Pilot Officer Hope's excellent operational career be recognized by the award of the Distinguished Flying Cross.

The sortie list was as follows:

21 January 1944 - Magdeburg (7.05)
24 January 1944 - Diversion raid (5.00)
29 January 1944 - Berlin (8.10)
15 February 1944 - Berlin (7.10)
22 February 1944 - Gardening (3.45)
25 February 1944 - Kiel (7.15)
3 March 1944 - Gardening (7.25)
4 March 1944 - Brest (6.05)
6 March 1944 - Le Mans (5.45)
6 March 1944 - Trappes (6.15)
13 March 1944 - Le Mans (6.35)
15 March 1944 - Amiens (4.55)
21 March 1944 - Gardening (2.25)
22 March 1944 - Kiel (7.00)
1 April 1944 - Gardening (3.25)
7 May 1944 - St. Valery (3.40)
8 May 1944 - Haine St. Pierre (4.30)

10 May 1944 - Ghent (3.55)
22 May 1944 - Le Mans (4.40)
24 May 1944 - Trouville (4.00)
27 May 1944 - Bourg Leopold (5.10)
7 June 1944 - Acheres (4.45)
8 June 1944 - Mayenne (5.10)
9 June 1944 - Le Mans (6.05)
2 July 1944 - Biennais (4.00)
6 July 1944 - Biennais (4.15)
7 July 1944 - Caen (5.00)
15 August 1944 - Hesbroak (4.00)
26 August 1944 - Brest (3.50)
15 September 1944 - Kiel (6.40)
23 October 1944 - Essen (5.00)

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HOPE, F/O John MacIntosh (C29787) - **Air Force Cross** - No.23 EFTS - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 25 July 1921. Home in Yorkton, Saskatchewan; enlisted in Edmonton, 15 January 1941 as Elementary Flying Instructor and taken on strength of No.4 Training Command (Moose Jaw Flying Club). At that date he already had flown 18 hours 45 minutes dual and 12 hours solo. To Central Flying School, Trenton, 29 March 1941. To No.16 EFTS, Edmonton, 6 May 1941; granted rank of Sergeant, 7 May 1941. Promoted WO2, 7 May 1942. To No.1 Manning Depot, 9 May 1942. To No.36 SFTS, Penhold, 21 May 1942. To No.16 EFTS, Edmonton, 16 June 1942. To No.15 EFTS, Regina, 7 July 1942. Promoted WO2, 1 November 1942. To No.5 EFTS, High River, 10 February 1943. Commissioned 25 May 1943. Promoted Flying Officer, 25 November 1943. To No.19 SFTS, Vulcan, 11 July 1944; returned to No.5 EFTS, 5 August 1944. To No.1 Flying Instructor School, 14 November 1944; to No.23 EFTS, Yorkton, 31 January 1945. To Release Centre, 15 September 1945. Retired 16 October 1945. Later a Justice of the Court of Queen's Bench, Alberta. Died in Edmonton, 27 May 1998. As of recommendation he had flown 2,766 hours, of which 2,500 were as instructor, 226 in previous six months.

This officer has been employed on flying training duties for a very long time and has always been untiring in his efforts to improve the standard of instruction of Elementary Training. His sound and original ideas regarding the organization of training have been adopted and have proven excellent in practice. His enthusiasm, sound judgement and keen devotion to duty have established him as an exceptional Flight Commander.

Notes: Interviewed in Edmonton, 8 January 1941 - "Excellent young lad in every respect. Highly recommended by Edmonton Aero Club as Instructor."

Course at Central Flying School was 31 March to 2 May 1941. Flew Fleet and Moth, 110 hours solo and 45 hours dual. "Very conscientious and capable student; has fairly good knowledge of patter; voice slightly weak." Courses in Airframes (86/100), Aero Engines (92/100), Airmanship (98/100) and Air Navigation (79/100). Tested 2 May 1941 on a Fleet by S/L Carling-Kelly. Described as follows: Sequence (good, Voice (lacks emphasis), Manner (pleasing), Ability to Impart Knowledge (average), Ability as Pilot (average) and generally "Flies accurately and smoothly - should make a good instructor." Rated Class II.

Accident, 11 January 1942 at No.16 EFTS. He was instructing LAC Ernest James Weslin in Tiger Moth 4199. Pupil swerved on take-off and struck Tiger Moth 4190 on ground. No injuries. As of 10 August 1944 he had flown 2,175 hours 30 minutes as a single-engine instructor. Tested that date on a Cornell and rated as follows - Airmanship (Above Average), General Knowledge (Average), Sequence (Very Complete), Manner (Pleasant), Voice (Clear and Penetrating), Clear Hood (Above Average), Instrument (High Average). "A very capable instructor. Must improve method of briefing and general knowledge."

Evaluated as Instructor, 18 January 1945, by which time he had flown 2.170 hours 55 minutes single engine day solo, 137.15 single engine night solo, 121.50 single engine day dual, 4.15 single engine night dual, 23.00 twin engine day solo, 1.30 twin engine night solo, 26.55 twin engine day dual and 1.30 twin engine night dual. On refresher course (20 November 1944 to 18 January 1945) he had just flown 30.45 advanced single engine trainers (day and night) and 28.00 advanced twin engine trainers (day and night). Tested on a Harvard by F/L A.F.J. Krestensen and described as follows: Sequence (lacks organization), Voice (clear), Manner (interesting), Ability to Impart Knowledge (High Average), Ability as Pilot (High Average) and generally "Demonstrations very convincing. Sequences lack detail. Should develop into a very capable instructor." Rated "B".

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HOPE, WO (now P/O) William John (R160449/J87397) - **Distinguished Flying Cross** - No.90 Squadron (deceased) - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Perth, Ontario, 9 November 1923; educated there; home in Ottawa where he was a pressman with the Royal Mint (two months) and service station attendant (one year). Was in the Army (Royal Canadian Engineers), Ottawa and Hamilton, Sapper, 2 October 1940 to 24 September 1941). Enlisted in RCAF in Ottawa, 10 November 1941 and posted to No.2 Manning Depot, Brandon. To No.39 SFTS, Swift Current, 16 January 1942. To.3 SFTS, Calgary, 27 January 1942 (non-flying duties).

To No.7 ITS, Saskatoon, 15 March 1942. Promoted LAC, 22 May 1942. Taken on strength of No.6 EFTS, Prince Albert, 21 June 1942; ceased training when judged unsuitable as pilot ("his landings are dangerous") and posted to No.1 Composite Training School, Trenton, 6 August 1942; to No.9 BGS, Mont Joli, 27 January 1943; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, Halifax, 2 January 1943. Embarked on 4 January 1943; disembarked in Britain, 12 January 1943. To No.7 AGS, 24 February 1943. To No.1483 Bombing and Gunnery Flight, 15 March 1943. To No.1657 Conversion Unit, 28 March 1943. To No.90 Squadron, 8 May 1943. To No.1473 Flight, 30 September 1943, remaining on strength of that to 1 February 1944. To No.405 Squadron, 24 March 1944. To No.29 OTU, 18 April 1944. To No.90 Squadron, 30 April 1944. Commissioned 15 June 1944. Killed in action 25/26 August 1944 (Lancaster ME802). 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 21 July 1944 when he had flown 35 sorties (179 hours 54 minutes). However, the sortie sheet lists only 23 trips (127 hours 17 minutes), apparently from his first tour. It is not clear to me (Hugh Halliday, compiler) whether there should have been a second sheet despatched from the PRO.

13 May 1943 - Bochum (4.42)
23 May 1943 - Dortmund (4.08)
25 May 1943 - Dusseldorf (4.43)
11 June 1943 - Dusseldorf (4.06)
19 June 1943 - Le Creusot (6.53)
21 June 1943 - Krefeld (3.46)
22 June 1943 - Mulheim (3.57)
24 June 1943 - Wuppertal (4.17)
25 June 1943 - Gelsenkirchen (4.18)
28 June 1943 - Cologne (4.00)
3 July 1943 - Cologne (5.00)
29 July 1943 - Hamburg (5.46)
30 July 1943 - Remscheid (5.03)
2 August 1943 - Hamburg (5.05)
10 August 1943 - Nuremburg (7.15)
12 August 1943 - Turin (8.10)
16 August 1943 - Turin (8.25)
17 August 1943 - Peenemunde (7.43)
23 August 1943 - Berlin (7.32)
27 August 1943 - Nuremburg (7.12)
30 August 1943 - Munchen Gladbach (4.16)
31 August 1943 - Berlin (7.51)
8 September 1943 - Boulogne (3.09)

Since May 1943 this Air Gunner has participated in 35 operational missions to Germany, Italy and occupied territory by night and by day. Many of his sorties have involved very deep penetrations into enemy territory, requiring from him the keenest vigilance to avoid interception. At no time has Warrant Officer Hope been found lacking in this respect, and there can be no doubt that his consistent performances have contributed very materially towards the success of the operations in which he has participated. I strongly recommend Warrant Officer Hope for the award of the Distinguished Flying Cross.

The website "Lost Bombers" provides the following on his last sortie. Lancaster ME802, No.90 Squadron (WP-S), target Russelsheim, 25/26 August 1944. This aircraft was delivered to No.90 Squadron on 19 May 1944 and took part in the following operations: Rimeaux, 24/25 May 1944; Homburg, 20/21 July 1944; Brunswick, 12/13 August 1944; Russelsheim, 25/26 August 1944 when lost. ME802 was one of two No.90 Squadron Lancasters lost on this operation; the other was LM588. Airborne at 2023 hours, 25 August 1944 from Tuddenham. Crew (all killed) were S/L H.P.Lee-Warner, DFC, AFC; Sergeant J.S.Holdcroft; F/O F.E. Good, RCAF; Flight Sergeant J.R.Court, RNZAF; P/O H.Wilson; P/O W.J.Hope, DFC, RCAF; Sergeant M. Kieff.

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HOPGOOD, Corporal Douglas Archibald (R128722) - **Mention in Despatches** - No.410 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 2 February 1922. Home in Vancouver; enlisted there 2 September 1941 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 22 September 1941. Promoted LAC, 9 January 1942. To No.1 Manning Depot again, 21 January 1942. To No.31 Radio School, 22 January 1942. To RAF overseas, 8 April 1942. Promoted Corporal, 1 July 1942. Repatriated 5 September 1945. Released 19 October 1945. Unit identified in AFRO only as "Overseas"; listed in **410 Squadron: A History**. DHist file has recommendation (no date) as follows:

Corporal Hopgood, who enlisted on the 2nd September 1941, was posted overseas on the 8th April 1942 and has served continuously with this unit since the 11th May 1942. During this time Corporal Hopgood's large capacity for work, coupled with his technical knowledge, initiative and leadership, has made his contribution to the squadron efficiency much greater than might normally be expected of one of his rank. His ability and devotion to duty have been a fine example to those who work beside him.

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HOPKINS, F/O Douglas Bentley (J28985) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Vancouver, 9 February 1921; home in Langley Prairie, British Columbia (Bank of Toronto employee). Enlisted in Vancouver, 20 March 1942. Granted Leave Without Pay until 25 May 1942 when posted to No.3 Manning Depot. To No.4 ITS, 29 August 1941; graduated and promoted LAC, 6 November 1942 but no further postings until 2 March 1943 when sent to No. 3 Manning Depot; at No.8 BGS, 4 April to 25 June 1942; at No.2 AOS, 26 June to 6 August 1943 (graduated and commissioned); to "Y" Depot, Halifax, 20 August 1943; to United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Repatriated 31 March 1945; to Western Air Command, 17 April 1945; to No.5 OTU, 18 May 1945; to No.5 OTU Detachment, 5 July 1945; to Release Centre, 13 September 1945; released 18 September 1945. Returned to Bank of Toronto and retired 1984. Died in White Rock, British Columbia, 24 April 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.5557 (RG.24 Vol.20667) has recommendation dated 28 October 1944 when he had flown 32 sorties (136 hours ten minutes), 27 May to 6 October 1944.

Flying Officer Hopkins is an above average Air Bomber, who has shown a high degree of skill and courage. This has been demonstrated in thirty-two successful sorties over enemy targets. His cheerful disposition, coupled with complete confidence and ability to successfully impart his knowledge to others, has been instrumental in developing new crews.

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

The sortie list was as follows:

27 May 1944 - Bourg Leopold (4.25)
31 May 1944 - Mount Couple (3.05)
10 June 1944 - Versailles Matelot (5.20)
12 June 1944 - Cambrai (4.05)
15 June 1944 - Boulogne (3.50, day)
17 June 1944 - Oisemont (3.55)
21 June 1944 - St. Martin l'Hortier (4.00, day)
24 June 1944 - Barmderes (3.55)
27 June 1944 - Foret d'Eawy (3.50)
1 July 1944 - Biennais (3.40, day)

3 July 1944 - Biennais (3.45, day)
6 July 1944 - Conquereaux (4.10)
8 July 1944 - Mont Condon (3.50)
17 July 1944 - Caen (4.00)
20 July 1944 - Sernes (3.30, day)
3 August 1944 - Foret de Nieppe (3.40, day)
4 August 1944 - Foret de Cassent (4.10, day)
5 August 1944 - St. Leu d'Esserent (4.55, day)
7 August 1944 - La Hogue (4.50, day)
9 August 1944 - Foret de Nieppe (3.25)
12 August 1944 - Brunswick (5.20)
15 August 1944 - Brussels (3.45, day)
16 August 1944 - Kiel (5.10)
18 August 1944 - Bremen (5.40)
25 August 1944 - Brest (5.15)
27 August 1944 - Minoyceques (3.30)
28 August 1944 - Brest (3.25, day)
6 September 1944 - Emden (3.55, day)
25 September 1944 - Calais (4.30, day)
27 September 1944 - Bottrop (5.25, day)
28 September 1944 - Cap Gris Nez (4.05, day)
6 October 1944 - Dortmund (6.30)

The website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/np703.html> carries the following entry:

HALIFAX NP703 DAMAGED BY ENEMY AIRCRAFT,
RETURNED TO EAST MOOR AIRFIELD

On 12th August 1944 a number of 415 and 432 Squadron aircraft took off in the mid-morning tasked with bombing ammo-dumps at Mont Richard (though the filed combat report states the target was "Brunswick"), this aircraft was attacked by an Me110 at 01.10hrs and minor damage was sustained to the Halifax's nose. The pilot took evasive action in a corkscrew to port and both air gunners returned fire and believed the enemy aircraft as being slightly damaged. The pilot was able to return to East Moor and land safely.

Pilot - F/O D Best RCAF (J.16169); Flight Engineer - Sgt Edward Tarleton RAF (2203500); Navigator - F/O J Barlow RCAF (J.28959); Bomb Aimer - F/O Douglas Bentley Hopkins RCAF (J.28985), of Langley Prairie, British Columbia, Canada;

Wireless Operator/Air Gunner - Sgt Reginald Malham RAFVR (1492882); Air Gunner - F/Sgt H Laudrum RCAF (R.205347); Air Gunner - F/Sgt F Lindblom RCAF (R.203652).

The webmaster also notes: "F/O Best and his crew joined 432 Squadron in May 1944, they commenced Ops on 19th May 1944 and Best flew the first two Ops as second pilot. He went on to complete thirty four, thirty two as Captain and two as second pilot with the last of these being on 6th October 1944. The lack of awards this crew received goes to show that just by completing a Tour it did not automatically means the award of a DFC or DFM, only the bomb aimer received any award but undoubtably all were capable airmen"

The website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/np759.html> describes the following incident:

HALIFAX NP759 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD

On 28th August 1944 the crew on board this aircraft were tasked with bombing a V-1 launch site at Oeuf en Ternois. The aircraft sustained flak damage but the pilot was able to return to East Moor and land safely. Pilot - F/O D. Best RCAF (J16169); Flight Engineer - Sgt Edward Tarleton RAFVR (2203500); Navigator - F/O J. Barlow RCAF (J.28959); Bomb Aimer - F/O Douglas Bentley Hopkins RCAF (J.28985), of Langley Prairie, British Columbia, Canada; Wireless Operator/Air Gunner - Sgt Reginald Malham RAFVR (1492882); Air Gunner - F/Sgt F. Laudrum RCAF (R.205347); Air Gunner - F/Sgt F Lindblom RCAF (R.203652).

F/O Best and his crew joined 432 Squadron in May 1944, they commenced Ops on 19th May 1944 and Best flew the first two Ops as second pilot. He was on his twenty eighth when this flak incident above occurred. He went on to complete thirty four, thirty two as Captain and two as second pilot with the last of these being on 6th October 1944.

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HOPKINS, Sergeant Harriett McCleave (W300573) - **British Empire Medal** - No.10 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 March 1908 in Bangor, County Down, Northern Ireland. . Former member, Edmonton Grads Basketball Team. Home in Edmonton. Educated to Grade XI at Victoria High School and Alberta Business College. Employed as a Stenographer by Alberta Government (1925-1927), Weber Brother of Edmonton (1927-1932), Chapman-Slessor Agencies of Edmonton (1932-1934), International Harvester (1934-1939) and Smith Corona (1939 ti

enlistment). A love of basketball developed at McDougall Commercial High School. Debuted with the Grads in 1925 as a substitute against Toronto Young Women's Hebrew Association Team. Most of her Grads career was as a substitute (offensive and defensive) until 1927. Enlisted in Edmonton, 12 January 1942 as a steno clerk. To CWF Training Depot, 20 January 1942; to No.10 SFTS, 21 February 1942; promoted AW1, 20 April 1942; to Manning Depot, Toronto, 17 July 1942 fir Administrattve Course; promoted LAW, 21 July 1942; promoted Corporal, 15 August 1942. to Station Rockcliffe, 16 August 1942; to AFHQ, 20 January 1943. To No.10 Repair Depot, Calgary, 8 January 1944; reclassified as Clerk/Administration, 1 March 1944; promoted Sergeant that date. To No.7 Release Centre, 23 October 1945. Released 26 October 1945. Suffered from endometriosis and advised to follow a less stressful career. After a one-year course in handicrafts in Montreal, she returned to Edmonton in 1947. Taught the handicraft program at Charles Camsell Indian School (1948-1953), moving to Vancouver; died there 13 August 1954.

An energetic and efficient worker whose extreme devotion to duty has been an example and inspiration to all those serving with her. Sergeant Hopkins' experience has been applied to Air Force Administration in such a manner that, as non-commissioned officer in charge of postings, she has received the praise and respect of all ranks. She has initiated drawings and procedures in her work that have been used as a model in other units. She takes a very keen interest in the welfare of the airwomen and is active in promoting their welfare activities.

Recommendation raised 20 July 1945 by W/C R.W. Paterson, Chief Engineer Officer; her position was Stenographed to Commanding Officer and Adjutant of No.10 Repair Depot; textas follows:

An energetic and efficient worker whose extreme devotion to duty has been an example and inspiration to all those serving with her. Her 14 years stenographic experience has been applied to Air Force Administration in such a manner that, as Non-Commissioned Officer in charge of postings, she has received commendation from No.2 Air Command efficiency officer and a request has been received from No.2 Air Command for details of drawings and procedures in order that this set-up may be used as a model in other units. She takes a very keen interest in the welfare of the airwomen and is active in promoting their welfare activities.

Notes: Attended a course in Administration, 18 July to 15 August 1942. Courses in Air Force Administration (76/100), Office Organization and Documentation (83/100), Discipline and Charges (84/100), Equipment, Messing and Accommodation (74/100) and RCAF (WD) Administration, Welfare and Hygiene (88/100). Assessed in Drill (82/100) and Personal

Qualities (300/400). "A born organizer - most efficient, might be a trifle hard, a strong type - will be excellent." (Flight Officer W.M. Taylor, No.6 Manning Depot, 14 August 1942).

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HOPKINS, F/L John Douglas (J5812) - **Distinguished Flying Cross** - No.113 Squadron - Award effective 20 December 1944 as per **London Gazette** dated 2 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Orangville, Ontario, 6 March 1919; home there. Was educated at the University of Toronto, ex-COTC. Enlisted in Toronto, 10 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.9 EFTS; may have graduated 17 March 1941 but not posted until 29 March 1941 when sent to No.1 Manning Depot; to No.2 SFTS, 6 April 1941; graduated and promoted Sergeant, 21 June 1941. Commissioned 22 June 1941 and posted that date to Central Flying School, Trenton. Returned to No.2 SFTS, date uncertain. Promoted Flying Officer, 22 June 1942. Posted to "Y" Depot, 28 December 1942; to RAF overseas, 2 February 1943. Promoted Flight Lieutenant, 22 June 1943. Fighter pilot in Europe and Burma; repatriated 22 December 1945. Remained in postwar RCAF, retaining rank of Flight Lieutenant (19580). Promoted Squadron Leader, 27 May 1950. Postings included Staff Officer to Chief of the Air Staff, Military Observer with the United Nations in Kashmir, and RCAF Exchange Officer with NORAD Headquarters, Colorado Springs, Colorado. On retirement moved to Victoria and was employed by Nesbitt Thomson, retiring in the mid-1970's. Died in Orangeville, Ontario, 6 March 2007. RCAF photo PL-2920 shows group graduating from Uplands - LACs J.K. Larden (North Bay), J.N. Godfrey (Riverside), C.D. Edmunds (Stratford), J.D. Hopkins (Orangeville), H.H. Davison (Welland), and D.I. McIver (Fort William).

This officer has commanded his flight since February 1944. He has flown on a large number of sorties over Burma and India, often in adverse weather over mountainous and jungle-covered country. In the absence of the commanding officer he has led the squadron with conspicuous success, setting an inspiring example by his enthusiasm, courage and devotion to duty.

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HOPTON, P/O Cecil George (J19003) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Montreal, 11 September 1918; home in Hampstead and Montreal. Bank clerk from 1936 to 1941. Enlisted in Niagara Falls, Ontario, 15 August 1940 as Clerk/Accounts. To St. Thomas, 18 October 1940; to No.2 Training Command, 28 November 1940; to No.1 ANS, 20 January 1941. Remustered to aircrew, 7 December 1941 and posted that date to No.2 ITS (graduated 28 February 1942); further trained at No.2 EFTS (graduated 22 May 1942) and No.11

SFTS (graduated 11 September 1942). To "Y" Depot, Halifax, 15 October 1942; to RAF overseas, 27 October 1942. Disembarked in Britain, 5 November 1942 and taken on strength of No.3 Personnel Reception Centre, Bournemouth. To No.14 (P) AFU, 8 December 1942; to No.30 OTU, 16 February 1943; to No.1662 Conversion Unit, 5 May 1943; to No.12 Squadron, 7 June 1943. Commissioned with effect from 11 August 1943, although the report that gave rise to this was dated 24 September 1943 when his superiors wrote of him, "A cheerful and well-mannered Non-Commissioned Officer, and has shown courage and resourcefulness, in adverse conditions; suitable for commission." . Posted to No.156 Squadron, 7 November 1943. Promoted Flight Lieutenant, 4 February 1944. Promoted Squadron Leader, 3 June 1944. Killed in action, 8 June 1944 (Lancaster ND577, shot down by a night fighter near Les Mesnuls). No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

Villagers at Les Mesnuls witnessed his aircraft being shot down. It crashed two miles outside the village. After about 33 hours the mayor, knowing the Germans had not buried the bodies, asked a German sentry at the site as to who would do so, and the reply was, "You, if you please". Rene Rouselle, mayor, subsequently wrote to one of the next-of-kin:

Two hours later I returned with several young men. We found a great quantity of wreckage and I believe there were six men in the crew. If this information is any consolation and can soothe your great sorrow, I can say that he had no time to realize what had happened, and when his plane crashed and he was killed without any pain. We placed the remains of the crew on two biers and carried them to the chapel of our church where they were set up by the young men of the village.

On the following Sunday, we had a funeral service. We gave to this ceremony all solemnity that was possible for we must honour our allies and at the same time our true feelings are displayed to the Germans.

More than 600 people were assembled around the biers, which was blessed by the village Catholic Priest. The grave was completely covered with flowers. Since that date the grave is kept in good order by the inhabitants of the village. On the 11th of November during a ceremony for all allied soldiers who died for liberty, full military honours were given by a Canadian detachment, an American one and also the local F.F.O. group.

The website "Lost Bombers" offers the following on his loss. Lancaster ND577, No.156 Squadron (GT-E), target Versailles, 7/8 June 1944. ND577 was delivered to No.156 Squadron from No.405 Squadron, 15 February 1944. It had no operations with No.405 Squadron; with No.156 took part in the following: Leipzig 19/20 February 1944; Nuremberg, 30/31 March 1944;

Dusseldorf, 22/23 April 1944; Versailles, 7/8 June 1944 (lost). When lost this aircraft had a total of 164 hours. Airborne at 0058 hours, 8 June 1944 from Upwood to bomb rail communications. Crashed at les Mesnuls (Yvelines), 13 km N of Rambouillet. Crew (all killed) consisted S/L C.G.Hopton, DFC, RCAF (48 operations), Flight Sergeant L.E.Gibbs, F/L H.D. Gillis, DFC, F/L W.M.Conlon, DFC, F/L D.T. Wood, DFC, F/L P.J.Moyes, DFC, Warrant Officer A.R.P Larkins, Sergeant I.Campbell.

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HORAN, S/L Francis Joseph (J10491) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Kenora, Ontario, 2 December 1912; home there. Was a storekeeper and bookkeeper for Kenora Paper Mills prior to enlistment. Formerly in 16 Medium Battery, Royal Canadian Artillery, 1940-1941. Enlisted in Winnipeg, 3 May 1941; posted to No.2 Manning Depot, 28 May 1941. To No.7 Equipment Depot, 15 July 1941. To No.2 ITS; 8 August 1941; graduated and promoted LAC, 12 September 1941; posted next day to No.14 EFTS; graduated 22 November 1941 and posted to No.10 SFTS; graduated 10 April 1942 and commissioned. To No.31 GRS, 12 April 1942. To No.31 Personnel Depot, Moncton, 1 July 1942; to No.31 OTU, Debart, 1 August 1942. Promoted Flying Officer, 1 October 1942. To Eastern Air Command, 29 December 1942. To Yarmouth, 6 January 1943. To No.145 (BR) Squadron, Torbay, 28 February 1943. To "Y" Depot, 27 December 1943; taken on strength of No.3 PRC, 20 January 1944 (date of embarkation from Halifax). Disembarked in Britain, 1 January 1944. To No.21 (Pilots) AFU, 21 March 1944. Promoted Flight Lieutenant, 13 March 1944. Attached to No.1511 Beam Approach Training Flight, 11-18 April 1944. To No.82 OTU, 25 April 1944. To No.61 Base, 16 July 1944. Attached to No.1666 Conversion Unit, 16 July to 19 September 1944. To No.432 Squadron, 19 September 1944. Promoted Squadron Leader, 15 February 1945. Repatriated 19 May 1945. To No.2 Air Command, 27 May 1945. Retired 28 September 1945. Invested with award in Winnipeg, 13 September 1947. Died 31 May 1989 in Kenora, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1989. RCAF photo PL-42986 (29 March 1945) is captioned as follows: "Recently appointed as Commanding Officer of the Canadian Leaside Squadron, W/C K.A. France of Kelowna, British Columbia, centre, talks over the night's raid on Dortmund with two squadron members, S/L F.J. Horan of Kenora, Ontario and F/L J.M. Wallace (437 Chebucto Road) Halifax." 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 10 April 1945 when he had flown 30 sorties (191 hours), 27 September 1944 to 31 March 1945.

The above mentioned officer has had an extensive and useful service career. He flew operationally with No.145 (BR) Squadron on the Canadian East Coast for a

year prior to coming overseas. He now has to his credit thirty successful operational sorties over Germany.

In his capacity as Deputy Flight Commander and Flight Commander, his work has at all times been of a high standard. He has inspired all crews in the squadron by his example of constancy and coolness at all times.

For outstanding ability and a keen sense of devotion to duty, Squadron Leader Horan is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

27 September 1944 - Bottrop (5.10, day, second pilot)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (5.25, day)
14 October 1944 - Duisburg (5.20, day)
14 October 1944 - Duisburg (6.05)
28 October 1944 - Cologne (5.40, day)
30 October 1944 - Cologne (6.35)
1 November 1944 - Oberhausen (5.40, day)
2 November 1944 - Dusseldorf (5.35)
18 November 1944 - Munster (6.05)
21 November 1944 - Castrop Rauxel (2.00, duty not carried out)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (6.50)
5 December 1944 - Soest (6.45)
24 December 1944 - Dusseldorf (4.45, day)
29 December 1944 - Troisdorf (6.15)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Grevenbroich (6.10)
28 January 1945 - Stuttgart (7.15)
4 February 1945 - Osterfeld (6.00)
7 February 1945 - Goch (5.15)
8 February 1945 - Wanne Eickel (6.30)
13 February 1945 - Bohlen (9.05)
14 February 1945 - Chemnitz (8.30)
24 February 1945 - Kamen (6.40, day)
2 March 1945 - Cologne (5.50, day)

14 March 1945 - Zweibrucken (7.10)
15 March 1945 - Hagen (6.30)
22 March 1945 - Dorsten (5.20, day)
31 March 1945 - Hamburg (6.00, day)

In application for Operational Wing dated 2 April 1945 he listed the following sorties in Canada:

7 December 1942 - No.31 OTU - Hudson - Anti-submarine patrol (5.45)
15 May 1943 - No.145 Squadron - Hudson - Convoy patrol (5.20)
16 May 1943 - No.145 Squadron - Hudson - Convoy patrol (3.20)
20 May 1943 - No.145 Squadron - Hudson - Convoy patrol (6.15)
21 May 1943 - No.145 Squadron - Hudson - Convoy patrol (7.05)
24 May 1943 - No.145 Squadron - Hudson - Convoy patrol (3.55)
25 May 1943 - No.145 Squadron - Hudson - Anti-submarine patrol (4.35)
30 May 1943 - No.145 Squadron - Hudson - Convoy patrol (6.40)
18 June 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (4.25)
21 June 1943 - No.145 Squadron - Ventura - Convoy patrol (6.20)
22 June 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (7.00)
24 June 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (5.45)
28 June 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (3.10)
30 June 1943 - No.145 Squadron - Ventura - Convoy patrol (6.45)
1 July 1943 - No.145 Squadron - Ventura - Convoy patrol (7.00)
5 July 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (3.35)
7 July 1943 - No.145 Squadron - Ventura - Convoy patrol (7.00)
13 July 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (6..30)
15 July 1943 - No.145 Squadron - Ventura - Convoy patrol (4.55)
16 July 1943 - No.145 Squadron - Ventura - Convoy patrol (1.35)
18 July 1943 - No.145 Squadron - Ventura - Convoy patrol (3.45)
22 July 1943 - No.145 Squadron - Ventura -Anti-submarine patrol (3.35)
24 July 1943 - No.145 Squadron - Ventura - Convoy patrol (6.15)
28 July 1943 - No.145 Squadron - Ventura - Convoy patrol (5.40)
20 August 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (5.30)
22 August 1943 - No.145 Squadron - Ventura -Anti-submarine patrol (5.00)
27 August 1943 - No.145 Squadron - Ventura - Search (5.50)
5 September 1943 - No.145 Squadron - Ventura - Convoy patrol (5.20)
10 September 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (5.35)
24 September 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (8.00)
29 September 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (6.10)
4 October 1943 - No.145 Squadron - Ventura - Convoy patrol (2.55)
9 October 1943 - No.145 Squadron - Ventura - Convoy patrol (1.30)

9 October 1943 - No.145 Squadron - Ventura - Search (1.50)
11 October 1943 - No.145 Squadron - Ventura - Anti-submarine patrol (2.40)
12 October 1943 - No.145 Squadron - Ventura - Convoy patrol (3.40)
18 October 1943 - No.145 Squadron - Ventura - Convoy patrol (5.45)
19 October 1943 - No.145 Squadron - Ventura - Convoy patrol (5.40)
24 November 1943 - No.145 Squadron - Ventura - Harbour Entrance patrol (4.35)
27 November 1943 - No.145 Squadron - Ventura - Convoy patrol (5.50)

Notes: Accident, 14 October 1941, Tiger Moth 4125. He was flying solo. Unable to maintain equilibrium on instruments when encountering adverse weather. Aircraft developed spin from which he could not recover. Bailed out at about 1,000 feet and landed safely; aircraft crashed.

Application for Operational Wing dated 20 April 1945 stated he had flown 30 sorties (191 hours), 27 September 1944 to 31 March 1945.

On repatriation form dated 7 May 1945 he stated he had flown 30 sorties (191 operational hours, the last on 31 March 1945. Also 226 hours 30 minutes non-operational. Types flown overseas were Oxford (45.00), Wellington (71.55) and Halifax (300.35).

His crew when training at No.1666 Conversion Unit (and thence on operations) were J36682 F/O K.U. Lunny (Navigator, Mentioned in Despatches for work in No.145 BR Squadron), J36233 F/O R.E. MacKerrow (Bomb Aimer, later DFC), J22854 F/O C.J. Traynor (WOP/AG, later DFC), R183281 Sergeant D.J. Nicholson (Air Gunner), R213160 Sergeant J.H. Fraser, Mid-Upper Gunner) and 1633395 Sergeant G.D. Davison (RAF Flight Engineer).

Training: Interviewed in Winnipeg, 16 April 1941 by F/O J.H. Firstbrook. "Excellent type, should do well."

Course at No.2 ITS was 8 August to 8 September 1941. Courses in Mathematics 91/100 Armament, practical and oral (86/100), Signals (98/100), Hygiene and Sanitation (35/40), Law/Discipline (57/60), and Drill (76/100), Placed 20th in a class of 132. "A very fine type of airman who is really keen to do a job. He is dependable, aggressive, has plenty of initiative and applies himself exceptionally well. He has a good sense of responsibility and has had experience on organization and leadership in civil life. Stood 20th in his course and is definitely commission material."

Course at No.14 EFTS was 13 September to 7 November 1941. Tiger Moth aircraft - 22.45 dual, 33.45 solo. Was 7.05 on instruments. Logged twelve hours in Link. "Clear hood flying is quite good but has experienced some difficulty on instruments flying, particularly with fore and aft level." (H. Taylor). Ground courses in Airmanship (148/200), Airframes (83/100), Engines

(83/100), Signals, practical (95/100), Theory of Flight (74/100), Air Navigation (124/200), Armament, oral (180/200). Graded 148/200 in Qualities as an Officer. Placed ninth in a class of 31. "A steady, dependable airman who is always cheerful and very willing to co-operate. He should do well and should develop into a useful pilot."

Course at No.10 SFTS was 24 November 1941 to 13 March 1942. Cessna Crane aircraft - 49.25 day dual, 73.25 day solo, 9.30 night dual, 6.45 night solo. Was 24.45 on instruments and logged 26 hours in Link. "A keen pilot - no special faults." (S/L B.C. Andrew). Courses in Airmanship and Maintenance (160/200), Armament, written (83/100), Armament, practical (76/100), Navigation (129/150), Meteorology (40/50), Signals, written (48/50) and Signals, practical (95/100).7/50). Placed fifth in a class of 48. Although he wanted fighters, he recommended for General Reconnaissance.

Course at No.31 GRS, Charlottetown was 13 April to 13 June 1942. Anson aircraft - 50 hours 55 minutes on navigation exercises. "Above the average. Fairly steady in the air. Has occasional careless spells. Will become a reliable navigator with some further experience." (F/L G/ Train). Rated 228/300 in navigation and 75/100 in reconnaissance. Tested in DR Navigation, intermediate (63/100), DR Navigation, final (221/300), Astro Navigation (56/100), Compasses and Instruments (179/200), Meteorology (148/200), Signals (83/100), Reconnaissance (164/200), Coding (80/100), Ship Recognition (124/200), Photography (83/100) and Visual Signals (Pass). Placed 13th in a course of 20. "Average. This pupil could have worked harder and produced better results. More practice in DR navigation."

Course at No.21 (Pilots) AFU was 21 March to 24 April 1944. Oxford aircraft - 7.40 day dual to first day solo, total 18.25 day dual, 6.25 day solo, 1.45 night dual to first night solo, total 6.25 night dual, 3.45 night solo. Was five hours on instruments. No Link flying. Flying Test Grades in General Flying (220/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (60/100). "An average pilot, completed a short course only."

At No.1511 Beam Approach Training Flight, 11-17 April 1944. Flew ten hours in Oxford, all of it Beam work; also five hours in Link. Rated under following headings - Beam Approach Procedure and Q-Codes, Link Trainer (140/200), Receiver Operation (60/100), Instrument Flying (150/250), Cloud and Night Flying (150/250) and General Application of Beam Approach Procedure, flying (140/200). "A good average pilot with a good knowledge of beam work. Inclined however to be slightly inconsistent at times."

Course at No.82 OTU was 25 April to 8 July 1944. Wellington III and X aircraft. Eight hours day dual to first day solo (total dual) and 32.15 day solo; three hours night dual to first night solo and 28.40 total night solo. Logged 6.30 in Link. Evaluated under following headings - General Flying (300/400), Applied Flying (150/200), Instrument Flying (125/250), Night Flying (60/100),

Link (30/50). Ground courses in Airmanship (276/300), Armament (183/300), Navigation (166/200), and Signals (61/100). "A very good captain and pilot." (W/C R.M. Cox).

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/np703b.html> has the following incident recorded:

HALIFAX NP703 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD

On 14th October 1944 432 Squadron and 415 Squadron were instructed supply aircraft for two raids on Duisburg, one during the day and the second overnight. 432 Squadron supplied sixteen for the first and seventeen for the second. Halifax NP703 took part in the first and was hit by flak causing damage to the port outer mainplane. The pilot was able to fly the aircraft back to the UK, believed to be back to base and landed safely. The aircraft did not take part in the second raid but it's crew did using Halifax NP803. Pilot - F/Lt Francis Joseph Horan RCAF (J.10491), of Kenora, Ontario - awarded DFC; Navigator - F/O Kenneth Urban Lunny RCAF (J.36682) - Mentioned in Despatches; Bomb Aimer - F/O Robert East MacKerrow RCAF (J.36233), of Toronto, Ontario - awarded DFC and Mentioned in Despatches; Wireless Operator/Air Gunner - F/O Charles John Traynor RCAF (J.22854) - awarded DFC; Air Gunner - F/Sgt J. H. Fraser RCAF (R.213160); Air Gunner - F/Sgt D.J. Nicholson RCAF (R.183281); Flight Engineer - Sgt G. D. Davison RAF (1633395).

On the night of 2nd / 3rd December 1944 F/Lt Horan and crew were flying an operational flight when their aircraft was hit by flak injuring the navigator. With the ground forces making progress after the months after D-Day this crew landed at Antwerp due to a fuel shortage which would have prevented their crossing the North Sea. They returned to England soon after.

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HORAN, WO Joseph MacInnes (R62499) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born 27 July 1916; second Christian name may be "MacInnis". Enlisted in Saskatoon, 10 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; to No.2 Manning Depot, 10 February 1941; to No.6 EFTS, 17 April 1941; graduated 25 May 1941 and posted next day to No.34 SFTS; graduated and promoted Sergeant, 8 August 1941. Posted next day to Embarkation Depot. To RAF overseas, 27 August 1941. Commissioned 14 December 1942. Promoted Flying Officer, 14 June 1943. Repatriated 18 March 1944; to No.5 OTU, 1 May 1944. Promoted Flight Lieutenant, 14 December 1944. To Release Centre, 7 September 1945. Retired 17 September 1945. Rejoined 21 August 1946 (19888). To Rivers, 20 July 1947. To Central

Flying School, 31 October 1947. To No.1 Flying Training School, 14 March 1948. Retired 20 January 1950.

As captain of aircraft, Warrant Officer Horan has participated in a large number of operational sorties. At all times he has shown great determination and skill in pressing home his attack, often in the face of intense opposition from ground defences and enemy fighters. By utter disregard of danger and by his devotion to duty and skill as a pilot, Warrant Officer Horan has set an example of the highest order to the other members of his squadron.

NOTE: Public Record Office Air 2/8950 has recommendation dated 20 March 1943 when he had flown 37 sorties (218 operational hours).

* GARDENING (Mining) Operation
Daylight Operation

20 March 1942 - Terschelling*
25 March 1942 - Essen
28 March 1942 - Lubeck
1 April 1942 - Gironde River*
6 April 1942 - Essen
8 April 1942 - Hamburg
23 April 1942 - Rostock
24 April 1942 - Rostock
7 May 1942 - Sylt*
16 May 1942 - Heligoland*
30 July 1942 - Dusseldorf
28 August 1942 - Saarbrucken
8 September 1942 - Frankfurt
10 September 1942 - Dusseldorf
15 September 1942 - Wilhelmshaven
18 September 1942 - Funen*
19 September 1942 - Saarbrucken
13 October 1942 - Kiel
16 October 1942 - St.Nazaire*
22 October 1942 - Essen#
23 October 1942 - Norway*
6 November 1942 - St.Nazaire*
8 November 1942 - Baltic*
13 November 1942 - Emden#

16 November 1942 - Ameland*
19 November 1942 - St.Nazaire*
6 December 1942 - Mannheim
8 December 1942 - Turin
20 December 1942 - Duisburg
16 February 1943 - Lorient
22 February 1943 - Bremen
24 February 1943 - Wilhelmshaven
26 February 1943 - Cologne
5 March 1943 - Essen
8 March 1943 - Nuremburg
11 March 1943 - Stuttgart
12 March 1943 - Essen

This Warrant Officer has carried out 37 operational sorties against targets in Germany, Italy and enemy occupied territory, eleven of which have been with this squadron. Warrant Officer Horan was sent to this squadron as an above the average pilot from No.1 Group. He has lived well up to his reputation.

As a captain of aircraft, Warrant Officer Horan has shown great determination and skill in pressing home his attacks, very frequently in the face of opposition from ground defences and fighters. By utter disregard to danger, devotion to duty and skill as a pilot, this Warrant Officer shows an example of the highest order to the rest of the squadron.

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HORBUL, F/O Toney (J28929) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Cherry Creek, British Columbia, 26 January 1921; home in Nokomis, Saskatchewan. Was a miner with Hollinger Mines and a hockey player prior to enlistment. Enlisted in North Bay, 9 July 1942. To No.5 Manning Depot, 28 July 1942. To No.1 SFTS (guard), 14 September 1942. To No.1 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943 but not posted to No.1 BGS until 3 April 1943; graduated 26 June 1943 when posted to No.9 AOS; graduated and commissioned 6 August 1943. To "Y" Depot, date uncertain; to United Kingdom, 25 August 1943. Promoted Flying Officer, 6 February 1944. Repatriated 2 November 1944. To No.5 BGS, 19 December 1944; to Mountain View, 29 January 1945. To Release Centre, 28 August 1945. Retired 5 September 1945. After the war he ran a restaurant with his brother in Nokomis, then went to Val Gagne to operate a service station. Later worked 36 years for Dome Mines. Died in Timmins, Ontario, 30 December 2014. 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 11 September 1944 when he had flown 35 sorties (188 hours 15 minutes), 3 May to 10 September 1944.

Flying Officer Horbul has flown as Bomb Aimer in 35 sorties with the squadron and has bombed the target successfully on each occasion. These targets included majors such as Wesseling, Stuttgart, Hamburg, Stettin, Brunswick, Russellheim, Kiel as well as many French targets. Flying Officer Horbul has always displayed exceptional coolness and determination and a desire to serve. For his outstanding ability I recommend the non-immediate award of the Distinguished Flying Cross with high priority.

The sortie list was as follows:

3 May 1944 - Gardening (5.15)
5 May 1944 - Gardening (5.05)
9 May 1944 - Gardening (5.05)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening (4.00)
14 May 1944 - Gardening (3.55)
27 May 1944 - Gardening (5.05)
31 May 1944 - Boulogne (3.15)
3 June 1944 - Gardening (3.40)
5 June 1944 - Merville (5.40)
6 June 1944 - Gardening (5.05)
10 June 1944 - Gardening (6.15)
11 June 1944 - Gardening (7.00)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (4.15)
24 June 1944 - Bamieres (4.10)
27 June 1944 - Ardouvale (4.25)
17 July 1944 - Caen (4.15, day)
18 July 1944 - Wesseling (5.55)
23 July 1944 - Kiel (5.30)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.30)
29 July 1944 - Stuttgart (9.35)
1 August 1944 - Acquet (4.15, day)
3 August 1944 - Bois de Casson (4.50, day)

4 August 1944 - Bois de Casson (5.10, day)
5 August 1944 - St. Leu d'Esserrnt (4.45, day)
7 August 1944 - Mer de Magna (4.25, day)
8 August 1944 - Foret de Chantilly (3.25)
9 August 1944 - Coulonvilliers (4.15)
12 August 1944 - Brunswick (6.25)
14 August 1944 - Falaise (4.25, day)
25 August 1944 - Russelsheim (9.10)
29 August 1944 - Stettin (9.35)
10 September 1944 - Le Havre (4.15, day)

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HORDAL, P/O Steve Godmunder (J85627) - **Distinguished Flying Cross** - No.576 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Possum Lake, Saskatchewan, 16 January 1921; home in Wynard, Saskatchewan. Enlisted in Saskatoon, 6 February 1942. To No.5 BGS (guard), 11 April 1942. To No.4 ITS, 22 May 1942; graduated and promoted LAC, 17 July 1942 but not posted to No.5 EFTS until 29 August 1942; graduated 23 October 1942 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 27 March 1943. Commissioned 24 March 1944. Promoted Flying Officer, 24 September 1944. Repatriated, date uncertain. Promoted Flight Lieutenant, 1 February 1946. Re-engaged with RCAF, 8 March 1946 (20435). Reverted to Flying Officer, 1 October 1946. To Winnipeg, 9 February 1947. To Tactical Air Group, 7 October 1947. Retired 19 April 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 14 July 1944 when he had flown 29 sorties (153 hours 45 minutes); it spells his middle name as "Gudmunder":

19 February 1944 - Leipzig
25 February 1944 - Augsburg
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
30 March 1944 - Nuremburg
10 April 1944 - Aulnoye
18 April 1944 - Rouen
20 April 1944 - Cologne
24 April 1944 - Karlsruhe
27 April 1944 - Friedrichshaven
28 April 1944 - Essen

30 April 1944 - Maintenon
3 May 1944 - Maily
7 May 1944 - Rennes St.Jacques
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
2 June 1944 - Calais
5 June 1944 - Crisbecq
6 June 1944 - Vire
9 June 1944 - Flers
12 June 1944 - Gelsenkirchen
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
19 June 1944 - Minoyecques
22 June 1944 - Saintes
24 June 1944 - Flers

Since commencing his operational tour as Captain of a Lancaster bomber, Pilot Officer Hordal has completed 29 operational sorties and has successfully attacked some of the most heavily defended targets in Germany and occupied Europe including Leipzig, Nuremburg, Essen and Cologne. He has also taken part in a daylight raid on a target in the Pas de Calais area.

Pilot Officer Hordal, a Canadian, has consistently displayed a high degree of courage and devotion to duty which has been an inspiration to his crew and has greatly contributed to his success. I strongly recommend him for the award of the Distinguished Flying Cross.

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HORE, WO2 (now P/O) Alan Edward (J13473) - **Air Force Cross** - No.15 SFTS, Claresholm, Alberta - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Born 27 June 1913. Home in Brampton, Ontario. Enlisted in Toronto, 20 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 2 November 1940; to No. 8 EFTS, 3 November 1940; graduated 22 December 1940 when posted to No.4 SFTS; graduated and promoted Sergeant, 17 March 1941. To Trenton, 24 March 1941. To No.15 SFTS, 25 June 1941. On 24 October 1941 Anson 6400 collided in mid-air with Anson 6233 at No.15 SFTS during formation practice. Sergeant A.E. Hore was severely reprimanded and his

log book endorsed. Promoted WO2, 17 March 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 January 1943. To No.1 Instrument Flying School, 31 October 1944. Retired 14 February 1945.

WO2 Hore has been stationed at this unit since shortly after it opened in June 1941. He has at all times worked hard and conscientiously in striving to give his students the utmost instruction. The example he has set by his initiative, devotion to duty, cheerfulness and efficiency has been exceptionally praiseworthy. He has completed 895 hours of flying time.

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HORNE, F/O Alexander (J87285) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Winnipeg, 2 August 1923; home there. Was an ice cream maker prior to enlistment. Enlisted in Winnipeg, 23 February 1942. To No.2 Manning Depot, 11 April 1942. To No.12 SFTS (guard duty), 22 May 1942. To No.2 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.15 EFTS until 10 October 1942; graduated 4 December 1942 and posted next day to No.11 SFTS; graduated and promoted Sergeant 20 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 22 June 1943. Commissioned 8 June 1944. Promoted Flying Officer, 8 December 1944. Repatriated 2 August 1945; retired 13 August 1945. Photo PL-33067 (ex UK-15277 dated 26 September 1944) shows tour-expired F/O James Coley (bomb aimer, Kenora) and his captain, F/O A. Horne (Winnipeg); caption notes that ten of their sorties had been to "hotly defended German targets." Photo PL-36290 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." Public Records Office Air 2/9050 has recommendation dated 22 November 1944 when he had flown 40 sorties (174 hours 16 minutes), 10 April to 17 September 1944. He was clearly Captain to F/O James E. Colley, DFC.

* 2nd pilot

10 April 1944 - Tergnier (4.50)*
27 May 1944 - Bourg Leopold (4.04)
1 June 1944 - Ferme d'Urville (2.43)
5 June 1944 - Mont Fleury (4.52)
6 June 1944 - St.Lo (5.22)
7 June 1944 - Juvisy (4.36)
9 June 1944 - GARDENING (5.29)
12 June 1944 - Amiens (4.18)
14 June 1944 - Douai (4.02)

15 June 1944 - Fouilliard (5.09)
22 June 1944 - Laon (4.11)
27 June 1944 - Mont Candon (3.19)
28 June 1944 - Blainville (6.55)
1 July 1944 - St.Martin l'Hortier (3.52)
4 July 1944 - St.Martin l'Hortier (3.45)
5 July 1944 - St.Martin l'Hortier (3.45)
6 July 1944 - Croixdale (3.55)
23 July 1944 - Kiel (4.50)
24 July 1944 - Stuttgart (8.05)
25 July 1944 - Ferfay (3.45)
28 July 1944 - Foret de Nieppe (3.00)
1 August 1944 - Prouville (3.45)
3 August 1944 - Bois de Cassan (3.50)
5 August 1944 - Foret de Nieppe (3.10)
7 August 1944 - May-sur-Orne (4.20)
9 August 1944 - Foret de Nieppe (3.30)
12 August 1944 - Brunswick (5.30)
14 August 1944 - TRACTABLE (3.45)
15 August 1944 - Tirlemont (3.40)
18 August 1944 - Sterkrade (4.05)
25 August 1944 - Brest (5.30)
26 August 1944 - GARDENING (6.00)
29 August 1944 - GARDENING (6.05)
1 September 1944 - Lumbres (3.10)
3 September 1944 - Soesterburg (2.56)
10 September 1944 - Le Havre (3.16)
11 September 1944 - GARDENING (5.30)
12 September 1944 - Munster (4.15)
13 September 1944 - Gelsenkirchen (4.14)
17 September 1944 - Boulogne (2.58)

Acting Flying Officer Horne was posted to No.10 Squadron as a Flight Sergeant on 10 May 1944, and he has now completed 40 sorties comprising 174 operational hours. These include heavily defended German targets such as Stuttgart, Kiel and Gelsenkirchen as well as equally heavily defended targets in enemy occupied territory.

This Canadian officer has carried out these attacks with consistent skill and with the utmost determination as his photographic record proves. He has throughout

his tour set an example of courage of the highest order and his cool judgement and cheerful confidence have been an inspiration to his crew. He has proved himself to be an outstanding member of a very gallant crew.

He was the pilot of a Halifax aircraft detailed to attack Douai on 14th June 1944. His aircraft was attacked by a FW.190, but acting on information from his gunner he carried out successful evasive action, extricating his aircraft from a most perilous situation. During a sortie to Blainville on 28th June 1944, the starboard outer engine of his Halifax aircraft failed when the aircraft was eleven minutes from the target area. Despite this he carried on and successfully attacked the target. The successful completion of this operational flight was due to the initiative, resourcefulness and skilful airmanship of this officer.

Acting Flying Officer Horne has proved himself to be a superior captain of aircraft and his consistently good work and strong devotion to duty should be recognized by the award of the Distinguished Flying Cross for which I have no hesitation in recommending him.

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HORNE, FS Alexander Manson (R76770) - **Distinguished Flying Medal** - No.49 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 13 August 1909 in Kinglsey, Manitoba; educated at Elm Street Public School (Medicine Hat), one year and Redcliffe Public and High Schools, Edmonton. Home in Edmonton where he was a clerk with the Alberta Liquor Control Board. Served with Edmonton Fusiliers (Militia), 26 July to 21 November 1940. Enlisted in Edmonton, 22 November 1940 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon (guard), 5 January 1941. To No.2 WS, Calgary, 4 March 1941. Promoted LAC, 3 April 1941. To No.5 BGS, Dafoe, 19 July 1941; and promoted Sergeant, 18 August 1941. Married Ethel Veronica McGitlis, 19 August 1941. To "Y" Depot, Halifax, 20 August 1941; to RAF overseas, 17 September 1941. Taken on strength of No.3 Personnel Reception Centre, Bournemouth, 28 September 1941; to No.2 Signal School, 10 October 1941; to No.16 OTU, 27 January 1942; promoted Flight Sergeant, 18 February 1942; to No.49 Squadron, 10 June 1942. Promoted WO2, 1 November 1942. Missing, presumed dead, 5/6 March 1943 (Lancaster ED431).

Flight Sergeant Horne, as air gunner, participated in the "1,000 bomber raid" on Cologne, and since has attacked most of the most important targets in Germany and Italy. He took part in the daylight raid on Milan with great success, all his bombs scoring hits on the target. Recently, in March 1943, this airman flew in a very successful attack on Berlin. It is largely through his coolness and skill as a

bomb aimer that his crew have achieved so much success. At all times Flight Sergeant Horne has displayed courage and determination of the highest order.

Public Records Office Air 2/8951 has recommendation dated 10 March 1943 when he had flown 18 sorties (120 hours 55 minutes), 30 May 1942 to 3 March 1943:

30 May 1942 - Cologne (6.30)
10 September 1942 - Dusseldorf (4.00)
18 September 1942 - Kattogat (6.40)
23 September 1942 - Wismar (7.10)
1 October 1942 - Wismar (6.50)
12 October 1942 - Wismar (6.40)
15 October 1942 - Cologne (5.55)
24 October 1942 - Milan (9.00, day raid)
15 November 1942 - Genoa (8.25)
20 November 1942 - Turin (9.00)
6 December 1942 - Mannheim (6.50)
20 December 1942 - Duisburg (4.30)
17 January 1943 - Berlin (9.00)
27 January 1943 - Dusseldorf (4.35)
30 January 1943 - Hamburg (6.45)
18 February 1943 - Wilhelmshaven (4.30)
1 March 1943 - Berlin (7.20)
3 March 1943 - Hamburg (5.15)

This Non-Commissioned Officer has completed 18 operational sorties totalling 120 hours 55 minutes, 16 of them as Bomb Aimer and two as Air Gunner. At all times he has shown courage and determination of the highest order.

As an Air Gunner he took part in the 1,000 bomber raid on Cologne and since then has visited all the most important targets in both Germany and Italy. He took part, with his Captain, Sergeant Thom, in the daylight raid on Milan where he had the satisfaction of seeing all his bombs burst in the centre of the town. Among other targets he has twice bombed Berlin, the most recent occasion being the highly successful raid of 1 March 1943.

It is very largely through his coolness and co-operation as a Bomb Aimer that his crew have met with so much success and I strongly recommend him for the award of the Distinguished Flying Medal.

Training: Interviewed by F/O W.M. Thomson, Edmonton, 6 July 1940. Noted that his flying had been two or three passenger flights. Had served with Edmonton Fusiliers (militia) for one month. Sports noted (extensive skiing and tennis, moderate swimming and softball, some skating). He was rugged, clean and of medium build, dressed in a conservative manner. Personality was confident (rather than domineering), mature (rather than submissive), pleasant (rather than immature). Under "Intelligence" he was described as "quick - organized - accurate." "Good type of applicant. Approaching the age limit but should do well in Air Crew Duties. Recommended."

Course at No.2 WS was 3 March to 20 July 1941. Flew 25 minutes in flying classroom as First Operator, two hours 35 minutes as Second Operator. Also flew six hours five minutes in two-seater aircraft as sole operator. Ground courses were Theory (33/50), Radio Equipment (136/250), Morse, buzzer and lamp (138/200), Procedure (153/200), Signals organization (126/150), Armament (76/100) and Drill and P.T. (38/50). Placed 97th in a class of 209.

Course at No.5 BGS involved Battle aircraft (ten hours gunnery). Scored three percent on beam test, seven percent hits on beam relative speed test and two percent on under tail test. Fired 225 rounds on ground, 400 air to ground and 2,285 air-to-air. Ground courses involved a written examination (82 percent), practical and oral exam (75 percent). Rated 155/250 in "ability as firer". Authorized to wear Air Gunner Badge as of 18 August 1941, having placed 12th in a class of 31. "Excellent type of men. Neat appearance. Pleasing personality. Should make a good officer." (Chief Instructor, name illegible).

Public Record Office Air 50/187 has the following Combat Report for 6 December 1942, target Mannheim. Time was 2045, position 75 miles northwest of target. Crew given as Sergeant Thom (pilot), Sergeant Ayres (flight engineer), Sergeant Prior (navigator), Sergeant Horne (air bomber), Sergeant McMillan (WOP), Flight Sergeant Bishop (mid-upper gunner), and Sergeant Vines (rear gunner).

Returning from target, position as above, a Ju.88 burning two red lights on ports side of fuselage was sighted crossing Lancaster's track 1,000 yards ahead. Enemy aircraft turned on reciprocal course on port side turning in to attack from port quarter about 50 feet above. Mid-Upper Gunner opened fire at 200 yards and at 150 yards enemy aircraft broke away to starboard quarter down without opening fire. Contact was then broken. Mid-Upper Gunner fired 150 rounds from each gun.

The website "Lost Bombers" provides the following on his last sortie. Lancaster ED431 of No.49 Squadron (EA-M) had been delivered to No/49 Squadron directly from A.V.Roe on 24 December 1942 and took part in the following major operations: Berlin 16/17 January 1943; Berlin, 17/18

January 1943; Dusseldorf, 27/28 January 1943; Hamburg, 30/31 February 1943; Nuremburg, 25/26 February 1943; Pilsen, 1-2 March 1943; Essen 5/6 March 1943 when lost. Airborne at 1920 hours, 5 March 1943 from Fiskerton. Shot down by Lt. Denzel, west of Texel, crashed into the sea. All are commemorated on the Runnymede Memorial. Crew consisted of Flight Sergeant A.M. Horne, DFM, (killed), Sergeant J.M.Thom, DFM (killed), Sergeant D.G.Fairlie (killed), Flight Sergeant J.B.Prior (killed), Flight Sergeant K.Bolton (killed), Sergeant D.S.Bratt (killed), Sergeant F.H.L.Vines (killed). Sergeant Thom has also been recorded as Sergeant Thorn. This crew was lost on their 18th operation.

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HORNE, FS Alfred James (R269129) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 3 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born in St. Mary's, Ontario, 1 July 1916; home in Hespeler, Ontario. Was a weaver prior to enlistment. Enlisted in Hamilton, 16 August 1943. To Technical Training School, 19 September 1943. To No.4 BGS, 7 November 1943. To No.9 BGS, 26 November 1943; promoted LAC, 15 January 1944; graduated and promoted Sergeant, 25 February 1944. To No.3 Aircrew Graduate Training School, 4 March 1944. To "Y" Depot, 9 April 1944; taken on strength of No.3 PRC, 3 May 1944. Repatriated 10 January 1946. Released 22 February 1946. Cited with F/O George E. Reynolds (RCAF, pilot, awarded DFC).

This officer and airman were pilot and rear gunner respectively in an aircraft detailed for a mine-laying mission in enemy waters. After leaving the target area, smoke began to filter into the rear turret. Presuming the trouble to be caused by a defect in the electrical circuit, Flight Sergeant Horne switched off his electrically heated flying suit. At this stage flames appeared from underneath the rear compartment. Flight Sergeant Horne immediately obtained an extinguisher with which he attempted to quell the flames. He had reported the position to his captain, Flying Officer Reynolds, who requested another member of the crew to assist in fighting the fire. The flames increased. The turret became enveloped causing ammunition in the guns to explode. Nevertheless, Flight Sergeant Horne worked strenuously and finally brought the fire under control. By now, Flying Officer Reynolds was nearing land. He therefore altered course for the nearest airfield where he brought down the badly damaged aircraft safely. Under harassing circumstances this pilot and captain displayed the greatest coolness and determination. Flight Sergeant Horne also proved himself to be a most valuable member of aircraft crew. His promptitude, courage and devotion to duty set a fine example.

* * * * *

HORNE, P/O Ernest (J92872) - **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 Stoney Plain, Alberta, 9 October 1923; home there. Was a farmer prior to enlistment. Enlisted in Edmonton, 28 October 1941 for General Duties and posted to No.1 Manning Depot. To No.8 BGS, date uncertain. Promoted AC1, 28 January 1942. Promoted LAC, 28 April 1942. Remustered to aircrew and posted to No.3 Manning Depot, 18 June 1943. To No.4 ITS, 11 July 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; taken on strength of No.3 PRC, 20 January 1944. Commissioned 2 December 1944. Repatriated 7 February 1945. To No.7 BGS, 25 February 1945. To Release Centre, 14 August 1945; released 20 August 1945. Recommended 23 January 1945 when he had flown 29 sorties (179 hours 50 minutes), 20 July 1944 to 21 December 1944.

Pilot Officer Horne has participated in attacks against such heavily defended targets as Stuttgart, Duisburg and Essen. In August 1944, when detailed to attack Stuttgart, his aircraft was attacked several times by enemy aircraft, and again in July 1944, when attacking Russelheim. By his precise and accurate instructions to the pilot he was successful in outwitting the enemy on both these occasions. His courage and efficiency in the face of danger have been most noteworthy.

He appears to have been in the same crew as F/O C. D. F. Williams. The original recommendation (made when he was a Flight Sergeant) found in DHH file 181.009 D.1941 (Library and Archives Canada RG.24 Volume 20612) read as follows:

20 July 1944 - L'Hey (3.50)
25 July 1944 - Stuttgart (9.35)
14 August 1944 - Falaise (5.00)
15 August 1944 - Soesterburg (3.40)
18 August 1944 - Bremen (6.30)
25 August 1944 - Russelheim (9.30)
10 September 1944 - Le Havre (4.35)
20 September 1944 - Calais (3.55)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.35)
28 September 1944 - Cap Gris Nez (5.05)
4 October 1944 - Bergen (7.10)
6 October 1944 - Dortmund (6.25)

14 October 1944 - Duisburg (5.55)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (6.50)
25 October 1944 - Essen (5.55)
28 October 1944 - Cologne (6.45)
6 November 1944 - Gelsenkirchen (5.50)
16 November 1944 - Munster (6.10)
21 November 1944 - Castrop Rauxel (6.35)
30 November 1944 - Duisburg (7.10)
4 December 1944 - Karlsruhe (6.35)
6 December 1944 - Osnabruck (6.20)
15 December 1944 - Mannheim (6.20)
17 December 1944 - Duisburg (6.35)
21 December 1944 - Cologne (6.00)

The above-named Non-Commissioned Officer has made 29 sorties over some of the most heavily defended targets in Germany such as Stuttgart (2), Duisburg (3), Essen (2), Cologne (2), Dortmund and Mannheim.

His aircraft was attacked several times by enemy aircraft when detailed to attack Stuttgart on 25th August 1944, and again on 25th July 1944 when attacking Russelheim. However, by his precise and cool instructions to the pilot, he was successful in outwitting the enemy on all these attacks.

I consider the cool courage and high degree of efficiency shown by this Gunner fully merits the Non-Immediate award of the Distinguished Flying Cross.

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HORNELL, F/L David Ernest (J7594) - **Victoria Cross** - No.162 (BR) Squadron - Award effective 28 July 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Mimico, Ontario, 26 January 1910; home in Toronto. Educated at Mimico, 1917-1927 and took assorted courts (art, penmanship, commercial) by extention up to 1939. Also taking night classes at High School of Commerce. A Sunday School teacher (United) and employed as clerk at Goodyear Rubber, Toronto, 1927-1940. Active YMCA; team swimming, track and field. His mother had died giving birth to a sister; Hornell's father moved in with his own sister, Elizabeth J. Hornell, for some years until remarrying. Father died about 1936. Significantly, in his various RCAF wills, David Hornell always made generous provision for his aunt, even after he had married.

On 22 November 1940 he was interviewed by F/O R. Key who wrote, "Clean cut chap, intelligent, keen and alert, good appearance, will develop under training into good aircrew material."

Formally enlisted in Toronto, 8 January 1941. At No.1 Manning Depot, Toronto, 8-22 January 1941. At No.1A Manning Depot, Picton, 22 January to 4 February 1941. At No.1 WS, Montreal, 5 February-22 April 1941. Trained at No.3 ITS, Victoriaville (22 April 1941 to 28 May 1941). He graduated 15th in a class of 147; scored 96 percent in mathematics, 80 percent in Armament, 91 percent in Signals, 34/40 in Hygiene, 78/100 Drill, 48/60 in law-discipline. "Serious minded type. Given clear concise answers and is most anxious to be pilot. Mature reasoning and appearance."

Further trained at No.12 EFTS, Goderich, (28 May 1941 to 15 July 1941), flew 25 hours 50 minutes dual, 25 hours 15 minutes solo; 6 hours five minutes on instruments, ten hours in Link.

Attended No.5 SFTS, Brantford (16 July 1941 to 25 September 1941, being commissioned on 25 September 1941) Assesses as "A more mature student than average. Took time in learning sequences, but once learned retained the knowledge.". He flew 27 hour 55 minutes dual (day), 47 hours 55 minutes solo (day), three hours 20 minutes dual (night), six hours 50 minutes solo (night); 20 hours on instruments, 20 hours in Link. Passed 10th in a class of 43.

Attended No.31 GRS (13 October 1941 to 13 December 1941) where he was described as "Above average; handicapped by airsickness when navigating; nevertheless by hard work and concentration produced consistent results." Graded 9th in a class of 24.

Posted to Station Coal Harbour, 22 December 1941. On strength of that station until 22 September 1943, being attached at various times to No.120 Squadron and No.121 Squadron. First sortie was with No.120 Squadron, 26 December 1941 (listed on application for 1939-43 Star submitted by W/C Chapman, 24 July 1944). Promoted Acting Flying Officer, 1 April 1942; confirmed in that rank, 25 September 1942. Promoted Acting Flight Lieutenant, 15 April 1943. Confirmed in that rank, 28 February 1944 with seniority from 15 April 1943.

At 1450 hours on 10 May 1943, as a Flight Lieutenant with No.13 Aircraft Inspection Detachment, he crashed Canso 9795 and was slightly injured. While carrying out a water landing, the aircraft swung violently to port after touching down, crushing the hull of the aircraft, which sank. The primary cause was deemed to be "Pilot Error", the AIB inspector concluding, "An analysis of the pilot's flying time indicates that he was not qualified as First Pilot on this aircraft and therefore was not competent to fly the aircraft with a crew without the supervision of a competent First Pilot, as laid down in CAP 100 Section 8. According to the

evidence the pilot's log book was not endorsed as required by para 10 of CAP 100, Section 8." At the time, he had flown 30 hours on instruments, 43 hours at night. His total flying time was 66 hours dual (three on Cansos) and 603 hours solo (four hours on Cansos). Other in the aircraft had included S/L W.L. Tomlinson, F.O R.T. Owen, P/O G.L. Penny (RDF) and LAC T.E. Hoosan (Flight Engineer). The investigators recommended "That pilots be completely familiar with landing characteristics of Canso aircraft before being qualified as First Pilot."

Assessments while in Western Air Command are interesting: **12 August 1942**: "This officer is a serious type who can be relied upon to perform all his duties cheerfully and ably" (S/L P.B. Cox, Coal Harbour, to which S/L F.S. Carpenter adds, "A promising type". **26 April 1943**, S/L R.I. Thomas, OC Coal Harbour, "Flying Officer Hornell's's work has been consistently thorough. A very mature and well balanced type of officer." **1 November 1943**: "A very capable officer. He should do well in the service" (S/L R.V. Denton, Coal Harbour).

As of 31 March 1942 he was described as being 67 inches tall and weighing 147 pounds. Married 26 January 1943 in Toronto, to Genevieve Madge Noecker.

Posted to Eastern Air Command, Halifax, 23 September 1943; to No.162 (BR) Squadron, Dartmouth, 9 October 1943. On embarkation leave, 17-31 December 1943; to Iceland on 2 January 1944.

Assessments with No.162 (BR) Squadron are also interesting. **16 December 1943**. Noting that he had been eight months in Acting Rank of F/L, S/L C.G.W. Chapman writes, "This officer is keen, capable and conscientious, does an excellent job of work at all times. Recommended for appointment to rank of Temporary Flight Lieutenant." **17 March 1944**, "This officer is keen, conscientious reliable and hard working. Does excellent work on any job he is given." (S/L M. Poag.)

At the time of his VC action he had flown 34 hours on instruments and 71 hours at night. His total flying time was 1,142 hours solo (458 on Cansos) and 58 hours dual (this contradicts the earlier figures) of which 20 hours dual had been on Canso aircraft. DHist file 181.009 D.3060 (RG.24 Vol.20635) has recommendation dated 1 July 1944 by Air Vice-Marshal S.P. Simpson, AOC No.18 Group, which differs in details from the citation below. Shown in photos PL-30823, PL-25392, and PL-30826. *U-1225* sunk by *P/162*, 24 June 1944, 63°00'N, 00°50'W.

Flight Lieutenant Hornell's was captain and first pilot of a twin-engined amphibian aircraft engaged on an anti-submarine patrol in northern waters. The patrol had lasted for some hours when a fully-surfaced U-boat was sighted, travelling at high speed on the port beam. Flight Lieutenant Hornell's at once turned to attack.

The U-boat altered course. The aircraft had been seen and there could be no surprise. The U-boat opened up with anti-aircraft fire which became increasingly fierce and accurate.

At a range of 1,200 yards, the front guns of the aircraft replied; then its starboard gun jammed, leaving only one gun effective. Hits were obtained on and around the conning tower of the U-boat, but the aircraft was itself hit, two large holes appearing in the starboard wing.

Ignoring the enemy's fire, Flight Lieutenant Hornell's carefully manoeuvred for the attack. Oil was pouring from his starboard engine which was, by this time, on fire, as was the starboard wing, and the petrol tanks were endangered. Meanwhile, the aircraft was hit again and again by the U-boat's guns. Holed in many places, it was vibrating violently and very difficult to control.

Nevertheless, the captain decided to press home his attack, knowing that with every moment the chances of escape for him and his gallant crew would grow more slender. He brought his aircraft down very low and released his depth charges in a perfect straddle. The bows of the U-boat were lifted out of the water; it sank and the crew were seen in the sea.

Flight Lieutenant Hornell's contrived, by superhuman efforts at the controls, to gain a little height. The fire in the starboard wing had grown more intense and the vibration had increased. Then the burning engine fell off. The plight of the aircraft and crew was now desperate. With the utmost coolness, the captain took his aircraft into wind and, despite the manifold dangers, brought it safely down on the heavy swell. Badly damaged and blazing furiously, the aircraft settled rapidly.

After the ordeal by fire came ordeal by water. There was only one serviceable dinghy and this could not hold all the crew. So they took turns in the water, holding onto the sides. Once, the dinghy capsized in the rough seas and was righted only with great difficulty. Two of the crew succumbed from exposure.

An airborne lifeboat was dropped to them but fell some 500 yards down wind. The men struggled vainly to reach it and Flight Lieutenant Hornell's, who throughout had encouraged them by his cheerfulness and inspiring leadership, proposed to swim to it, though he was nearly exhausted. He was with difficulty restrained. The survivors were finally rescued after they had been in the water

for twenty-one hours. By this time Flight Lieutenant Hornell's was blinded and completely exhausted. He died shortly after being picked up.

Flight Lieutenant Hornell's had completed sixty operational missions, involving 600 hours flying. He well knew the danger and difficulties attending attacks on submarines. By pressing home a skilful and successful attack against fierce opposition, with his aircraft in a precarious condition, and by fortitude and encouraging his comrades in the subsequent ordeal, this officer displayed valour and devotion to duty of the highest order.

NOTE: On 21 July 1944: AFHQ (G.M. Brown, DPR) cabled RCAF Headquarters Overseas: PLEASE TREAT WITH ABSOLUTE PRIORITY THE FOLLOWING. REPORTED HERE THAT J7594 TEMPORARY FLIGHT LIEUTENANT DAVID ERNEST HORNELL'S TORONTO KILLED IN ACTION 24 JUNE 1944 ICELAND HAS BEEN AWARDED VICTORIA CROSS POSTHUMOUSLY. INVESTIGATE AT ONCE AND REPORT IMMEDIATELY SECRET SIGNAL. ALSO FORWARD AT ONCE BY SIGNAL OR CABLE MATERIAL ON ICELAND SQUADRONS APPROVED BY RAF AND WHICH YOU PLANNED FORWARD BOMBER MAIL. PERSISTENT REQUESTS FROM NEWSPAPERS AWARE OF ICELAND DEVELOPMENTS FROM INTERVIEWING CREWS NOW IN CANADA ON LEAVE CAN NO LONGER BE IGNORED AND MAKE IT IMPERATIVE WE RELEASE IMMEDIATELY WITH PHOTOS WE HAVE HERE.

On 25 July 1944, Brown in a memo to AMAS (A/V/M Curtis) forwarded press material "for publication on receipt from Overseas of confirmation of the award of the V.C. to F/L D.E. Hornell's" and further:

While yesterday Overseas Headquarters advised that 10.00 a.m. Friday would be the probable release time, the material will not be distributed to newspapers until it is determined whether or not His Majesty approved the award before leaving for Italy. A signal asking final confirmation has already been despatched.

And this was indeed telegraphed to widow on 26 July 1944. All material released to press at 10.00 a.m. Friday, 28 July 1944.

Note: The original recommendation, over signature of the Air Officer Commanding, No.18 Group (dated 1 July 1944) read as follows:

On the afternoon of the 24th June Canso P/162 was on Anti-submarine patrol in Northern Waters. At 1900 hours, after the aircraft had already been on patrol for 10 ½ hours, a fully-surfaced U-boat, travelling at high speed, was sighted

some five miles on the port beam. Flight Lieutenant D.E. Hornell's, the Captain and first pilot of the aircraft, at once turned to attack. As he turned, the U-Boat altered course, showing that it had seen the aircraft and that no element of surprise could be relied on. While the aircraft was still 3-4 miles off, the U-Boat opened up with anti-aircraft fire which became increasingly fierce and accurate as the range closed. The aircraft, unable to reply at such a range, was forced to take evasive action, but at 1,200 yards opened fire with the front guns. The starboard gun then jammed, leaving the aircraft with a single effective gun. Although hits were scored in and around the conning tower, the U-boat continued firing, and it was clear that it intended to stay on the surface and fight fiercely. At 800 yards the aircraft was hit and two large holes appeared suddenly in the starboard wing.

Although exposed to the full and accurate fire of the U-Boat's obviously determined gunners, Flight Lieutenant Hornell's manoeuvred his aircraft into a good tactical position for attack. By now, oil was pouring from his starboard engine which was, on fire, together with the starboard wing. Meanwhile the aircraft was being hit repeatedly by the U-Boat's guns.

Flight Lieutenant Hornell's was faced with a situation of great peril. One engine was wrecked and in flames; his aircraft had been holed in many places, was vibrating violently and almost impossible to control; the fire in the starboard wing might at any moment spread to the petrol tanks; his single effective gun could not hope to silence the fire of the U-Boat; he could not send any S.O.S. signals as the wireless had been damaged. But his cool determination never wavered. With a magnificent scorn for danger, he brought his blazing aircraft down to 50 feet to release his depth charges in a perfect straddle which lifted the bows of the U-Boat completely out of the water. The U-Boat sank shortly afterwards. Thirty members of the U-Boat crew were afterwards seen, dead or struggling in the water, by a Catalina which was patrolling the area.

Inspired by their Captain's example, the rest of the crew meanwhile carried on with their allotted duties. One Wireless Operator was stunned momentarily by the explosion of a cannon shell, and he was hurled from his seat, but another scrambled instantly into his place. The Navigator found that his automatic cameras were not working but he calmly proceeded to take photographs of the attack with a hand camera. The front gunner continued to fire from his single gun.

When the attack was completed, Flight Lieutenant Hornell's managed by almost superhuman efforts at the controls to lift the aircraft to 250 feet. The fire in the starboard wing had grown fiercer and the vibration of the aircraft wilder. Finally the starboard engine fell flaming from the wing into the sea.

Flight Lieutenant Hornell's was now faced with the dangerous task of ditching his mauled and nearly uncontrollable aircraft, but he never lost his head for a moment. With the same coolness he had shown in the attack, he brought the aircraft, on one engine and with the wing still on fire, into wind and made a landing, after two bounces on the heavy swell, the first to 150 feet, and the second to 50 feet. The landing was so successful that not one of the crew was injured.

The aircraft, badly holed and furiously alight, settled rapidly, but oblivious to his personal danger, Flight Lieutenant Hornell's organised the launching of the two dinghies and rescue apparatus. Although both dinghies were launched, one exploded shortly afterwards. The remaining dinghy was not large enough to accommodate the whole crew. They therefore took turns in the water, hanging on the side of the dinghy. At one time the dinghy capsized in the rough seas and it was righted only with great difficulty.

The crew were encouraged by messages from a Catalina aircraft that had found them, stating that help was on the way. But, throughout the whole ordeal, the inspiring leadership and cheerfulness of Flight Lieutenant Hornell's effectively kept up the spirits of his crew. In spite of all his efforts, two of them succumbed to the rigours of the exposure.

An airborne lifeboat was dropped to them, but it fell some 500 yards down wind. The men in the dinghy struggled to reach it, but they were unable to do so. Flight Lieutenant Hornell's, exhausted as he already was, instantly proposed that he should strip and swim for it, but he was dissuaded by the rest of the crew.

The men were finally rescued by a High Speed Launch after they had been in the water for 21 hours.

By this time Flight Lieutenant Hornell's was blinded and at last weakened to complete exhaustion by the long exposure. He died, despite every effort to save his life, shortly after being taken on board the launch.

To this gallant officer must belong the chief praise for what was a splendid exhibition of courage and fortitude by every member of his crew, flying an aircraft which was neither modern in performance, nor particularly well armed. Flight Lieutenant Hornell's clear determination to attack even in the face of savage opposition with his aircraft seriously damaged and dangerously on fire, his cool skill in delivering a perfect attack in so perilous a situation, his calm judgement in safely landing his almost unmanageable aircraft in difficult and hazardous conditions, his unbreakable spirit in fortifying and encouraging the men under his command throughout the long hours of their ordeal, displayed an unsurpassed courage, a fine contempt for danger, and a devotion to duty that was an inspiration to all.

Air Chief Marshal Sholto Douglas (Air Officer Commanding in Chief, Coastal Command), minuted this document on 3 July 1944:

I can imagine no finer example of heroism than that displayed by Flight Lieutenant Hornell's in going in to attack a U-Boat from 50 feet in the face of intense flak, with one engine on fire, and his aircraft almost out of control. It is confirmed that the U-Boat sank. I very strongly recommend the posthumous award of the Victoria Cross to this officer.

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HORNER, W/C Asa James (C1565) - **Member, Order of the British Empire** - No.14 AID - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 18 January 1905 in Ottawa as per RCAF Press Release reporting award; educated there including Ottawa Technical School. 2nd Class Air Mechanic, 24 April 1923; 1st Class Air Mechanic, 28 October 1923. Taken on RCAF strength as a Corporal in Ottawa, 1 April 1924, and was serving as an Orderly Room Clerk as well as a mechanic that year.

An example of service visitudes occurred on 6 August 1924. He was detailed as mechanic on a photo flight, Ottawa to Parry Sound, but owing to very calm water, Viking ES would not take off with a full load, so he had to proceed to Parry Sound by train, returning to Ottawa (apparently by air) on 16 August. Expense claims tell us a little of his duties. For example, on 29 May 1924 he travelled to Three Rivers "re inspection of civil aircraft" On 9 June 1924 he travelled by rail to Montreal for "Duty re Viking ET", returning by rail on 11 June 1924. On 21 June he was detailed for a transportation flight, Ottawa-St.Jean-Ottawa, transporting the Chief of the General Staff.

Early in 1927 he was with No.3 (Operations) Squadron, Ottawa. To Camp Borden, 31 January 1927 for flying training - others detailed were LAC A.B.R. Webb (Ottawa), Corporal R. Marshall

(Winnipeg), Corporals P.N. Green and S.N. Green (High River), and Sergeant A Anderson (Camp Borden). Promoted Sergeant, 30 April 1927 and entitled to wear pilots badge. Posted to No.1 (Operations) Squadron, Vancouver, to train on flying boats. This consisted of flying HS2Ls (2.20 dual, 3.50 solo) and Avro Vipers (1.20 dual, 12,40 solo). Instruction was also given in the care, maintenance and handling of seaplanes, flying boats and amphibians. S/L J.H. Tudhope wrote, "He has shown keenness and willingness to learn and absorb instruction. Is a careful pilot and good engineer." He subsequently qualified as an Aircraft Examiner at Winnipeg (11 August 1927).

However, he had two crashes in 1927. On 25 October 1927, F/L L.F. Stevenson (OC Winnipeg) wrote:

The findings of the Court of Inquiry into the accidents to both Avro "GC" and Avro "GG" would indicate that such accidents were due to poor flying, and it is questionable as to whether Acting Sergeant Horner should continue to be employed as a Pilot. It is thought that the crash of Avro "GC" at Mile 137 should have taught him a good lesson in retaining flying speed. The accident to Avro "GG" was, however, caused by exactly the same fault, and it is a matter of Headquarters to decide as to whether he should continue to fly. In consequence he was sent to Camp Borden in January 1928 for refresher flying (part of a course involving two officers and four NCOs). This was followed by a course on seaplanes at Vancouver, reporting 7 March 1928 (eight officers and two NCO pilots). He then went to Winnipeg, and on 24 August 1928 S/L L.F. Stevenson wrote:

The above mentioned NCO has carried out his flying this summer in a very satisfactory manner. He had one slight mishap in over shooting a small lake and running his machine on the beach, but apart from this his work as both a pilot and NCO fitter has been very satisfactory.

The above refers to an incident on 8 August 1927 (G-CYGC). He departed Norway House on a "B-1 Fire Protection Patrol" which included delivery of a box of "Lynx spares to Mile 137. He wrote:

I took off at 12.15 hours from Norway House. There was a strong North West wind, all the way to Mile 137, and I flew not above 1,500 feet on account of mist and rain, the weather necessitating flying even lower than that at times. Radio was carried but would not show voltage. I landed at Cross Lake on account of big storm coming up at about 13,00 hours. The storm blew over there, and I took off again and headed for Bowden (Mile 137). I was forced down to 1,000 feet

and under, owing to rain and low clouds, and came over Bowden at about 14.15 hours. I circled Bowden to make a landing, there being a heavy wind from the North West still blowing. My engine began to miss as soon as I began to turn. The wind drifted me over the land, and I began to lose height, compelling me to head for Goose Lake, about 1 ½ miles down-wind from Bowden. When I came over Goose Lake, the engine picked up full revs and as soon as she picked up I carried on and circled into wind to gain height. Shortly after the engine cut out completely, at about 500 to 600 feet. I put the machine into a glide for landing. This is all I remember until I woke up in bed.

He was retrieved about ten minutes after the crash by local trappers and settlers who described the machine as "broken in two in the middle, with the nose in the mud and the tail sticking out." He was unconscious about four hours; lacerations and lost two teeth. As of that time he had about 100 hours flying (80 solo, 20 dual).

Assigned to Seaplane Course, Station Vancouver, 16 February to 30 April 1928. On 30 April 1928, F/L A.H. Hull reported on his refresher flying boat course at Vancouver - HS2L (1.00 dual, 4.20 solo) and Avro (2.15 dual, 12.40 solo). Again, instruction had been given in the care, maintenance and handling of seaplanes, and flying boats. Hull wrote, "Sergeant Horner is flying very well indeed, and I consider him a good average pilot. He is also a very valuable engine fitter."

On 17 November 1929, to OC Winnipeg Air Station wrote he had flown 160.50 during the year on forestry operations. He commented, "This NCO carried out his flying duties in a most satisfactory manner throughout the season, showed good judgement, and was very reliable." He was also assessed as "Satisfactory as a Pilot - Superior as Fitter A.E."

Sustained a severe burn to palm and back of right hand while lighting a gasoline torch which burst into flames and caught fire to the sleeve of his sweater (4 October 1930, Lac du Bonnet).

On 31 December 1934, S/L E.L. McLeod described him as having flown 65.55 in 1934 and was "A very sound pilot. Well qualified to supervise a detachment." He himself stated, 27 February 1935, that he had flown 30.20 (dual) and 828.10 (solo). On 31 December 1935, S/L R.S. Grandy stated he had flown 45 hours (plus 4.15 as passenger) and was "A sound and reliable pilot. Qualified to fulfil the duties of an NCO i/c of a Detachment."

He appears to have been almost permanently employed at Winnipeg. As of 6 March 1930 he had some 410 hours solo and 25 hours dual time. On 16 March 1931 his time was 25 hours dual and 555 solo (145 hours in the previous year). On 16 April 1932 it was 30 hours dual and 675 solo (120 hours in previous year). As of 15 March 1933 it was 30 hours dual and 695 solo

(20 hours in the year). As of 19 March 1934 it was 30 hours dual and 765 hours solo (70 hours in year). As of 4 March 1935 it was 30 hours dual and 830 hours solo (80 hours in previous year). As of 27 March 1936 it was 49.20 (dual) and 868 hours solo (56.25 in year). As of 14 April 1937 it was 50 hours dual and 1,120 hours solo (258 in year). As of 7 March 1938 it was 50.20 dual, 1,225 hours solo (98.20 in year). As of 4 October 1939 it was 50 hours dual, 1,300 hours solo (75 hours in year).

On 28 September 1936, W/C N.R. Anderson wrote to Commanding Officer, No.8 (GP) Squadron, Winnipeg:

In the future it is not intended to promote Airmen Pilots, while employed as such, above the rank of Sergeant unless exceptional circumstances make such action necessary. Accordingly, it is desired to remuster senior Airmen Pilots of Flight Sergeant's rank to their basic trade, as opportunities for such remusterings permit.

A vacancy exists at RCAF Station Trenton for a Warrant Officer Class II Technical. If in your opinion Flight Sergeant Horner is well qualified and in every way suitable, please ascertain if he desires to be remustered to his basic trade to fill this position and notify this Headquarters at once. If Flight Sergeant Horner does not wish to remuster, he will continue to be carried as an Airman Pilot in his present rank and trade until he reaches the age of 40.

He duly remustered and left the flying end, going to No.6 (TB) Squadron, Trenton that year.

Promoted Flight Sergeant, 1 August 1929. Attended Advanced Photo Course at Ottawa Air Station, 2 February to 1 May 1932. Attended Instrument Flying Course at Station Winnipeg, 10 December 1935 to 14 January 1936. This involved 7.25 dual instruction, 5.40 with a safety pilot, 10.45 dual practice and 1.20 practice with safety pilot. F/L D.M. Edwards wrote, "Instrument Flying: Standard of flying good. Steady and consistent in turns and straight flying. Some trouble was found in turning on to compass course. Spinning and recovery average."

Promoted WO2, 1 November 1936. Promoted WO1, 1 April 1939. Commissioned in Ottawa, 15 November 1939. Promoted Flight Lieutenant, 1 February 1941. Promoted Squadron Leader, 15 September 1941. Promoted Wing Commander, 15 August 1944. Awarded Long Service and Good Conduct Medal, 10 November 1944. Released 12 November 1946. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. For a time and worked at Ottawa Diary Ltd. Died in Ottawa, 18 August 1982, aged 78.

This officer's service career is a distinguished one, covering a period of over, twenty years rising from mechanic to pilot, to engineering officer. In his various

capacities he has displayed great aptitude, industry and loyalty to the service. As Commanding Officer of No.14 Aeronautical Inspection District, he has displayed a high degree of initiative and forethought, which have contributed materially to the war effort. He has recently been made responsible for the inspection of the largest producer of aluminum castings, forgings and sheet within the British Empire and has well merited the confidence placed in him. He is an excellent and capable officer, who is an example of what intelligence, industry and loyalty can achieve.

He was first recommended for a MBE by A/C A.L. Johnson on 10 September 1943 when he was Squadron Leader with No.14 Aeronautical Inspection District as follows:

This officer has spent all of his adult life in the service of the RCAF and has at all times displayed a willingness and ability to perform his allotted tasks in a most exemplary manner. For the last three years he has held the appointment of Commanding Officer, No.14 Aeronautical Inspection District. In his position, which requires sound technical knowledge and tact in dealing with civilian contractors, he has displayed a high degree of initiative and forethought which has contributed materially to the war effort.

This did not reach the Priority List for January 1944, and in February 1944 Air Commodore Johnson submitted another recommendation:

During the twenty-odd years that this officer has served with the RCAF his history is that of steady progression in the value of service rendered. He has passed through the various stages of technical employment in the service; i.e. mechanic, pilot, to engineer officer, with credit to himself and outstanding usefulness to the RCAF. He was ever in the forefront in emergency and, at one time (1933) under most adverse weather conditions, found and rescued another RCAF pilot who had been forced down in the bushland in a blizzard. His timely action undoubtedly saved the pilot's life. The foregoing is characteristic of this officer who, in his capacity as Commanding Officer of an Aeronautical Inspection District, has contributed much to the general efficiency in the production of aircraft and their related components.

This, too, failed to reach the Priority List for Birthday Honours (1944). Air Commodore Johnson submitted another recommendation on 26 August 1944:

An officer of outstanding dependability and achievement, both as a pilot and an Aeronautical Engineer. As previously pointed out, he has successfully completed

most difficult assignments in bush flying and on two occasions has conducted rescue operations under most hazardous winter flying conditions. He his now Commanding Officer of an A.I. District, and in this capacity his outstanding application to duty has continued and his loyalty to the service unabated.

Once more the recommendation failed to reach the Priority List (New Year 1945). On 24 February 1945, Air Commodore Johnson submitted it again:

This officer's service history is a distinguished one, covering a period of over twenty years, rising from mechanic to pilot, to engineer officer. In his various capacities he has displayed great aptitude, industry and loyalty to the service. As Commanding Officer of No.14 Aeronautical Inspection District, he has displayed a high degree of initiative and forethought, which has contributed materially to the war effort. He has recently been made responsible for the inspection of the largest producer of aluminum castings, forgings and sheet within the British Empire, and has well merited the confidence placed in him. In all, an excellent and capable officer, who could well be an example of what intelligence, industry and loyalty can achieve.

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HORNER, F/L David Keith (J20622) - **Commended for Valuable Services** - No.426 Squadron, Odiham - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 22 February 1920 in Pembroke, Ontario (RAF Ferry Command records). Home in Minnedosa, Manitoba; enlisted in Winnipeg, 9 July 1941. Granted Leave Without Pay until 19 September 1941 when posted to No.2 Manning Depot. To No.12 SFTS (guard), 3 January 1942. To No.7 ITS, 14 February 1942; graduated and promoted LAC, 10 April 1942 but not posted to No.19 EFTS until 25 April 1942; may have graduated 3 July 1942 but not posted to No.4 SFTS until 18 July 1942; graduated and commissioned, 6 November 1942. To No.31 GRS, 20 November 1942. To No.31 Personnel Depot, 14 February 1943. To No.111 OTU, 22 February 1943. Promoted Flying Officer, 6 May 1943. Attached to Ferry Command, Montreal, 8 June 1943. Departed Montreal (Dorval), 28 July 1943 in Liberator BZ855, proceeding to Goose Bay. Departed Goose Bay for Reykjavik, 29 July 1943. Departed Reykjavik for Britain, 30 July 1943. Proceeded to Ras Elma, 9 August 1943, to Cairo on 11 August 1943, to Habbynia, 12 August 1943, and to Karachi, 13 August 1943. Promoted Flight Lieutenant, 6 November 1944. Posted 21 January 1945 as glider pilot from No.6 RFU (SEAC) to BRD Worli pending embarkation. Repatriated 18 April 1946. Retired 30 May 1946. Died in Unionville, Ontario, 18 October 2012. Public Record Office Air 2/9670 identifies unit and gives citation, drafted when he has flown 1,550 hours, 218 on current duties, 260 in previous six months (hours correctly transcribed).

Flight Lieutenant Horner is a pilot and captain of transport aircraft. Having made deliveries from Dorval to Mauripur and, after completing a Coastal Command tour on multi-engined aircraft in the Far East, this officer served as a flying instructor on heavy aircraft in India. On completion of his instructional duties he was posted to Transport Command and for the past nine months he has been employed as a pilot and captain of aircraft on transport trooping duties from the United Kingdom to India. This record, combined with his cooperation and willingness at all times to complete any duty allotted to him have made Flight Lieutenant Horner a most valuable member of his squadron.

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HORNER, F/L Douglas Hugh (J20258) - **Mention in Despatches** - No.547 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 4 February 1920 at Shawville, Quebec. Prewar labourer and clerk. Enlisted in North Bay, Ontario, 4 September 1941. At No.1 Manning Depot, 4 September to 1 November 1941; at No.1 SFTS, 2 November 1941 to 14 March 1942. Posted to No.4 WS, Guelph, 15 March 1942; promoted LAC, 15 April 1942; graduated 28 September 1942, first in a class of 101. Posted to No.6 BGS, Mountain View where he flew 15 hours 55 minutes in Bolingbroke (graduated first in a class of 28 on 26 October 1942, promoted Sergeant and subsequently commissioned with effect from this date. Further trained at No.36 OTU, Greenwood, 7 November 1942 to 20 February 1943 when posted to "Y" Depot. To RAF overseas, 8 March 1943. Arrived overseas 17 March 1943. Promoted Flying Officer, 25 April 1943. At No.11 Radio School, 2 April to 12 May 1943; at No.10 Radio School, thereafter. To No.5 (Coastal) OTU, 23 June 1943; to No.1 Torpedo Training Unit, 4 August 1943; to No.547 Squadron, 18 October 1943. Promoted Flight Lieutenant, 26 November 1944. Completed 47 sorties (last one on 26 March 1945), total of 525 hours five minutes. On a form dated 15 April 1945 he gave his overseas flying as being on Bothas (18.25), Oxford and Anson (24.45), Beaufort (51 hours) and Liberator (650 hours). Repatriated 11 June 1945; released 20 July 1945. Attended McGill University after the war. Although no recommendation has been found to his award, the following assessment, apparently a by one S/L F.C. Hards, dated 16 November 1944, bears recording:

This officer shows a keen interest in all aircrew trades, and tries to find out the difficulties under which each one works, thus enabling him to understand the full operation of the crew as a whole.

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HORNER, Sergeant James Lloyd (R86389) - **Mention in Despatches** - No.58 Squadron (AFRO gives unit only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 21 September 1918 at Miniota, Manitoba; home there (labourer). Trained with Royal Winnipeg Rifles, 9 October 1940 to 7 January 1941. Enlisted in RCAF in Winnipeg, 8 January 1941 as Wireless and Electrical Mechanic. At No.1 Manning Depot, Toronto, to 8 April 1941 (reclassified Radio Mechanic, 4 April 1941). At Debert (Manning Depot), 9 April to 24 April 1941; posted to UK, 19 May 1941; to No.3 BC (?), 5 June 1941. To No.1 Radio School, 16 October 1941. Graded Radio Mechanic (Air), 21 November 1941. To No.502 Squadron, 23 January 1942. To No.58 Squadron, 12 May 1942. Subsequently described as "NCO in charge of maintenance and servicing of equipment". Graded RDF (Radar) Mechanic, 21 May 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 April 1943. Repatriated to Canada, 23 November 1944; to No.2 TSU, Penhold, 11 January 1945; to No.5 Radio School, Clinton, 19 January 1945; to No.3 Repair Depot, Vancouver, 15 April 1945; to No.5 OTU, Boundary Bay, 28 May 1945. Released 10 September 1945. No citation, but on 18 September 1943 S/L J.B. Grant of No.58 Squadron, Holmsley South, recommended him for a commission in the Radar Branch. On 21 September 1943, F/O R. Townsend, Radar Officer, Holmsley South, wrote:

Sergeant Horner has been with this section some months and he is considered to have qualities and leadership for appointment to commissioned rank.

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HORNER, WO1 Victor Hugh (R129968) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in London, Ontario, 24 November 1920; home there. Was a labourer prior to enlistment. Enlisted in London, 4 February 1942. To No.1 Manning Depot, 30 March 1942. To No.4 Manning Depot, 25 May 1942; to No.5 Manning Depot, 3 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 24 October 1942 when posted to No.4 BGS; graduated 9 January 1943 when posted to No.4 AOS; graduated and promoted Sergeant, 19 February 1943; to "Y" Depot, 5 March 1943; to RAF overseas, 9 March 1943. Repatriated 8 April 1945. Retired 1 June 1945 to London, Ontario. Died in London, Ontario, 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 2/9070 has recommendation dated 12 February 1945 when he had flown 49 sorties (149 hours). NOTE: Sortie sheet not sent from England.

Warrant Officer Horner is a special equipment operator and a member of a visual marking crew which has achieved considerable success. He always

displays outstanding courage and is unperturbed by the heaviest defensive fire, and his enthusiasm to fly on operations has earned him a fine reputation in the squadron.

Warrant Officer Horner recently completed his 49th sortie and in recognition of his fine record of service he is recommended for the non-immediate award of the Distinguished Flying Cross.

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HORRICKS, Flight Sergeant Garth Edward (R72099) - **Distinguished Flying Medal** - No.185 Squadron - Award effective 29 April 1942 as per **London Gazette** dated 1 May 1942 and AFRO 732/42 dated 15 May 1942. Born in Pembroke, Ontario, 23 June 1921; home in Toronto where he was educated at Withrow Public School, 1928-1934, and Eastern High School of Commerce, 1934-1938. Grocery clerk on weekends, 1937-1940; clerk for Canada Life Insurance Company, February 1940 to enlistment. Enlisted in Toronto, 9 September 1940. To No.1 Manning Depot, 10 September 1940. To No.1 Training Command, 4 October 1940; to No.6 SFTS, Dunnville, 16 October 1940 for guard duty. To No.1 ITS, Toronto, 15 November 1940; graduated and promoted LAC, 15 December 1940; to No.1 EFTS, Malton, 16 December 1940, serving there to 28 January 1941 when posted to No.1 Manning Depot. To No.1 SFTS, Camp Borden, 8 February 1941; graduated and promoted Sergeant, 28 April 1941. To Halifax, 12 May 1941; to RAF Trainee Pool, 18 May 1941. Arrived in UK, 7 June 1941. Trained at No.52 OTU, 16 June to 29 August 1941. Commissioned as Pilot Other Officer, 22 March 1942 (F/O 1 October 1942; F/L 22 March 1944). No.185 Squadron, Malta, 9 December 1941 to 26 April 1942. On strength of No.71 OTU, Carthage, 12 May 1942 to 28 June 1943. No.417 Squadron, 28 June 1943 to 10 March 1944 but attached to No.53 Repair and Salvage Unit, 10-19 July 1943 (however, see report of aircraft accident below). Embarked for UK, 10 April 1944, arriving 23 April 1944. To Canada, 6 July 1944. Taken on strength of Station Rockcliffe, 29 August 1944. Remained on strength of that station (Test and Development Establishment) until he was released, 24 June 1946. Rejoined via RCAF Auxiliary, 1 December 1949 with No.400 Squadron. Killed in flying accident, Cobourg, Ontario, 1 July 1951. RCAF photo PL-18963 (ex UK-7514 dated 24 January 1944) is captioned as follows: "F/O Garth Horricks, DFM, Toronto, and F/O Dick Little, Norwood, Manitoba, right, get cracking on the old woodpile to lay in a stock of firewood for the chilly evenings." RCAF photo PL-18963 (ex UK-7514 dated 24 January 1944) is captioned as follows: "F/O Garth Horricks, DFM, Toronto, and F/O Dick Little, Norwood, Manitoba, right, get cracking on the old woodpile to lay in a stock of firewood for the chilly evenings." Other photos are PL-25222 (portrait) and PL-29455 (with P/O D.W. Storms after investiture). Victories listed by Chris Shores, **Aces High** (2nd edition) as follows: **3 January 1942**, one Ju.88 destroyed and one Ju.88 probably destroyed (both shared with another pilot and both flying Hurricane Z5158 coded "V"); **24 January 1942**, one Ju.88 destroyed (Hurricane 748 coded "H"); **23 February 1942**, one

Bf.109 destroyed (Hurricane coded GN-C); **15 March 1942**, one Ju.88 damaged (Hurricane coded UP-T); **23 March 1942**, one Ju.88 destroyed (Hurricane Z2961 coded "K"; shared with another pilot); **25 March 1942**, one Ju.87 destroyed plus two Ju.87s damaged (Hurricane coded GL-H); **10 April 1942**, one Bf.109 destroyed (Hurricane coded GL-A); **14 April 1942**, one Bf.109 damaged (Hurricane Z4004); **21 April 1942**, one Ju.88 destroyed and one Bf.109F damaged (Hurricane 905 coded GL-V); **26 April 1942**, one Bf.109 damaged (Hurricane 4942 coded GL-Y); **8 December 1943**, one FW.190 destroyed (Spitfire AN-O); **14 February 1944**, one FW.190 destroyed (Spitfire AN-T).

Flight Sergeant Horricks is a fearless pilot. He invariably presses home his attack with utmost determination regardless of odds. He has destroyed at least three enemy aircraft and probably destroyed a further two.

Public Record Office Air 50/77 has the following Combat Reports from Malta (edited for this data base):

24 January 1942:

Time of take off: 0850

Time landed: 0930

Aircraft: Hurricane II, eight gun

Formation and height of own aircraft on sighting enemy: 19,000 feet

Time: 0910

Place: Slightly south of Luqa.

Enemy aircraft: Ju.88 alone

Nature of fighter attack delivered - range of fire opening: 200 yards, ceasing 25 feet.

Number of rounds fired: 800 x .303

Effect: I saw my bullets strike. I concentrated on port engine; disintegrated before I broke off.

Amount of return fire experienced: heavy and fairly accurate.

Type:303

Accuracy: fairly accurate.

Position of guns on enemy aircraft: fire came from top turret, rear.

Their field of fire: almost dead astern and slightly above.

Evasive action by enemy aircraft: none

Use of cloud cover: none

Manoeuverability: flew straight

Tactics: It flew straight and level; plenty of return fire.

Speed: 240

Camouflage: dark brown

Efficiency of fighter cover to bombers: nil.

Confirmation casualties by other fighters: Saw two Hurricanes put bursts into Ju.88.

Any other items of interest: Saw Sergeant Westcott bail out of Hurricane over Kalafranca.

Weather: perfect

23 February 1942:

Number of enemy aircraft:: two Ju.88s and six 109s.

Time attack was delivered: approx. 1305 hours

Place attack was delivered: Approximately five miles S.E. of Kalafranca.

Number of fighter flights which took part: delivered attacks alone.

Height of enemy: approximately 17,1000 feet

Time engagement finished: about 1330 hours.

Height engagement finished: approximately 10-12,000 feet.

Enemy casualties: one Me.109 destroyed

General Report: After the squadron had broken up I observed two Ju.88s in the AA near Kalafranka, about 9,000 feet above me. I climbed into sun and attacked first 88, after it had dropped its bombs and was turning away from island, from approx. 250 yards. I saw no results. I then saw second 88 below me following the first one out. I turned to attack it and fired again from about 250 yards, but had to break off as I saw a Me.109 diving on me from behind (There were actually two diving on me). I took evasive action in the form of a roll and when I straightened out a Me.109 was climbing almost vertically in front of me. I fired and continued firing until I almost collided with it. My bullets went in cockpit, behind engine and starboard wing root. He appeared to stall, flick over on his back and go vertically down.

15 March 1942

Number of enemy aircraft: twelve

Type of enemy aircraft: 109s and one Ju.88 (12,000 feet, loose formation)

Place attack was delivered: ten miles east of Delamaya Point

Height of enemy: 12,000 feet

Height engagement finished: sea level

Enemy casualties: Strikes on tail and fuselage of Ju.88 which jettisoned bombs when I fired.

General Report: Saw Me.109s firing on Sergeant Eastman. There was no return fire from the Ju.88. Was attacked by three Me.109s (cannon and machine gun fire, quite close). Saw Spitfires engage Me.109s. Ju.88 camouflage - black. Evasive action - climbing. Use of cloud cover - nil.

Weather: poor, hazy.

23 March 1942

Number of machines: two

Number of enemy aircraft: one

Type of enemy aircraft: Ju.88

Time attack was delivered: 0900

Place attack was delivered: approx. two miles off Kalafranca

Number of fighter flights which took part: one

Height of enemy: 1,000 feet

Time engagement finished: 0910 hours

Height engagement finished: sea level

Enemy casualties: One Ju.88 probably destroyed (½ share). Its starboard engine was stopped and pouring black smoke. The port engine was also smoking. He lost height rapidly.

Our casualties: Few holes in tail caused by return fire.

General Report: Sergeant Eastman and I attacked the Ju.88 a few minutes after becoming airborne. I concentrated on its starboard engine and saw a flash and black smoke come from it. I lost sight of it in cloud (prop just ticking over). I carried out several more attacks and saw strikes on fuselage and wing roots. My ammunition then ran out and I returned to base.

Note: I was repeatedly fired at by naval vessels.

25 March 1942

Number of machines: five

Number of enemy aircraft: 20

Type of enemy aircraft: Ju.87 Stukas

Time attack was delivered: 1600 approx.

Place attack was delivered: Kalafranca Bay

Number of fighter flights which took part: two

Height of enemy: 6,000 feet when attacked.

Time engagement finished: 1615 approx.

Height engagement finished: 4,000 feet

Enemy casualties: One Ju.87 very probably destroyed, other damaged. Two rear gunners killed.

Our casualties: Aircraft - about six .303 holes in engine and wings. Personnel - nil.

General Report: I attacked a Ju,87 from quarter astern and stopped return fire, then went into dead astern and saw strikes all around radiator and engine. Black smoke suddenly poured out. Its nose dropped and it lost height and speed rapidly. I attacked the second Ju.87 and killed the rear gunner; no other results. I attacked a third Ju.87 and scored hits on underside of starboard wing.

10 April 1942

Mission: Interception, 1740 - 1835

Enemy aircraft, first sighting: Approx. four miles NW of Grand Harbour

Own aircraft: Flying NW at 17,000 feet approx. over St. Paul's Bay

Weather: Heavy cloud at 12,000. Cumulus at 21,000. Mist at 200 feet over sea.

Combat Narrative: Climbed to 17,000 N.E. of Hal Far and were jumped by 109s with cannon at same height. Had a squirt at one Me.109 but no results observed. Was chased down to ground level, where I continuously engaged Me.109s. I attacked one from abeam and put a four-second burst into him. He then exploded and crashed in

flames. The pilot baled out. Shortly after I attacked a third Me.109 and fired most of ammunition into him but observed no results as I was attacked.

Claim: One Me.109 destroyed. He exploded and burst into flames and crashed. The pilot baled out.

14 April 1942

Armament: eight machine guns

Mission: escort

Time Off: 1655

Time Landing: 1756

Enemy aircraft on first sighting: Course South-West, height 400 feet. Position - near Filfia. Type - Me.109. Number - 2 then 6

Own Aircraft on first sighting: Course 220 - Height 5,000 feet. Speed 180 m.p.h.

Weather conditions: Good. Cloud (light) at approximately 15,000 feet.

Narrative of Approach: Saw two Me.109s near sea level. Tried to jump them.

Time of attack: 1715 hours.

Combat Narrative: Flying 220 degrees at 6,000 feet. Saw two Me.109s at sea level. Jumped them and fired five second burst from 150 yards abeam, then line astern. Saw strikes on fuselage and tail. Later attacked No.2, quarter-astern from 100 yards. Saw strikes on starboard wing and fuselage. Attacked No.3 from 15 yards. Hit him heavily on underside of fuselage and wing roots. He rolled over on his back and disappeared.

Damage to enemy aircraft: Strikes on first two. Hit No.3 heavily.

Claim: One Me.109F severely damaged.

Damage to own aircraft: Crashed on landing. No petrol. Personnel, nil.

21 April 1942

Aircraft: Hurricane Mk.II, cannons

Mission: Interception

Time Off: 0840

Time Landing: 0945

Enemy aircraft on first sighting: Course south. Height 16,000 feet. Position, over Zonker Point. Type - Me.109. Number - two

Own aircraft on first sighting: Course south. Height 16,000 feet. Speed 160 m.p.h.

Weather conditions: No cloud.

Narrative of approach: We were attacked by Me.109s and broken up.

Combat Narrative: (1) Had burst at Me.109 over Zonker Point at 15,000. No results observed. (2) Attacked a Ju.88 near Takali and saw my cannon shells strike his nose, fuselage and port wing root. He went into a dive, smoking badly, and last saw him below cliff level south of Hal Far. 0925. (3) Attacked a Me.109 from below and astern. Saw hits on bottom of fuselage and wings. He shook considerably.

Damage to enemy aircraft: one Ju.88 probably destroyed; one Me.109 damaged.

Damage to own aircraft and personnel: nil

Notes: On 5 July 1942 he wrote his family. A copy ended up on his service file. It began "Dear Family" and went on as follows:

Well, I've just sealed up your Air Mail letter card. I'm writing you two letters this morning. You should get one of them soon. As I told you in the A.M.L.C. I received your letter in answer to mine from Cairo. It had a clipping about Russell in it. I answered some of your questions in the A.M.L.C. and I'll answer the rest of them here.

You mentioned something about high flying effecting the blood cells. That's all baloney. High flying does affect you some, but not in a harmful way. We fly just

as high as we did on operations. Yes, Doug got his commission same time as I did. In fact, his number is next to mine.

I haven't seen or heard from Dave since I left Cairo. He was certainly okay then. He's a great guy, and I'd like to keep in touch with him.

No. I haven't received the clippings of Bud's death. I wish I had. As I told you before, I got an awful shock when I heard about it. I feel sorry for his folks. From what he used to tell me, his Dad and he were the closest of pals. Bud was sure a swell fellow.

Don't forget to send me another copy of C.G. Powers' letter. I'm very interested. I wish the letter it was in would turn up. You know you're as good a Press Agent as you are Secretary-Treasurer. And that's pretty good.

You asked for a picture of me in Pilot Officer's uniform. Well, I haven't got a blue uniform. There is no need for one. It's so hot here. I only wear shorts and shirts. But I have a khaki uniform, and I'll get some photos as soon as I can. Don't forget, though, we're about 90 miles away from the nearest photographer and we've got a range of mountains to get over to get there. The fellows tell me it takes about three months to get pictures done here by mail. We're sure in the wilds. How about you sending me some pictures of yourselves. I want some pretty badly. Tell Floyd to get busy with the camera and take some.

You certainly seem convinced that I'm in poor health. You wouldn't notice any difference in me at all, I lost a bit of weight in Malta, but it was all due to nerves. Our nerves really went all to pieces there. Sometimes it was all I could do to hold a fork in my hand. Some of the fellows would be so nervous and scared that all they could do was vomit. I've seen a lot of funny things happen, Mom, but there is not much use in telling anyone because they just never believe you. So we just forget about it. Anyhow, I'm in perfect health. We all (from Malta) had a complete medical a short while ago, and I was in A.1 condition. And any weight I've lost is back on now. So don't go worrying about my health. I've got quite tanned while out here. I hope it doesn't wear off before I get home.

You wanted to know if I still had a door key and knife and chain. Yes, I have them with me at all time. I wear the knife and chain around my neck, and never fly without them. They're about all I have got, though, because I lost practically everything I owned on Malta. However, I got off with my life, and that's important.

Well, I'm going to close now, and write Dot and Jack and a few more people. Give Dot a good bawling out for not writing. You'd better give her my love, too.

So write often, and I hope you get these letters soon.

Your living son, Garth.

P.S. Getting home seems pretty impossible. You see what you can do from your end. We're forgotten men out here.

He had an accident on 23 July 1943 while on the strength of No.108 Repair and Salvage Unit involving Spitfire BR113. Following an exercise he had landed normally and was turning off runway when the port wing sank and finally the port undercarriage finally collapsed. On inspection it was found that sand had clogged mechanism which would have locked the undercarriage in the down position.

Assessed on 16 March 1944 by S/L A.U. Houle, No.417 Squadron, who noted that Horricks had flown 857 hours 40 minutes, of which 104 hours had been in previous six months. Satisfactory or better in all categories ("Zeal and energy in performance of duties", "Personality, force of character", "Reliability and judgement", "Ability on present duties", and "General Standard of Professional Ability") except under the heading "Initiative" where he scored only average. "F/O Horricks should be retained in training command. He has completed two operational tours under difficult conditions." To the above, G/C B. Kingcome (No.244 Wing) added, 4 April 1944, "An efficient and reliable officer and an excellent fighter pilot and leader. Will make a very good flight commander."

Memo dated 6 May 1944, Air Commodore E.E. Middleton (RCAF Overseas Headquarters) to AFHQ in Ottawa.:

Flying Officer Horricks has completed two operational tours and a non-operational tour and is being repatriated under the authority of your signal P.6387 dated 12th October 1943.

This officer embarked for the United Kingdom on the 1st August 1941 and his pre-operational training was completed at No.5 [sic] OTU on Hurricanes from June until August 1941. He was then posted to No.185 Squadron, Malta for operational duty. With this squadron he completed a tour of operations lasting eight months, which period was two months in excess of the required tour at that time. He was posted to No.71 OTU in May 1942 for his non-operational

tour. His duties on this tour were testing single-engine aircraft, namely Hurricanes, Tomahawks, Lysanders and Spitfires. He performed these duties for 13 months at which time he was posted back to operations on No.417 Squadron where he completed a tour on Spitfires of 150 hours, being posted tour expired in March 1944.

This officer has a very good record consisting of eight aircraft destroyed, six damaged and one and one-half probables. He has completed 900 flying hours, 300 of which are operational and has flown approximately 250 sorties.

It is confirmed that Flying Officer Horricks is not required in the United Kingdom for further duties, and for your information he is very anxious to continue in the capacity of a Test Pilot with a view to remaining in the Service as a Test Pilot after the war. He was interviewed by the Training Officer at this Headquarters who recommended that on his return to Canada he be employed in the Test and Development Section at RCAF Station Rockcliffe, and further that application be made for him, for the Test Pilot course at Boscombe Down.

Application for Operational Badge submitted 12 May 1944, claiming first tour in Malta (12 September 1941 to 1 May 1942) as consisting of 70 sorties (260 hours of which 70 were operational). Application for Clasp to Operational Badge covering second tour submitted 12 May 1944 and stating that service was with No.417 Squadron, July 1943 to March 1944 (114 sorties, 118 hours 50 minutes). Total flying time to that date was 860 hours.

On a Repatriation Form, approximately July 1944, he wrote that he had flown 300 hours on Harvard, 215 hours on Hurricanes, 90 hours on Tomahawks, 215 hours on Spitfires, 80 on Lysanders and 40 on Fleet Finch. He gave his times at various units as 40 hours at No.52 OTU, 150 with No.185 Squadron, 500 at No.71 OTU and 200 with No.417 Squadron.

Memo, 22 August 1944, A/V/M A. Ferrier to Air Member for Personnel:

This officer strikes me as being very suitable material for Test and Development Establishment, and I suggest that he be posted there to take the place of one of the officers who has not had an opportunity to go overseas.

Horricks has, so far, only achieved the junior matriculation standard of education, and I have explained to him that a higher standard than this will be required if he desires to become a really good test pilot, also if he desires to have a career in the Permanent RCAF. I recommended to him that he should get in touch with his unit educational officer immediately with a view to taking Canadian Legion correspondence courses.

Apart from this educational qualification, he struck me as being very excellent material.

Notes on Training: Interviewed on 22 July 1940 as described as "Very fine type. Likely sort for officers if occasions arises. Clean, neat, alert, well organized."

Course at No1 ITS was 18 November to 21 December 1940. Courses and marks as follows: Mathematics (81/100), Armament, practical and oral (80/100), Visual Link (90/100), Drill and P.T.(81/100), Law and Disciplined (87/100). Placed 96th in a class of 154. "Hard working, active young man. Puts his best into work at hand. Persevering."

Course at No.1 ITS was 11 December 1940 to 28 January 1941. Fleet Finch aircraft - 21 hours 35 minutes day dual, 21 hours 55 minutes day solo plus four hours in Link. Chief Flying Instructor wrote, "This pupil displays timidity on occasions, and was slow in absorbing training at first. Expected to become a capable pilot with further training." Ground courses and marks as follows: Airmanship (124/200), Airframes (126/200), Aero Engines (125/200), Signals, practical (47/50), Theory of Flight (64/100), Air Navigation (119/200), Armament, Oral (112/200). Placed 27th in a class of 31. Not deemed suitable for commission. "General appearance and deportment fair. In need of discipline and supervision. Poor attitude." (S/L EA. Weaver).

No.1 SFTS, course 9 February to 28 April 1941. Flown on Yale and Harvard aircraft - 50 hours five minutes day dual, 26 hours ten minutes day solo, three hours ten minutes night dual, five hours night solo. Of this, 22 hours 35 minutes was on instruments; also logged 15 hours in Link. Flying described as "Average ability but lacks precision, weak in instrument flying". Ground courses and marks as follows: Airmanship and Maintenance (113/200), Armament, written (77/100), Armament, practical (58/100), Navigation and meteorology (136/200), Signals, written (70/100), Signals, practical (26/50). Although described as "Well disciplined and keen", he was placed 39th in a class of 42.

Particulars of Death: Killed 1 July 1951 near Grafton, Ontario, on a cross-country flight from Deseronto to Downsview, Harvard Mark II 2696, with F/O George Dewar Laing who had signed it out as pilot. Although there were no witnesses to the crash itself, the Harvard was seen descending at a steep angle with wings level until it disappeared behind trees. Aircraft struck a reed-covered pond, bounced about 30 feet and then came to rest on dry land, 150 feet from point of first impact. The flight had been authorized as a cross-country with instrument practice to be done en route. "The fact that the rear control column was found in the stowed position, and the blind flying hood was in the open position and tied, indicates that the instrument practice had been completed or that it had not been carried out. In either event it is considered that F/O Horricks was technically a passenger."

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HORROCKS, Sergeant Norman Raymond (R100904) - **Mention in Despatches** - No.109 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 10 July 1919. Home in Toronto. Enlisted in Toronto, 15 April 1941 as Radio Mechanic Under Training. To No.4A Manning Depot, 4 May 1941. To McGill University, 31 May 1941. Promoted LAC, 17 November 1941. To No.1 Manning Depot, 21 November 1941. To No.31 Radio School, 12 December 1941. To "Y" Depot, 26 February 1942. To RAF overseas, 26 February 1942. Promoted Corporal, 1 October 1942. Promoted Sergeant, 1 April 1943. Repatriated 21 August 1945. Retired 12 October 1945. Died in Aurora, Ontario, 7 May 2001.

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HORROCKS, Corporal Paul Handel (R166227) - **Mention in Despatches** - No.27 Detachment - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 18 May 1910. Home in East Kildonan, Manitoba. Was a wireless mechanic prior to enlistment. Enlisted in Winnipeg, 8 May 1942 as Wireless Operator (Ground) and posted to No.5 Manning Depot. To No.1 WS, 12 June 1942. To No.3 Repair Depot, December 1942. Promoted AC1, 5 December 1942. To No.2 Group Headquarters, 18 January 1943. Promoted LAC, 1 April 1943. To No.27 Radio Unit, 26 May 1943. Promoted Corporal, 1 May 1944. To No.29 Radio Unit, 29 May 1944. To No.3 OTU, 16 October 1944. To No.5 OTU, 1 August 1945. Released 24 September 1945.

This airman has consistently shown devotion to duty of a very high order. On occasions his daring action in mounting aerial poles during high winds to effect repairs has restored communications with a minimum of delay. He has shown remarkable ingenuity in improving [improvising ?] repairs to wireless equipment when repair parts were not available. His keenness and versatility have helped to a remarkable degree the efficiency and smooth running of his unit.

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HORSNELL, F/O Clarke Kennedy (C86575) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Montreal, 11 November 1920; home in Chateauguay Basin, Quebec. Was a steward prior to enlistment. Enlisted in Montreal, 6 January 1941 for General Duties and posted to No.1 Manning Depot. To No.6 SFTS, 15 January 1941. Promoted AC1, 6 April 1941. Reclassified as Aero Engine Mechanic, 10 May 1941. Promoted LAC, 1 April 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Reclassified as Flight

Engineer, 15 July 1943; promoted Sergeant, 25 November 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 November 1944. Repatriated by air, 23 July 1945. Retired 12 October 1945. Recalled to service, 3 June 1946 as Aero Engine Mechanic, rank of Leading Aircraftman and simultaneous promotion to Sergeant. To No.2 Technical Training School, 6 June 1946. Discharged 18 November 1946. Living in Peterborough as of 1950. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 14 November 1944:

A highly capable Flight Engineer with 25 offensive sorties, Pilot Officer Horsnell has participated in attacks over heavily defended targets such as Schweinfurt, Stuttgart, Frankfurt, Berlin, Essen, Karlsruhe, Bottrop and Duisburg.

On one occasion he was Flight Engineer of a Halifax bomber detailed to attack Stuttgart from a height of 17,000 feet. Cloud obscured the target and the pilot descended to 9,000 feet and successful bombing was carried out through most intense flak opposition. Headless of the danger, Pilot Officer Horswell busied himself with his duties and coolly cheered the rest of the crew, thereby setting a fine example.

Also, on the 14th of October 1944, this officer was detailed to bomb Duisburg. He worked continuously and kept a close watch on his engines. On takeoff, both port engines backfired and the aircraft finally got airborne with minimum speed. The aircraft was riddled with flak but the target was successfully bombed with the port inner engine still giving only about one-third of its power.

This officer's courage, efficiency and keenness made possible this good bombing result and have been an inspiration to others. Pilot Officer Horsnell acted as Deputy Flight Engineer Leader in instances and he has always displayed outstanding qualities of leadership, efficiency and devotion to duty.

The sortie list was as follows:

- 24 February 1944 - Schweinfurt (8.15)
- 1 March 1944 - Stuttgart (7.15)
- 22 March 1944 - Frankfurt (6.15)
- 24 March 1944 - Berlin (7.05)
- 26 March 1944 - Essen (6.00)
- 30 March 1944 - Nuremburg (1.15, duty not carried out)
- 9 April 1944 - Villeneuve St.Georges (5.30)

10 April 1944 - Ghent (4.10)
18 April 1944 - Noisy-le-Sec (5.05)
20 April 1944 - Lens (4.20)
24 April 1944 - Karksruhe (6.40)
26 April 1944 - Essen (5.05)
27 April 1944 - Aulnoye (4.50)
30 April 1944 - Somain (4.25)
22 May 1944 - Le Mans (4.50)
7 June 1944 - Achere (5.05)
8 June 1944 - Mayenne (4.50)
14 June 1944 - St. Pol (5.45)
17 June 1944 - Oisemont-Neuville (4.25)
25 July 1944 - Stuttgart (8.35)
13 August 1944 - Falaise (4.10)
25 September 1944 - Calais (4.20)
26 September 1944 - Calais (4.30)
27 September 1944 - Bottrop (5.25)
28 September 1944 - Cap Gris Nez (3.50)
14 October 1944 - Duisburg (5.00)

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HORSWILL, F/O Thomas Stanley (J23110) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Hedley, British Columbia, 7 April 1916 (obituary notice); home in Nelson, British Columbia. Enlisted in Vancouver, 12 January 1942 and posted to No.3 Manning Depot. To No.13 SFTS (guard), 14 March 1942. To No.6 ITS, 9 May 1942; graduated and promoted LAC, 3 July 1942 but not posted to No.12 EFTS until 1 August 1942; ceased training and posted to Trenton, 26 August 1942; to No.5 AOS, 26 September 1942; graduated and promoted Sergeant, 22 January 1943; to "Y" Depot, 5 February 1943. Commissioned 22 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 22 January 1945. Repatriated 13 June 1945. Retired 4 September 1945. Died in Vancouver, 27 August 2006. Obituary incorrectly stated he had retired in rank of Squadron Leader. RCAF photo PL-40181 (ex UK-16841 dated 22 November 1944) shows him after taking over duty of Deputy Navigation Leader of the squadron. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated 16 July 1944 when he had flown 32 sorties (190 hours 35 minutes), 4 February to 8 July 1944. Sortie list mentions fighter attack

over target (24 February, Schweinfurt), coned twice by searchlights (23 March, Berlin) and low level at 1,000 feet (Bonnetot, 24 June).

The completion of thirty-two well executed sorties over enemy territory is due in large part to the outstanding navigational ability of Flying Officer T.S. Horswill. These sorties included raids on some of the most heavily defended targets in Germany and several in France. On each occasion this officer has displayed exceptional ability, speed and efficiency in his work, and at all times his courage, devotion to duty and leadership has been of the highest order, setting an outstanding example to members of his own crew and the squadron as a whole.

The complete sortie list was as follows:

4 February 1944 - Sea search (5.10)
24 February 1944 - Schweinfurt (9.15, fighter attack over target)
13 March 1944 - Le Mans (5.40)
15 March 1944 - Stuttgart (9.10)
18 March 1944 - Frankfort (7.35)
21 March 1944 - Frankfort (6.20)
23 March 1944 - Berlin (7.40, coned twice over target)
26 March 1944 - Essen (5.10)
30 March 1944 - Nuremberg (8.45)
9 April 1944 - Villeneuve St. George (6.00)
20 April 1944 - Lens (5.10)
21 April 1944 - Brest, mining (6.05)
22 April 1944 - Dusseldorf (5.45)
24 April 1944 - Karlsruhe (6.40)
26 April 1944 - Essen (5.10)
27 April 1944 - Aulnoyes (4.40)
30 April 1944 - Somain (4.40)
1 May 1944 - Brest, mining (4.45)
4 May 1944 - St. Malo, mining (4.30)
8 May 1944 - Lorient, mining (5.05)
10 May 1944 - Brest, mining (5.00)
11 May 1944 - Boulogne (3.30)
19 May 1944 - St. Malo, mining (4.15)
20 May 1944 - Kattegat, mining (6.00)
6 June 1944 - Houlgate (4.55)
7 June 1944 - Conde sur Noireau (6.20, low level, 1,000 feet)
12 June 1944 - Arras (4.20)

14 June 1944 - Cambrai (4.55)
16 June 1944 - Sautrecourt (4.55)
24 June 1944 - Bonnetot (4.10, daylight)
28 June 1944 - Metz (6.25)
4 July 1944 - Villeneuve (6.00)
8 July 1944 - Lorient, mining (6.45)

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HORTON, F/L Ernest Leslie (J86137) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Chatham, Ontario, 5 November 1921; home there. Was a storekeeper prior to enlistment. Enlisted in Hamilton, 6 April 1942 and posted to No.5 Manning Depot. To No.8 SFTS as guard, 23 May 1942. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942 but not posted to No.11 EFTS until 7 November 1942; may have graduated 8 January 1943 but not posted to No.13 SFTS until 28 January 1943. Graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; to United Kingdom, 15 July 1943. Commissioned 20 July 1944. Promoted Flying Officer, 18 October 1944. Repatriated 9 February 1945. Retired 12 April 1945. Died 3 February 1999 in Chatham, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1999. RCAF photo PL-41476 (ex UK-17628 dated 20 December 1944) shows F/L E.I. [sic] Horton of Chatham (left) and Flight Sergeant F.O. Grimes of Toronto (right), both recently screened from operations and returning to Canada. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 14 December 1944 when he had flown 37 sorties (154 hours 36 minutes), 11 June to 30 November 1944. He was clearly (from sortie list) the captain for P/O Frank G. Grime, DFC.

* denotes daylight sortie

11 June 1944 - Massy Palaiseau (4.25)
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 (4.42)*
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 Lieutenant Horton has carried out 37 sorties totalling 154.36 hours, in the course of which he has attacked many important tactical and strategic targets, including those in such well defended areas as Homberg, Munster, Duisburg, Essen and Cologne. This Canadian captain has led his crew courageously and efficiently throughout all his operations. He has always shown, during his operational career, a belligerent and fearless spirit combined with skilful and determined handling of his aircraft in all circumstances.

His cheerful confidence at all times has inspired a high standard of morale in his crew and it is strongly recommended that his fine record of achievement should be recognized by the award of the Distinguished Flying Cross.

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HORTON, WO Guy Robeson (Can 619) - **Mention in Despatches** - No.61 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 28 August 1901. Home in Saint John, New Brunswick. Enlisted in Winnipeg, 1 April 1924 as a Carpenter. Attained rank of WO2, 1 April 1939. With No.118 (Coastal Artillery Cooperation) Squadron as of 1 November 1939. Promoted WO1, 1 September 1940. To "K", 4 September 1940. Reclassified as Master Motor Mechanic, 1 February 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 31 May 1943. Repatriated 22 July 1946. To Composite Training School, 31 July 1946. To Rockcliffe, 30 August 1946. Reclassified as Airframe Mechanic, 1 October 1946. To No.1 Air Command, 29 December 1946. Retired 18 May 1947. DHist file 181.009 D.2993 (RG.24 Vol.20634) has recommendation for an MBE dated 24 July 1944. He had enlisted 1 April 1924, served in Canada 19 years and in England for 13 months. Unit described further as No.1664 Heavy Conversion Unit, Station Dishforth.

Warrant Officer Horton has given meritorious service on this station as Warrant Officer in charge of the Servicing Wing, being responsible to a large degree for the gratifying results obtained. His skill and diligence have contributed to the general efficiency of the unit. He has 21 years service with the RCAF.

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HOSEA, P/O Russell Lloyd George (J15033) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 13 March 1942 as per **London Gazette** of that date, letter dated 17 March 1942 and AFRO 611/42 dated 24 April 1942. Born in Miami, Manitoba, 14 May 1916; home there or Morden, Manitoba (farm labourer on family farm, 1933-1940). Enlisted in Winnipeg, 9 May 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, 27 May 1940; promoted LAC, 24 June 1940 although he had been posted earlier (21 June 1940) to No. 2 EFTS; to No.1 SFTS, Camp Borden, 18 August 1940. Ceased training on 7 October 1940 and posted to No.1 Manning Depot. To No.1 AOS,, Malton, 15 October 1940; to No.1 BGS, Jarvis, 6 January 1941; graduated and promoted Sergeant 15 February 1941. To No.1 ANS, Rivers, 16 February 1941. To Embarkation Pool, Debart, 27 March 1941. Embarked 5 April 1941; taken on strength in UK, 20 April 1941. To No.20 OTU, 25 April 1942. To No.115 Squadron, 30 June 1941. Commissioned 24 October 1941. Killed in action, 9 March 1942 (Wellington X3419); name on Runnymede Memorial. See Public Records Office Air 2/9263; recommended when he had flown 27 sorties (178 operational hours).

Throughout the many sorties in which he has participated this officer has displayed exceptional navigational ability combined with great determination not only to bomb his objective but to obtain photographs of the results. On

several occasions during the winter months when navigation was rendered extremely difficult owing to bad weather, Pilot Officer Hosea never failed to navigate his aircraft back to base without difficulty. He has participated in attacks against a wide variety of enemy targets including raids on Berlin, Stettin, Brest, Kiel and Wilhelmshaven. His skill and tenacity have been outstanding.

The website "Lost Bombers" gives the following on his last sortie. Wellington X34119 of No.115 Squadron (KO-T), target Essen, 8/9 March 1942. This aircraft was airborne at 1910 hours, 8 March 1942 from Marham and lost without trace. Crew (all killed) were P/O R.P.Runagall, DFC, Sergeant H.J.Hickman, P/O R.L.G.Hosea, DFC, RCAF, Sergeant S.W.Stevenson, Flight Sergeant J.A.Chamberlain, and P/O J.M.Runner DFM RCAF.

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HOSEASON, S/L Cecil Henry Cockrane (C6973) - **Air Force Cross** - No.10 Repair Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 24 August 1909. Enlisted at Camp Borden, 31 July 1928. Classified as Aero Engine 1 January 1931. Flight Sergeant as of 1 September 1939. With No.8 (BR) Squadron as of 1 October 1939. Promoted WO2, 1 January 1941. To No.117 (BR) Squadron, 2 August 1941. Commissioned 1 September 1941 with rank of Flying Officer. Promoted Flight Lieutenant, 1 August 1942. To Communication Training Squadron, 26 October 1942. To No.10 Repair Depot, 11 January 1943. To No.2 Wireless School, 1 December 1944. Promoted Squadron Leader, 1 February 1945. Returned to No.10 Repair Depot, 6 April 1945. To No.1 Instrument Flying School, 9 November 1945. To Trenton, 12 February 1946. To No.6 Repair Depot, 1 March 1946. Reverted to Flight Lieutenant, 1 October 1946. To Sea Island, February 1950. Promoted Squadron Leader, 14 June 1951. To St.Hubert, 14 July 1951. Retired 20 April 1959. As of award had flown 1,667 hours, 167 in previous six months. Awarded Queen's Coronation Medal, 23 October 1953, while at No.12 Air Defence Group. The Royal Canadian Legion "Last Post" website and **Legion Magazine** of July/August 1991 notes the death in Vancouver of "C.H. Hoseason" on 4 April 1991, who may be this person.

This officer is a pilot of outstanding ability whose qualities of leadership and enthusiasm are of the highest order. Through his determination and hard work he at all times maintains in his Flight, an esprit-de-corps which is an example to all the personnel with whom he serves. He has diligently carried out his flying duties over a lengthy period and his wealth of technical knowledge coupled with his keen devotion to duty has been largely responsible for the efficient operation of this unit.

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HOSHOWSKY, F/L Raymond (J26785) - **Air Force Cross** - Station Torbay - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 3 November 1916. Home in Glen Bain, Saskatchewan. Enlisted in Calgary, 25 March 1942. To No.3 Manning Depot, 28 April 1942. To No.4 ITS, 15 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.19 EFTS until 21 November 1942; graduated 6 February 1943 when posted to No.11 SFTS; graduated and commissioned 28 May 1943. To No.3 Flying Instructor School, 11 June 1943. To No.121 (Communication) Squadron, 19 July 1943. Promoted Flying Officer, 25 November 1943. To No.1 Composite Detachment, 27 November 1944. Promoted Flight Lieutenant, 1 January 1945. To Torbay, 8 July 1945. Retired 27 September 1945. DHist file 181.009 D.3691 (RG.24 Vol.20640) has recommendation dated 31 July 1945 by W/C Brooker, OC No.1 Composite Flight. His navigator, F/O L.M. Kauffeldt, also received AFC.

In the middle of the night of the 1st-2nd May, 1945, in Newfoundland, a pilot and crew were requested to fly penicillin to Buchan's, Newfoundland, where a child was dying. The weather at base was so poor that it was necessary to ask for volunteers. Flight Lieutenant Hoshowsky as pilot and two other officers as crew were the only ones to volunteer and, fully aware of the risk involved, they took off in almost zero-zero conditions. After encountering severe icing conditions, which rendered the radio almost useless, and making several attempts to break through the cloud at 200 feet, the penicillin was successfully dropped. This officer shown great skill as pilot and exceptional coolness and courage on this mission.

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HOSICK, FS (now P/O) Bruce Borden (R70895/J17717) - **Distinguished Flying Medal** - No.218 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 13 August 1943 and AFRO 1849/43 dated 10 September 1943. Born 21 September 1911. Home in Webb, Saskatchewan. Enlisted in Regina, 23 October 1940. To No.4 Training Command, 27 November 1940. To No.11 Equipment Depot, 30 December 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.15 EFTS; may have graduated 24 April 1941 but not posted to No.32 SFTS until 4 May 1941; ceased training as pilot on 3 August 1941 when posted to No.2 AOS; graduated 24 October 1941 and posted next day to No.2 BGS; graduated and promoted Sergeant, 6 December 1941 although he had been posted to No.1 ANS as of 4 December 1941; graduated 5 January 1942 and posted next day to "Y" Depot; to RAF overseas, 23 January 1942. Commissioned 17 May 1943. Promoted Flying Officer, 17 November 1943. Repatriated 19 May 1945. To Moncton, 27 May 1945. Retired 29 August 1945. Living in Swift Current, 1950.

This airman has taken part in many operational sorties over targets in Italy and Germany. On one occasion when detailed to attack Duisburg his aircraft was damaged after an engagement with two enemy fighters before reaching the objective. With the wireless and electrical gear shot away and in very adverse weather Flight Sergeant Hosick succeeded by astral navigation in guiding the aircraft home where a successful landing was made. A highly skilled navigator, Flight Sergeant Hosick has on occasion been materially responsible for the safe return of his aircraft. At all times he has displayed exceptional coolness and courage in the face of danger coupled with great devotion to duty.

RCAF photo PL-43052 (ex UK-19681, 22 March 1945) has the following caption: "During his first tour of operations, F/O Bruce B. Hosick, navigator, from Swift Current, Saskatchewan, his aircraft had just completed their bombing run on Duisburg and were turning home when they were attacked by enemy fighters which shot up their Stirling, damaging some of his navigation instruments making the job of navigation very tough but they returned to base safely. Now on his second tour of operations flying in a Halifax squadron."

* * * * *

HOSKEN, LAC Geoffrey Gosnell (R181497) - **British Empire Medal** - WAC Marine Squadron - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 9 October 1916. Enlisted in Vancouver, 20 August 1942 as Motor Boat Crewman and posted to No.3 Manning Depot. To Coal Harbour, 13 November 1942. Promoted AC1, 30 November 1942. To Western Air Command Headquarters, 9 January 1943. To Western Air Command Marine Squadron, 31 August 1943. Promoted LAC, 1 April 1943. Promoted Corporal, 1 December 1945. Retired 16 April 1946.

One night, during a violent storm at sea, whilst deckhand on board a marine craft, Leading Aircraftman Hosken, while passing a line from the craft to a scow which had broken adrift, showed high courage and an utter disregard for his safety when he leapt aboard the scow from the deck of his craft to assist in passing a heavy tow line over the towing stanchion. This airman's display of courage in this act has set a fine example for others to follow. During his service with the Marine Squadron he has at all times displayed ability and devotion to duty of a high order.

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HOUDE, F/O Joseph Jean Louis Marcel (J27717) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Montreal, 13 September 1914; home there. Was a sheet metal worker prior to enlistment. In Royal Canadian Artillery before joining RCAF. Enlisted in Montreal, 23 July 1942. Granted Leave Without Pay until 3 November 1942 when posted to No.5 Manning Depot. 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.10 EFTS; to No.5 Manning Depot, 20 May 1943; to No.4 BGS, 15 June 1943; may have graduated 17 September 1943 but not posted to No.4 AOS until 28 September 1943; graduated and commissioned, 3 November 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 November 1943. Promoted Flying Officer, 3 May 1944. Repatriated 9 February 1945. To No.16 SFTS, 11 April 1945. Retired 1 May 1945. Rejoined as an Air Cadet Officer, 1 September 1948 (300437) with No.502 Air Cadet Squadron. Retired 13 March 1951.

Flying Officer Houde has proved himself to be a skilful and courageous navigator. He has participated in many operational sorties against strongly defended targets in Germany. Flying Officer Houde's extreme devotion to duty under the most adverse circumstances has been worthy of the highest praise.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 14 December 1944 by W/C Hugh Ledoux when he had flown 26 sorties (142 hours ten minutes); text as follows:

A bomb aimer of outstanding ability and cheerful manner, Flying Officer Houde has participated on a great number of operational sorties over strongly defended targets in enemy territory.

On the night of November 4th, 1944, along with his crew, this officer was detailed to attack Bochum, Germany. On the approach to the target, the mid-upper gunner reported an aircraft above and shortly after his own aircraft was showered with some 33 incendiaries. One of these ripped the nose of the aircraft, at the same time smashing the bomb aiming instruments. The starboard inner engine was set afire by one of these bombs and the bomb aimer was hit on the head by another.

A thousand pound bomb grazed the rudder, tearing away part of the tail assembly. Other incendiaries buried themselves in the wings. Three of them burst through the fuselage and remained in the aircraft. Despite all this, Flying Officer Houde kept absolutely cool and showed outstanding determination and

efficiency and the target was successfully bombed. The flight back to base was made on three engines without any further incident.

This officer has inspired the rest of his crew by showing such exceptional devotion to duty which warrants my recommendation for the award of the immediate Distinguished Flying Cross.

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HOULE, F/O Albert Ulric (J4887) - **Distinguished Flying Cross** - No.213 Squadron - Award effective 1 December 1942 as per **London Gazette** dated 4 December 1942 and AFRO 2069/42 dated 18 December 1942. Born in Massey, Ontario, 24 March 1914. Enlisted in North Bay, 15 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 5 November 1940; graduated and promoted LAC, 11 December 1940 when posted to No.15 EFTS; graduated 28 January 1941 when posted to No.32 SFTS; graduated as Sergeant, 10 April 1942; commissioned 11 April 1941. To Embarkation Depot, 22 April 1941; to RAF overseas, 19 May 1941. Promoted Flying Officer, 11 April 1942. Promoted Flight Lieutenant, 22 November 1942. Promoted Squadron Leader, 14 February 1944. Repatriated 1 May 1944. To No.1 OTU, 13 June 1944. Retained rank in postwar RCAF (19983). Promoted Wing Commander, 1 January 1949. Died in Manotick, Ontario, 1 June 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. For additional details see H.A. Halliday, **The Tumbling Sky** and Michel Lavigne, **G/C A.U. "Bert" Houle** (Lavigne Aviation Publications, Victoriaville). RCAF photos PL-18500 and PL-18501 show F/L Hedley Everard, S/L Albert Houle, and F/L William Whitside, No.417 Squadron. Other wartime pictures are PL-18493, PL-18541, PL-18747, PL-18748 (with Lieutenant Helen Porter, nursing sister from Windsor) and PL-18778. Photos PL-28695 (ex UK-9918) and PL-28696 (ex UK-9919), both dated 20 April 1944, taken following investiture (the latter shows him with LAS Agnes Scott, Leasode, Ontario). Photo PL-128239 is a portrait taken as a Group Captain, Trenton 1959.

One evening in October 1942, Flying Officer Houle was flying with his squadron on patrol over El Alamein when a formation of enemy dive bombers was sighted. The enemy aircraft jettisoned their bombs and flew west in an attempt to avoid the combat. With great tenacity and determination, Flying Officer Houle pursued them far over the enemy's lines and, in the rapidly failing light, engaged and destroyed at least two of the hostile bombers. This officer is a skilful pilot who has always displayed exceptionally cool courage in action. His fine example has been a great inspiration to all personnel in his unit.

NOTE: Public Record Office has message from Headquarters, RAF Middle East to Air Ministry, 26 November 1942 with original report:

An immediate award of the DFC has been made to Flying Officer Albert Ulric Houle J4887 of 213 Squadron. On the evening of Monday, 26th October 1942 the squadron was out on patrol over El Alamein when a party of Junkers 87s was sighted in the distance. The time then was 1855 hours and the Stukas having jettisoned their bombs made off west as rapidly as possible. The squadron immediately dived to attack and Flying Officer Houle by his own courage and tenacity chased them far over enemy territory and in the rapidly failing light engaged and destroyed two Junkers 87s, probably destroyed one and damaged two more. Flying Officer Houle by this act displayed the typical qualities of cool courage and devotion to duty which are essentials of the first rate fighter pilot. These qualities have always been shown by this pilot and he has by his example improved the morale and aggressive qualities throughout his unit. His total score to date is three enemy aircraft destroyed, one enemy aircraft probably destroyed, three aircraft damaged.

HOULE, S/L Albert Ulric (J4887) - **Bar to Distinguished Flying Cross** - No.417 Squadron - Award effective 30 March 1944 as per **London Gazette** dated 7 April 1944 and AFRO 1020/44 dated 12 May 1944.

This commanding officer has served throughout the Sicilian and Italian campaigns. An excellent leader and skilful pilot, he has always evinced a fine fighting spirit, determination and courage. During the course of the fighting in Italy, Squadron Leader Houle destroyed five enemy aircraft, bringing his total victories to at least eight destroyed and others damaged.

NOTE: Public Record Office Air 2/9624 has recommendation drafted by the Officer Commanding, No.244 Wing and dated 4 February 1944 when he had flown 815 hours (133 in previous six months), 338 sorties (400 operational hours, of which 240 had been flown since previous award).

This officer has now completed 150 hours on his second tour and has commanded No.417 Canadian Squadron since November 21st 1943. Previous to this appointment he commanded a flight in the same squadron, and has fought throughout the Sicilian campaign and to date in the Italian invasion.

He has proved himself a most aggressive and capable fighter pilot and an excellent leader. Since fighting in Italy he has destroyed five enemy aircraft and damaged three more, bringing his total score to nine enemy aircraft destroyed, one probably destroyed and six damaged.

On 7 February 1944 the Air Officer Commanding, Desert Air Force, added his remarks:

Squadron Leader Houle is a very gallant fighter pilot and has done magnificent work, particularly since he took over command of No.417 Squadron. I strongly recommend him for the award of a Bar to his Distinguished Flying Cross.

NOTE: An example of his Combat Reports is that for 22 January 1944 (Spitfire JF457, A/417). Time up was 0740 hours, time down 0930 hours (110 minutes in air); weather clear, and Map Reference Rome 1:500,000, second edition, NE.40/10. Task described as "Patrol Ground troops and invasion barges." The first part was "Narrative" as follows:

0840 hours - 12,000 feet - Anzio: I was leading eight aircraft call sign "Brandy" at twelve thousand feet. Ground station "Earthwork" had reported bandits in the vicinity. I saw four aircraft in line astern formation 6,000 feet below, one which looked suspicious. I started down to investigate, then saw them drop their bombs. I gave the order to drop long range tanks and dove down behind the four FW.190s. I took a short burst at the last one with no visible results at about 150 yards. I closed in to about 100 yards and got in another second burst. Black smoke poured from his aircraft and I saw many strikes around the engine and fuselage and wing roots. At the same time a 190 got on my tail and my aircraft was hit in three places. I broke starboard into a squadron of Kittyhawks so climbed back on patrol. I did not see the FW.190 go in. 79 Group confirmed this FW.190 as also did Brandy Red Four. I claim one FW.190 destroyed.

0930 - Base: Aircraft landed. Own aircraft damaged (Category III).

This was followed by "Part B" with the following:

F.A. - Enemy aircraft over Anzio (Italy)

F.B. - For FW.190s in line astern, 6,000 feet below and slightly in front of our formation.

F.C. - First attack 1/4 astern 150 yards. Second attack, dead astern from 100 yards range. Own approach was observed just before attack developed.

F.D. - Many strikes observed around wing roots, engine and fuselage. This aircraft also poured a large quantity of black smoke. This aircraft was seen to hit

the ground and burn by Brandy Red Four (P/O Doyle, G.I.). Claim:- one FW.190 destroyed.

F.E. - Enemy aircraft dived and skidded but took no further evasive action.

F.F. - Nil

F.G. - 20 mm cannon - HE/I, 60 rounds; SAP/I, 60 rounds
.303 machine gun - AP, 180 rounds, BVIIZ, 60 rounds

F.H. - Nil

F.I. - Reception good. Accurate and early report of enemy aircraft given.

A further example is a Combat Report for 27 January 1944, Spitfire JF936 (A/417). Time up was 0935 and Time down 1130 hours (one hour 55 minutes), no cloud and good visibility. Airfield was Marsianise, Map Reference Rome 1:500,000, second edition, N.W. 40/10. Task defined as "Patrol Beaches (Anzio). Narrative as follows:

1100 hours - 12,000 feet - Anzio - I was leading Brandy Red Section at 12,000, 30 plus bandits were reported coming in from the coast. A few minutes later I saw ten-plus Me.109s diving on harbour Anzio from east to west. My section of four aircraft intercepted them at 10,000 feet before they bombed. I followed them down and closed in on the two Me.109s which had turned north. They were taking violent evasive action. I fired a few short bursts using deflection with no visible results. Then I got the rear 109 with a short burst in the middle of his weave. His tail blew off and a long sheet of flame came out. It rolled over on its back and went straight in. I closed in on the other 109 and got in a deflection shot as it turned. No visible results. I then got a short burst line astern as it changed direction. There was a violent explosion on its port wing and large pieces fell off. I think I hit the ammunition. It went into a steep dive under the nose of my aircraft and I lost it. When I turned over and went down I could not find it.

The 109s has external cannons, one under each wing, were dark green and light green camouflage which blended well with the ground and the pilots seemed very experienced.

Two claims - One Me.109 Destroyed
One Me.109 Damaged

(Signed) A.U. Houle, S/L

This was followed by "Part B" with the following:

F.A. - Enemy aircraft over Anzio (Italy)

F.B. - Enemy aircraft were seen diving in sections of four, line abreast.

F.C. - Section attacked from 2,000 feet above and at 45 degrees to enemy formation. Attack was seen by the enemy just before our section commenced to fire.

F.D. - One Me.109 was hit and the tail unit blown off. This aircraft also caught fire before hitting the deck. The second Me.109 was hit in the port wing and badly damaged. The pilot believe he hit the ammunition. The first enemy aircraft is claimed as destroyed, and the second enemy aircraft as damaged.

F.E. - Both enemy aircraft dived for deck level and took violent evasive action, weaving and turning during the whole attack. Pilot judges enemy pilots were very experienced.

F.F. - Nil

F.G. - 20 mm cannon - HE/I, 50 rounds; SAP/I, 50 rounds
.303 machine gun - GAP, 450 rounds, G.NWIXZ, 150 rounds

F.H. - Nil

F.I. - Ground control good. Early and accurate warning of approach of enemy aircraft given.

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HOUSE, F/L Kenneth George (J14669) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born 8 July 1921, Waterloo, Ontario; home in Preston, Ontario. Educated in New Hamburg. Bank teller. Enlisted in Toronto, 12 March 1941 and posted to No.1 Manning Depot. Initially a clerk/accountant; posted to No.4 BGS, Fingal, 4 April 1941. To Technical Training School, St.

Thomas, 26 April 1941. To No.3 Training Command, Montreal, 6 June 1941. Promoted AC1, 12 June 1941. Promoted LAC, 1 October 1941. To No.11 Technical Detachment, 7 October 1941. Remustered to aircrew, 11 April 1942 and posted to No.3 ITS; graduated 5 June 1942 and posted next day to No.8 AOS; graduated and commissioned, 2 October 1942. To "Y" Depot, 16 October 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 5 November 1942. To No.10 (Observer) AFU, 1 March 1943. Promoted Flying Officer, 2 April 1943. To No.22 OTU, 20 April 1943. To No.1659 Conversion Unit, 22 June 1943. Slightly injured 9 July 1943 in crash of Halifax BB208 - aileron lock left in position, aircraft crashed and burned immediately after take-off. To No.23 OTU, 22 December 1943. To No.61 Base, 2 February 1944. Detached to Battle School, 8-22 February 1944. To No.425 Squadron, 31 March 1944 (flew 25 sorties with that unit). To No.405 Squadron, 26 July 1944 (crew was switched to Pathfinder work, 33 sorties for a total of 58). Attached to Night Training Unit, 26 July to 12 August 1944. Promoted Flight Lieutenant, 2 October 1944. To RCAF Overseas Headquarters, 14 March 1945 and attached to School of Intelligence, 14-21 March 1945. To No.6 Group Headquarters, 21 March 1945; to No.62 Base the same day. Intelligence Officer with Nos.426 and 408 Squadrons to 1 June 1945. Attached to Medmenham, 7-20 June 1945. To No.426 Squadron, 7 July 1945. On trooping duties, July to December 1945. Repatriated 17 January 1946. Released 8 March 1946. Served again with RCAF Auxiliary, 12 September 1951 to 30 January 1952 (1602250) as Navigation Officer in strength of No.2400 Aircraft Control and Warning Unit. Died 10 January 1996 in Oakville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1996. RCAF photo PL-46335 (ex UK-23746 dated 28 November 1945) shows him visiting Ontario Services Club in London, with Janet Morrissey (Montreal, Canadian Red Cross Corps). PL-46336 (ex UK-23747, 28 November 1945) also taken at Ontario Services Club showing Helen McMortie (Toronto, Canadian Red Cross), LAC C. "Woody" Woodward (Vancouver), Janet Morrissey (Montreal, Canadian Red Cross) and F/L Ken House, DFC (Preston, 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 2/9051 has recommendation dated 20 December 1944 when he had flown 41 sorties (204 hours ten minutes), 9 June 1943 to 6 December 1944 as follows:

+ denotes not counted as operational sortie

* denotes sortie counted as 1/3

9 June 1943 - NICKLING, Tours (5.35)+
28 December 1943 - NICKLING, Creil (4.00)+
20 April 1944 - Lens (4.40)*
24 April 1944 - Karlsruhe (5.50)
26 April 1944 - Essen (5.15)
27 April 1944 - Aulnoye (4.45)*
30 April 1944 - Somain (4.40)*

1 May 1944 - St.Ghislain (4.45)
9 May 1944 - St.Pierre (4.10)
27 May 1944 - Bourg Leopold (4.15)
31 May 1944 - Au Febvre (4.20)
2 June 1944 - Neufchatel (3.35)
6 June 1944 - Coutrances (4.30)
7 June 1944 - Acheres (5.05)
9 June 1944 - Le Mans (5.55)
15 June 1944 - Boulogne (3.40)
15 June 1944 - St.Pol (4.00)
18 June 1944 - Oisemont-Neuville-au-Bois (4.10)
21 June 1944 - St.Martin (4.10)
24 June 1944 - Bamieres (3.50)
27 June 1944 - Foret d'Eawy (4.50)
4 July 1944 - Biennais (4.20)
6 July 1944 - Biennais (3.30)
13 July 1944 - Wesseling (5.20)
17 July 1944 - Caen (4.20)
20 July 1944 - Ferme de Forestal (4.05)
24 July 1944 - Ferfay (3.30)
14 August 1944 - Potigny (2.35)
15 August 1944 - Brussels (2.35)
16 August 1944 - Stettin (8.05)
26 August 1944 - Kiel (5.30)
29 August 1944 - Stettin (9.15)
20 September 1944 - Calais (2.00)
5 October 1944 - Saarbrucken (4.40)
14 October 1944 - Duisburg (3.25)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.10)
9 November 1944 - Wanne Eickel (3.45)
18 November 1944 - Munster (3.45)
21 November 1944 - Aschaffenburg (5.00)
21 November 1944 - Coblenz (4.20)
27 November 1944 - Freiburg (5.00)
2 December 1944 - Hagen (5.40)
4 December 1944 - Urft Dam (5.00)
6 December 1944 - Merseburg (6.20)

Flight Lieutenant House is a highly efficient navigator who is now on his second tour of operations. The targets against which he has operated include such heavily defended enemy strongholds as Stuttgart, Stettin and Kiel. He is of a fearless nature, which becomes most evident when he is engaged in offensive action. On many occasions he has been in great personal danger, through contact with the enemy, but he has not swerved from his allotted tasks, pressing home his attacks to the full, thereby displaying a fine fighting spirit which has had a salutary effect on all members of his crew.

Training: Interviewed 18 March 1942 by F/L H.J. LaBrosse. "Above average, intelligent, quiet, reserved. Above average qualifications, May be better qualified as observer."

Course at No.3 ITS was 13 April to 5 June 1942. Courses in Mathematics (146/150), Armament (47/50), Signals (144/150). Navigation (171/200), Airmanship, Theory of Flight, Engines (97/100), Drill (83/100), Law and Discipline (97/100), Aircraft Recognition (99/100) and Anti-Gas (45/50). Placed tenth in a class of 135, "Highly intelligent, ambitious, alert, frank, straight forward, mature, aggressive. Very good observer material."

Course at No.8 AOS was 7 June to 2 October 1942. Flew in Anson aircraft - 46.35 as first navigator by day, 30.10 as second navigator by day, 18.00 as first navigator by night, 15.15 as second navigator by night. Marks in Navigation air work (580/700), Photography air work (91/100), Elements of Navigation (430/500), Magnetism and Compasses (97/100), Instruments (48/50), Signals, practical (95/100), Signals, written (48/50), Maps and Charts (48/50), Meteorology (76/100), Photography (48/50), Reconnaissance (87/100) and Aircraft Recognition (72/100). Placed first in a class of 25. "Among the best in the class in all phases of navigation. Work is conservative but of high quality. Possesses a quick mind, capable of coping with most problems that arise. Capable of good leadership."

Course at No.23 OTU was 22 December 1943 to 4 February 1944. Flew 3.25 by day and 24.05 by night. Station Navigation Officer wrote, "Ground trained and part air trained at No.22 OTU. His air work here above average. No particular faults." G/C G.V. Lane wrote, "Was previously on 41 and 51 courses at No.22 OTU and then was crewed up here. Coped very well with his new crew. A hard worker, has proved to be an above average instructor."

Notes: Application for Operational Wing dated 16 February 1945 stated he had flown 38 trips (194 hours 25 minutes) with Main Force and 15 sorties (89 hours 15 minutes) with Pathfinders, These ran from 20 April 1944 to 14 February 1945.

Form dated 10 January 1946 on repatriation stated he had flown 53 sorties (the last in February 1945) - 215 operational hours and 600 non-operational hours. Types in which he had flown were Anson (35), Wellington (130), Halifax (200), Lancaster (250) and Liberator (200).

Assessments: "Ability above average. Cheerful disposition. Hard worker." (W/C H. Ledoux, No.425 Squadron, 28 August 1944, giving his operational time as 113 hours).

"Keen, reliable officer both in the air and on the ground. Will carry out any orders detailed." (S/L J.F. Roberts, No.405 Squadron, 21 March 1945, having flown 747 hours five minutes, of which 284 hours 55 minutes were in previous six months).

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HOUSER, F/O John Henry (J10679) - **Mention in Despatches** - No.113 Squadron (Canada) - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Wingham, Ontario, 13 August 1920; home in Hamilton, Ontario. Was a pricing clerk with Canadian Westinghouse prior to enlistment. Enlisted in Hamilton, 27 May 1941. To No.4A Manning Depot, 24 June 1941. To No.3 ITS, 8 August 1941; graduated and promoted LAC, 28 September 1941 when posted to No.9 AOS; graduated 30 December 1941; to No.6 BGS, 3 January 1942; graduated and promoted Sergeant, 14 February 1942 when posted to No.2 ANS; graduated and commissioned 16 March 1942. To No.31 GRS, 10 April 1942. To Eastern Air Command, 1 June 1942. To No.113 Squadron, 21 June 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 28 December 1943. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944. Promoted Flight Lieutenant, 16 March 1944. Repatriated January 1945. Retired 12 May 1945. RCAF photo PL-32814 (ex UK-14850 dated 18 September 1944) shows a group of navigators of No.425 Squadron - F/L John Houser (Hamilton), F/O Stuart Jacobs (Oshawa), Flight Sergeant Cecil Davies (Toronto, described as "the artist of their 'gen' room), F/L Marcel Regimald (Montreal) and F/O K. Calverley (Poplar Point, Manitoba). RCAF photo PL-33567 (ex UK-16054 dated 23 October 1944) shows Cardinal Villeneuve chatting with Flying Officer G.N. LeJambe (WAG, Timmins) on left and Flight Lieutenant J.H. Houser of Hamilton (both men in same crew); posed beside a Halifax of No.425 Squadron. Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation.

This officer has flown 513 hours, of which 326 have been operational, completed over a period of five months. He was navigator on three occasions when attacks were made on enemy submarines and aided materially in the locating of these submarines. He has, at all times, carried out his duties in a most efficient and commendable manner.

The recommendation for his DFC as found in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has a list of his operations in Canada, viz:

26 July 1942 - sweep (4.30)
26 July 1942 - sweep (3.10)
31 July 1942 - convoy patrol (6.00)
31 July 1942 - sweep (3.00)
4 August 1942 - sweep (6.10)
5 August 1942 - patrol, sweep (6.05)
6 August 1942 - patrol sweep (6.15)
7 August 1942 - patrol sweep (3.10)
9 August 1942 - patrol sweep (4.10)
20 August 1942 - convoy patrol (5.55)
23 August 1942 - search (2.25)
24 August 1942 - search (5.25)
25 August 1942 - search (6.05)
15 September 1942 - search (1.30)
16 September 1942 - search (5.45)
23 September 1942 - anti-submarine sweep (4.00)
24 September 1942 - anti-submarine sweep (4.00)
25 September 1942 - anti-submarine sweep (6.15)
27 September 1942 - anti-submarine sweep (5.45)
29 September 1942 - anti-submarine sweep (4.45)
3 October 1942 - convoy patrol (6.05)
6 October 1942 - escort to "Princess Helene" (2.25)
7 October 1942 - anti-submarine sweep (3.30)
8 October 1942 - anti-submarine sweep (6.15)
9 October 1942 - anti-submarine search (6..00)
10 October 1942 - anti-submarine search (6.25)
11 October 1942 - anti-submarine sweep (3.45)
12 October 1942 - anti-submarine sweep (7.45)
13 October 1942 - anti-submarine sweep (6.05)
13 October 1942 - convoy patrol (6.40)
16 October 1942 - anti-submarine search (6.00)
17 October 1942 - anti-submarine sweep (5.10)
18 October 1942 - anti-submarine search (5.50)
22 October 1942 - anti-submarine search (5.20)
28 October 1942 - anti-submarine sweep (6.30)
30 October 1942 - anti-submarine sweep (6.35)
31 October 1942 - anti-submarine search (6.25)

2 November 1942 - anti-submarine sweep (5.55)
3 November 1942 - anti-submarine sweep (5.10)
6 November 1942 - anti-submarine sweep for "Elmbay" (6.10)
7 November 1942 - anti-submarine sweep (6.15)
8 November 1942 - anti-submarine sweep for "Elmbay: (6.10)
10 November 1942 - anti-submarine sweep (6.30)
13 November 1942 - anti-submarine sweep (6.00)
15 November 1942 - anti-submarine sweep (6.30)
17 November 1942 - convoy patrol (4.10)
19 November 1942 - anti-submarine sweep (4.05)
20 November 1942 - convoy patrol (5.50\
21 November 1942 - anti-submarine sweep (4.40)
22 November 1942 - anti-submarine sweep (4.15)
24 November 1942 - anti-submarine sweep (4.30)
25 November 1942 - anti-submarine sweep (15 minutes, duty not carried out, aircraft unserviceable)
25 November 1942 - anti-submarine sweep (3.50)
28 November 1942 - anti-submarine sweep (4.40)
1 December 1942 - IAS for "Princess Helene" (4.05)
4 December 1942 - IAS for "Princess Helene" (3.05)
8 December 1942 - anti-submarine sweep (6.50)
9 December 1942 - anti-submarine sweep (5.30)
13 December 1942 - anti-submarine square search (4.00)
15 December 1942 - OAS convoy (6.00)
27 January 1943 - anti-submarine convoy sweep (5.05)
6 February 1943 - square sweep for convoy (6.05)
8 February 1943 - escort for "Princess Helene" (3.40)
10 February 1943 - square sweep for convoy (6.10)
23 February 1943 - anti-submarine sweep (4.25)
1 March 1943 - escort to "Princess Helene" (3.20)
8 April 1943 - escort to "Princess Helene" (4.05)
9 April 1943 - escort to "Princess Helene" (4.15)
12 April 1943 - square anti-submarine sweep for convoy (6.00)
30 April 1943 - escort, "Princess Helene" (4.05)
15 May 1943 - anti-submarine sweep to St.Pierre (4.45)
23 May 1943 X-sweep over St. Pierre (4.40)
4 June 1943 - anti-submarine sweep to Cape Ray (4.30)
6 June 1943 - IAS convoy (5.30)
10 June 1943 - convoy patrol (6.05)
30 June 1943 - X-St.Pierre - SOS "Stephenville" (4.40)

2 July 1943 - IAS Cornerbrook (6.20)
9 July 1943 - square sweep convoy (3.35)
15 July 1943 - IAS convoy (3.50)
17 July 1943 - Amherst-East Point, X-Patrol (5.35)
20 July 1943 - Magdalen-St. Pierre (6.00)
27 July 1943 - Magdalen-St.George (5.25)
1 August 1943 - Magdalen-St.George (5.15)
2 August 1943 - X, Scatari-St.Pierre (6.40)
6 August 1943 - IAS, SS Burges (6.25)
7 August 1943 - X, Magdalen-St.George (6.00)
8 August 1943 - X, Magdalen-St.George (6.15)
10 August 1943 - IAS convoy (6.15)
11 August 1943 - IAS convoy, 96 ships (6.20)
13 August 1943 - Amherst-East Point (5.15)
17 August 1943 - X, St.Pierre-Scatari (2.20)
23 August 1943 - anti-submarine sweep (5.40)
26 August 1943 - anti-submarine sweep, CLA (6.05)
28 August 1943 - anti-submarine sweep (5.45)
29 August 1943 - anti-submarine sweep (6.00)
1 September 1943 - X, St. George (5.15)
3 September 1943 - X, St.Pierre (6.10)
6 September 1943 - X, St.Pierre (2.30, duty not carried out)
13 September 1943 - X, East Point (5.15)
14 September 1943 - IAS, "Queen Elizabeth" (6.45)
22 September 1943 - X, East Point-St.George (6.15)
28 September 1943 - X, East Point-St.George (6.25)
30 September 1943 - X, Scatari-St.Pierre (6.15)
23 October 1943 - search, "Swordfish" (6.40)
27 October 1943 - convoy escort (6.40)
31 October 1943 - IAS, SS "Burgeo" (5.55)
5 November 1943 - IAS, SS "Burgeo" (5.55)
15 November 1943 -anti-submarine sweep (7.05)

Total - 108 sorties (565.50)

HOUSER, F/L John Henry (J10679) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. 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 17

December 1944 noting he had flown 602 hours 48 minutes with Coastal Command [sic they mean Eastern Air Command in Canada] and thirteen sorties (79 operational hours) with No.425. Long list of sorties with No.113 Squadron, Eastern Air Command (108 in all, 486 hours 50 minutes with two attacks on submarines, 24 and 29 September 1942).

Flight Lieutenant Houser has completed thirteen sorties on his second tour of operations and was navigator of a Halifax bomber when his crew attacked such heavily defended targets as Kiel, Dortmund, Duisburg and Karlsruhe. While on operations, on many occasions, some navigational equipment and other flying instruments became unserviceable. This officer, showing outstanding courage and initiative, always kept to his very high standard of navigation. His calm confidence, unfailing devotion to duty and cheerfulness in the face of difficulties coupled with his exceptional ability as a navigator have inspired his crew and contributed materially to their success on operations. This officer has always shown exceptional keenness both in the air and on the ground.

The sortie list for No.425 Squadron was as follows:

13 September 1944 - Osnabruck (5.05)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (3.45)
4 October 1944 - Bergen (7.10)
6 October 1944 - Dortmund (6.30)
9 October 1944 - Bochum (6.25)
14 October 1944 - Duisburg (5.20)
15 October 1944 - Wilhelmshaven (5.10)
23 October 1944 - Essen (6.10)
25 October 1944 - Homburg (5.15)
2 December 1944 - Hagen (7.35)
4 December 1944 - Karlsruhe (7.25)
6 December 1944 - Osnabruck (6.50)

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HOUSTON, WO James Talbert (R82755, later J85371) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 21 March 1944 as per **London Gazette** dated 24 March 1944 and AFRO 921/44 dated 28 April 1944. Born in Carleton Place, Ontario, 7 October 1913; home there (iron moulder apprentice). Enlisted in Ottawa, 30 January 1941 as and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.4 Manning Depot, 24 April 1941. To No.1 WS, 23 June 1941; promoted LAC, 25 July 1941; graduated 8 November 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 8 December 1941. To "Y"

Depot, 9 December 1941. To RAF overseas, 7 January 1942. To No.1 Signal School, 12 February 1942 (failed course). To Brighton, 4 February 1942. Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. To Repatriation Depot, 25 February 1943. To No.2 Air Gunner School, 26 March 1943 (Defiants, flew 12 hours). To No.22 OTU, 11 May 1943. Promoted WO1, 8 June 1943. To No.1664 Conversion Unit, 1 August 1943. To No.428 Squadron, 26 August 1943. Commissioned 13 March 1944. Missing 23 March 1944 (interned in Sweden). Promoted Flying Officer, 13 September 1944. Safe in United Kingdom, 24 October 1944. Repatriated 23 November 1944. To Rockcliffe, 6 January 1945. Retired 21 March 1945. RCAF photo PL-28009 (ex UK-9015 dated 14 March 1944) is captioned as follows: "Recently awarded the DFC after fighting off eleven attacks by night fighters over Leipzig, Warrant Officer (First Class) Jim Houston of Carleton Place, Ontario, checks over the guns of the Ghost Squadron Halifax in which he flies. 'See Jerry before he sees you', is the way he sums up the rear gunners' credo." RCAF photo PL-28232 (ex UK-9016 dated 22 March 1944) shows two men recently awarded the DFC - F/O Bill Blake (left, Hamilton) and Warrant Officer Jim Houston (Carleton Place, Ontario, rear gunner) checking their Halifax. Photo PL-28233 (ex UK-9017 dated 22 March 1944) also shows Blake (left) and Houston (right). Died in Carleton Place, Ontario, 5 January 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1989. Medals offered in Jeffrey Hoare auction catalogue of December 1994 with logbook, newsclips, photos and letter; estimated value of \$ 1,700.

Warrant Houston was the rear gunner of an aircraft detailed for a sortie one night in February 1944. On the outward flight the aircraft was attacked by a fighter and some damage was sustained. Soon afterwards three more enemy aircraft were encountered but each time Warrant Officer Houston's clear and concise directions enabled his pilot to evade the enemy aircraft. When nearing the target the bomber was hit by shrapnel and Warrant Officer Houston was wounded in the shoulder. The oxygen point in his turret and the inter-communication system were rendered unserviceable. In spite of this he remained at his post and, on the homeward flight his vigilance and quick reports enabled his pilot to evade fighters on seven occasions. Warrant Officer Houston displayed great courage and devotion to duty and his efforts contributed materially to the success of the sortie.

NOTE: A clipping dated 21 April 1944 in Houston's DHist biographical file is interesting for the manner in which it describes the duties and tactics of gunners:

WO JIM HOUSTON, CARLETON PLACE,
WINNER OF D.F.C.

With the RCAF bomber group in Britain - What does a gunner think about when his ship is attacked by enemy gunners ? According to Warrant Officer Jim Houston, DFC, Carleton Place, Ghost Squadron rear gunner, mental reaction is nil and all you think of is to give your skipper evasive action.

Recently decorated for his work on a trip over Leipzig when his ship piloted by Flying Officer Bill Blake of Hamilton, who also won the DFC, was attacked eleven times by different night fighters, Houston said he was too busy to think.

"Our training is designed for such an emergency", explained the Carleton Place gunner. "You sit there and you see a fighter. You watch him and you sit tight because there is nothing he can do until he gets lined up with your ship. His guns are fixed, you see. You don't give evasive action too soon or he can change course. He'll generally try to come from underneath and behind and as he starts to get up there you signal the skipper; give him direction and away we go.

Then They Cut Loose

According to Houston if the enemy pilot is experienced he will break off the engagement there and then. If he is green he'll try to turn with the bomber. That's when Jim and the rest of his buddies cut loose with the guns in their moveable turrets.

"They have to sort of sneak up on you", explained Houston. "If you see them first everything is usually all right. That's really our big job - watching for the Jerries and giving the skipper evasive action."

Notes: On repatriation form dated 4 November 1944 he stated he had flown 225 operational hours (26 sorties) and 187 non-operational hours.

Training: Interviewed in Ottawa, 9 July 1940 by F/O O.W. Froom. "School education not very far advanced but since leaving same has tried to better himself by Correspondence Courses. Successful in business, well recommended. Reacts very quickly to tests. Rambling. Tries hard to sell himself to our service but means well. Keen to serve in any capacity. With military training would make a good air crew member."

Course at No.1 WS was 23 June to 8 November 1941. Flew one hour in Flying Classroom as First Operator, three hours in Flying Classroom on listening watch and six hours in two-seat aircraft as sole operator. Graded in Theory (33/50), Radio Equipment (130/250). Morse, buzzer and

lamp (140/200), Procedure (178/200), Signals Organization (120/150), Armament (59/100), and Drill and PT (25/50). Placed 94th in a class of 112.

Course at No.6 BGS was 10 November to 8 December 1941. Battle aircraft - eight hours 20 minutes in Gunnery. Fired 540 rounds in ground, 297 air-to-ground and 1,190 air-to-air. Scored 16 percent hits in Beam Test, 7.5 percent hits in Beam Relative Speed Test and ten percent hits in Under Tail Test. Graded 61 percent in written test, 69 percent in practical and oral exam, rated 220/250 on Ability as Firer. Placed fourth in a class of 37. "He has an air of confidence and reliability about him, and achieved very satisfactory Air Firing results. He will be a very satisfactory Air Gunner." General Assessment on 6 December 1941 stated "He is mature, reliable, conscientious and achieved a high standing in class. He has shown marked qualities of character and leadership, and is recommended for Commissioned Rank."

Course at No.2 AGS, Dalcross was 28 March to 7 May 1943. Defiant aircraft, Browning machine guns, Boulton Paul turret in air, Boulton Paul and Frazer-Nash turrets on ground. Rated in Aircraft Recognition (123/200), Guns (152/200), Pyrotechnics and Ammunition (93/100), Sighting (220/300) and Turrets (169/200). "A fine, well disciplined, well mannered cadet. His technique in handling men is recommended. Has set a high standard throughout the course. With operational experience will be a suitable candidate for commissioned rank. Will make an excellent Gunnery Leader."

Course at No.22 OTU was 18 May to 1 August 1943. Flew 42.30 by day, 42.10 by night. Fired 3,500 rounds air-to-air (seven exercises), 850 air-to-sea (two exercises). "Will make a good operational air gunner with a little more experience. Above average. Recommended for a commission."

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HOUSTON, F/L Robert Blake (J27732) - **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 in London, Ontario, 12 February 1923. Educated at Forest Hill Village Public School and FHV High School, Toronto. Home in Toronto (student, part time salesman at Robert Simpson Company). Enlisted in Toronto, 11 June 1942 and posted to No.1 Manning Depot. To No.13 Explosives Depot, 1 August 1942. To No.6 ITS, 26 September 1942. Promoted LAC, 4 December 1942. To No.20 EFTS, 27 December 1942. To No.1 SFTS, 6 March 1943. Graduated and commissioned, 25 June 1943. To No.1 GRS, 2 July 1943. To "Y" Depot, 18 September 1943. Embarked from New York, 12 October 1943; disembarked in Britain, 19 October 1943. Attached to No.50 Group Pool, 4 November to 31 December 1943. Promoted Flying Officer, 25 December 1943. To No.20 (Pilots) AFU, 4 January 1944. Attached to No.1519 Beam Approach Training Flight, 20 February to 14 March 1944. To No.19 OTU, 18 April 1944.

To No.41 Base, 14 July 1944. Further trained at No.1652 Conversion Unit. To No.158 Squadron, 28 August 1944. Prompted Flight Lieutenant, 15 January 1945. Repatriated 23 April 1945. To No.4 Release Centre, Toronto, 7 May 1945, Released 8 June 1945. Died 1 February 1997 in North York, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. 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 (195 hours 32 minutes), 6 October 1944 to 15 March 1945.

6 October 1944 - Sterkrade (3.53) - Jettison in Germany.
14 October 1944 - Duisburg (4.45) - Bombed in cloud.
23 October 1944 - Essen (5.30) - ditto
16 November 1944 - Julich (4.46) - Bombed aiming point.
18 November 1944 - Munster (5.39) - Good attack; cloud.
29 November 1944 - Essen (5.38) - Bombed through clouds.
5 December 1944 - Soest (6.20) - Fires in target area.
12 December 1944 - Essen (5.21) - Bombed in cloud.
17 December 1944 - Duisburg (6.11) - ditto
21 December 1944 - Cologne/Nippes (5.50) - ditto
26 December 1944 - St.Vith (4.36) - Good attack.
28 December 1944 - Opladen (5.27) - Bombed through clouds.
29 December 1944 - Coblenz (5.57) - Bombed aiming point.
1 January 1945 - Dortmund (4.45) - ditto
5 January 1945 - Hanover (4.47) - Bombed through clouds.
6 January 1945 - Hanau (6.48) - - ditto
14 January 1945 - Saarbrucken (6.37) - Bombed 3,000 yards from A/P.
16 January 1945 - Magdeburg (5.51) - Concentrated fires and bombing.
4 February 1945 - Gelsenkirchen (5.35) - Good attack in cloud.
7 February 1945 - Goch (6.23) - Turned back by Master Bomber.
9 February 1945 - Wanne Eickel (5.47) - Fires; bombed as ordered.
20 February 1945 - Reisholz (6.26) - Bombed in cloud.
23 February 1945 - Essen (5.38) - ditto
24 February 1945 - Kamen (5.37) - ditto
27 February 1945 - Mainz (6.21) - ditto
2 March 1945 - Cologne (5.35) - Jettisoned in Germany.
3 March 1945 - Kamen (6.08) - Bombed in clouds.
5 March 1945 - Chemnitz (8.27) - ditto
7 March 1945 - Hemmingstedt (5.53) - Bombed target; fires seen.
11 March 1945 - Essen (5.16) - Good attack.
12 March 1945 - Dortmund (5.43) - Successful.

13 March 1945 - Wuppertal (5.26) - Successful.
14 March 1945 - Homberg (6.05) - Bombed as ordered
15 March 1945 - Hagen (6.11) - Good attack.

Flight Lieutenant Houston has completed 34 operational sorties as pilot and captain of Halifax III aircraft with this squadron. He has attacked such targets as Magdeburg, Hanover, Hanau, Chemnitz, Essen, Duisburg and many other objectives in the most heavily defended areas of Germany.

At all times this officer has shown the greatest keenness to fly against the enemy and his spirit of determination and his courage in times of danger have been constant sources of inspiration to the excellent crew he has built around himself.

An able leader, Flight Lieutenant Houston has pressed home his attacks with the utmost vigour and has shown a complete disregard for his personal safety when faced with enemy fire.

It is recommended that this officer's outstanding record throughout a hazardous tour of duty be recognized by the award of the Distinguished Flying Cross.

Notes: On 2 March 1945 during an operational trip (Halifax III serial NR176) at 16,500 feet, starboard inner cut and began backfiring rapidly as white and black smoke was emitted. "I closed the throstle back to reduce the power output of throttle setting and looked as if a fire was breaking out. The engine was feathered, no fire resulted, over base the port inner stated the same thing. Immediately it was feathered, a landing was then carried out. Quite a bit of oil was seen dripping from each engine on the ground." At the time he had 433 hours 25 minutes flying time (188.55 on type). Crew were J27732 F/L R.B. Houston (pilot), J37175 F/O H.E. Hunter (navigator, DFC), R179576 Flight Sergeant F.B. Langley (air bomber, DFC), R198031 Flight Sergeant W.V. Haydem (WOP, DFC), R212445 Flight Sergeant E. Barager (air gunner), R210351 Flight Sergeant N.H. Harris (air gunner) and 1836299 Sergeant W. Costigan (Flight engineer).

On repatriation form dated 9 April 1945 he stated he had flown 36 sorties (224 operational hours), the last on 20 March 1945. Had also logged 265 hours ten minutes non-operational. Types flown overseas were Oxford (101.25), Whitley (86.45), Halifax V (45.55) and Halifax III (255.05).

Application for Operational Wing dated 10 April 1945 claimed 36 sorties (224 hours 50 minutes) flown 6 October 1944 to 27 March 1945.

Assessed 14 April 1945 by W/C G.B. Read, No.158 Squadron - "A very sound pilot and captain of heavy bomber aircraft who has completed a good tour. He appreciates his responsibilities as an officer, is pleasant mannered and cheerful and is developing well."

Training: Course at No.6 ITS was 28 September to 4 December 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written and practical) and Meteorology. Scored 883 of a possible 1,000 points. Placed 19th in a class of 119. "A smart, likeable trainee who is very alert and has continuously shown consistent effort and attitude. Second aircrew recommendation - Navigator."

Course at No.20 EFTS was 29 December 1942 to 19 February 1943. Tiger Moth aircraft - 8.00 dual to first solo, 30.05 day dual, 30.10 day solo, 4.00 night dual. Was ten hours on instruments and logged 10.30 in Link. "Inclined to be careless on cockpit drill. No faults." Courses in Navigation, Airmanship, Armament (written and oral), Aircraft Recognition and Signals (written). Scored 564 points of a possible 700. Placed 14th in a class of 26.

Course at No.1 SFTS was 8 March to 25 June 1943. Harvard aircraft - 7.30 dual to first solo, 60.35 day dual, 59.55 day solo, 7.00 night dual, 12.10 night solo. Was 14.15 in formation and 27.00 on instruments. Logged 25.55 in Link. Ground courses in Navigation, Airmanship, Armament (written and practical) and Meteorology. Scored 595 points of a possible 700. Placed tenth in a class of 45. "An average pilot with a very good attitude to service life. Shows common sense, no outstanding faults. Neat and polite."

Course at No.1 GRS was 5 July to 10 September 1943. Anson aircraft (35.25).

Courses in DR Navigation Intermediate (75/100), DR Navigation Final (159/300), DR Navigation Air Work (198/300), Reconnaissance (130/200), Reconnaissance Air Work (70/100), Astro Navigation (78/100), Compasses and Instruments (124/200), Meteorology (150/200), Signals (74/100), Coding (65/100), Ship Recognition (138/200), Photography (82/100) and Visual Signals (Pass). Placed 15th in a class of 24. "Appears inclined to speak and act without sufficient thought. Needs further checking before being given responsibility. Application satisfactory. Logs good. Chart work needs improvement." Recommended for fighter reconnaissance or land based general reconnaissance or torpedo bombers.

Course at No.20 (Pilots) AFU was 5 January to 18 April 1944. Oxford aircraft - 6.00 day dual to first day solo, 22.00 day dual total, 30.05 day solo, 1.30 night dual to first night solo, 8.55 total night dual, 12.20 night solo. Was 10/40 on instruments; logged 19.35 in Link. Rated in General Flying (260/400), Applied Flying (130/200), Instrument Flying (150/250), Night Flying (62/100); and Link (39/50). "An average course. Keen and steady. This pilot should do very well as a captain of an aircraft:"

Course at No.1519 Beam Approach Training Flight was 1-13 March 1944. Oxford aircraft - 22 hours (all beam and instrument flying) plus nine hours in Link. Graded in the following - Beam Approach Procedure and "Q" Codes, Link Trainer (139/200), Receiver Operation (71/100), Instrument Flying (188/200), Cloud and Night Flying (188/250) and General Application of Beam Approach Procedure, Flying (148/200). "A very high standard has been maintained throughout. Above the average. Could use SBA in emergency."

Course at No.19 OTU was 20 April to 28 June 1944. Whitley aircraft - 2.40 day dual to first day solo, total 4.20 day dual, 7.25 at controls with a captain, 34.15 at controls without a captain; 2.25 night dual to first night solo, 4.25 total night dual, 5.05 night at control with a captain, 31.15 at controls without a captain. Was 6.55 in formation, 23.55 on instruments. Logged 15.30 in Link. No Nickels or Bullseye exercises. Did four day fighter affiliation and one night fighter affiliation exercises. Did eight parachute drills, 12 dry dinghy drills and one wet dinghy drill. Flying tests in General Flying (215/400), Applied Flying (125/200), Instrument Flying (150/250), Night Flying (55/100) and Link (28/50). Ground examinations in Airmanship (259/300), Armament (175/300), Meteorology (64/100), Navigation (160/200) and Signals (79/100). "This ex-AFU pilot is assessed a high average and has maintained a steady interest throughout the course. His crew captaincy is good and he captains an efficient crew. His fighter affiliation details have been well executed."

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HOVEY, S/L James Carter (J5100) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Woodstock, New Brunswick, 1916; home in Madue, Ontario. Educated at the University of New Brunswick; was a school teacher prior to enlistment. Enlisted in Moncton, New Brunswick, 13 August 1940. Trained at No.2 ITS (graduated 26 October 1940), No.13 EFTS (graduated 23 December 1940), and No.8 SFTS (graduated 7 April 1941). Commissioned 1941. Served in postwar RCAF (19570). At No.1 Air Command, 21 February 1947. To AFHQ, 7 March 1947. To Staff College, 5 September 1950. Attained rank of Group Captain, 4 March 1964. Retired to Town of Mont Royal, 31 December 1966. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Recommendation went from No.415 Squadron to CO, Station East Moor, on 17 September 1944., noting that he had flown 24 sorties (120 hours 30 minutes on operations); draft citation read:

By his excellent example this officer has helped to maintain a high standard of efficiency among the pilots in his squadron. Many of the sorties undertaken by him were raids on strongly defended targets in Germany. On several of these he avoided encounters with night fighters by skilful manoeuvring and flew his

aircraft safely to base. His courage and skill in pressing home his attacks have invariably been worthy of high praise.

The sortie list was as follows:

22 May 1944 - Dortmund (5.00)
24 May 1944 - Aachen (3.55)
27 May 1944 - Bourg Leopold (4.45)
31 May 1944 - Mount Couple (4.10)
4 June 1944 - Calais (3.45)
6 June 1944 - Cherbourg (3.35)
9 June 1944 - Le Mans (6.00)
21 June 1944 - St. Martin l'Hortier (4.35)
23 June 1944 - Bientiques (4.20)
24 June 1944 - Bumiere (4.00)
27 June 1944 - Foret Deawy (5.15)
4 July 1944 - Villeneuve St. George (7.05)
9 July 1944 - Mount Candon (4.45)
15 July 1944 - Bois de Jardin (4.30)
18 July 1944 - Caen (4.30)
18 July 1944 - Wesseling (6.10)
20 July 1944 - Anderbelck (3.30)
28 July 1944 - Hamburg (6.10)
3 August 1944 - Foret de Nieppe (4.30)
5 August 1944 - St. Leu d'Esserent (5.00)
7 August 1944 - Caen (4.30)
12 August 1944 - Mont Richard (6.00)
15 August 1944 - Brussels/Melsbroeck (4.00)
27 August 1944 - Mimoyceques (3.15)

Note: Incident, 15 August 1944, Halifax NA611 - This aircraft took part in a daylight raid to bomb the airfields at Brussels and Soesterberg. It was struck by flak in both wings but damage was only very minor. The crew and aircraft returned to East Moor and landed safely. The aircraft was patched up and back on operations soon after. Halifax NA611 sustained a further flak damage incident on 13th September 1944 with the same crew as listed below, it was destroyed in an accident at East Moor in January 1945. Pilot - F/L James Carter Hovey, RCAF (J5100), of Madoc, Ontario; Flight Engineer - Sgt S Coulter RAF (1825113); Navigator, F/O Cameron Laird Connell RCAF (J29976), later DFC; Bomb Aimer - P/O A Whittingham (J29706); Wireless Operator/Air Gunner - Sergeant J. A. Currie RCAF (R194593); Air Gunner - Sgt J A Gordon RCAF (R298527); Air Gunner - Sgt Arthur Gilbert Maxham, RCAF (R174413), Montreal.

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HOWARD, F/L James Paul Ogilvie (J8790) - **Distinguished Flying Cross** - No.139 Squadron - Award effective 10 November 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945. Born in Winnipeg, 1 November 1913; home in Ottawa. Was an electrical inspector and salesman in Brockville prior to enlistment. Enlisted in Toronto, 11 February 1941. Dates of postings to Manning Depots in Toronto and Quebec missing in file. To No.8 Squadron Detachment, North Sydney, 8 April 1941. To No.3 ITS, Victoriaville, 28 May 1941; promoted LAC, 1 July 1941; to No.17 EFTS, Stanley, Nova Scotia, 2 July 1941; to No.8 SFTS, Moncton, 20 August 1941; graduated and commissioned on 7 November 1941. To Composite Training School, Trenton, 9 November 1941; to Station Rockcliffe, 1 February 1942. Reported as having instructed in Canada before going overseas, but the record shows him on the strength of Rockcliffe with Temporary Duty at the following: Mossbank (23-27 July 1942), Moncton (11-13 September 1942), Cap de la Madeleine (17 September 1942), Moncton again (24-26 September and 7-8 October 1942). At Rockcliffe he was employed with the Conversion Training Squadron (redesignated No.1 Refresher Squadron). Described as "a sound, capable and hard working officer, popular with all ranks." Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 February 1943. To No.36 OTU, Greenwood, 12 November 1943, To "Y" Depot, 30 January 1944. Embarked from Halifax, 15 February 1944. Disembarked in Britain, 24 February 1944. Tried by court martial and sentenced to severe reprimand and reduction in seniority for "attempting to communicate by letter information which might be useful to the enemy." To No.1655 Mosquito Training Unit, 7 June 1944. To No.139 Squadron, 5 July 1944. Killed in action, 2 January 1945 (Mosquito KB222, target Berlin, observer F/L D.G. Williams, RAF; airborne 1642 with seven other aircraft of the squadron); buried in Germany.

Flight Lieutenant Howard has completed many sorties and has proved himself to be a skilful and determined pilot. On three occasions whilst over Berlin his aircraft has been hit by anti-aircraft fire and has sustained damage but Flight Lieutenant Howard has completed his task and flown the aircraft back to this country. He has displayed courage and devotion to duty.

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HOWARD, F/L James Proctor Grant (C4991) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Home in Mossbank, Saskatchewan. Enlisted in Winnipeg, 9 May 1941 in Aero Engineer Branch; commissioned Flying Officer that date. To No.4 Repair Depot, 1 November 1941. Promoted Flight Lieutenant, 1 November 1942. To "Y" Depot, 30 November 1943. Taken on strength of No.3 PRC, Bournemouth, 23 December 1943. Repatriated by air, 16 June 1945.

To No.663 Wing, 11 August 1945. To Eastern Air Command Headquarters, 3 September 1945. To No.1 Release Centre, 14 January 1946. Retired 18 January 1946. **Airforce Magazine**, issue of April-May-June 1992 reported the death of J.P. (James) Howard in Kamloops, 28 November 1991; unclear if this is the same man.

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HOWARD, F/O John William (J27674) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Toronto, 30 July 1923; home there. Was a student prior to enlistment. Enlisted in Toronto, 29 May 1942 and posted to No.1 Manning Depot. To No.13 SFTS (guard), 24 July 1942. To No.5 ITS, 29 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.10 EFTS until 28 December 1942; graduated 6 March 1943 when posted to No.4 SFTS; graduated and commissioned 25 June 1943. To No.1 GRS, 9 July 1943. To "Y" Depot, 25 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 25 December 1943. Repatriated 1 June 1945. To Mountain View, 16 July 1945. To No.4 Release Centre, 29 August 1945. Retired 6 September 1945. Living in Dryden, Ontario, September 1950. Graduated from University of Toronto (Bachelor of Applied Science, Mechanical Engineering). Worked in pulp and paper industry, designing and building mills. Died in Duncan, British Columbia, 17 August 2016. 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 5 May 1945 when he had flown 32 sorties (191 hours 20 minutes).

30 September 1944 - Bottrop (4.13)
15 October 1944 - Duisburg (5.37)
23 October 1944 - Essen (5.42)
25 October 1944 - Essen (5.31)
29 October 1944 - Homburg (3.28)
30 October 1944 - Cologne (6.33)
3 November 1944 - Dusseldorf (5.31)
6 November 1944 - Gelsenkirchen (4.30)
29 November 1944 - Essen (5.50)
2 December 1944 - Hagen (6.50)
6 December 1944 - Osnabruck (6.46)
17 December 1944 - Duisburg (6.06)
5 January 1945 - Hanover (5.28)
6 January 1945 - Hanau (6.34)
14 January 1945 - Dulmen (6.33)

1 February 1945 - Mainz (6.38)
2 February 1945 - Wanne Eickel (5.36)
4 February 1945 - Gelsenkirchen (6.15)
14 February 1945 - Chemnitz (8.16)
17 February 1945 - Wesel (5.11)
21 February 1945 - Worms (6.54)
23 February 1945 - Essen (5.23)
27 February 1945 - Mainz (6.03)
3 March 1945 - Kamen (6.25)
5 March 1945 - Chemnitz (8.45)
11 March 1945 - Essen (5.20)
13 March 1945 - Barmen (5.30)
18 March 1945 - Witten (6.32)
22 March 1945 - Dulmen (4.23)
4 April 1945 - Harburg Rhenania (5.22)
8 April 1945 - Hamberg (5.45)
11 April 1945 - Bayreuth (7.50)

This officer has now completed his first operational tour consisting of 32 sorties, involving a total of 191 hours. He is an exceptionally keen and able operational captain who has shown great keenness for operations. He has always pressed home his attacks with the greatest courage and coolness in the face of the enemy.

His courage, skill and determination have been a fine example to his crew, and he is strongly recommended for the award of the Distinguished Flying Cross.

To this the Commanding Officer of RAF Station Brighton added (9 May 1945):

This captain of aircraft carried out the major part of his operational tour in 578 Squadron and was posted to this station for his few remaining sorties. He arrived with an exceptional record and recommendation from his previous Squadron Commander.

During his short stay in No.78 Squadron it has been apparent that he possesses outstanding qualities of courage, determination and initiative. The work of his crew has been equal to that of the best crews in the squadron and he readily accepted responsibility as Deputy Flight Commander.

For the qualities he has displayed and in view of the high opinion in which he was held by his previous Squadron Commander, I have no hesitation in most strongly recommending this officer for the award of the Distinguished Flying Cross.

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HOWARD, F/L Lloyd Birtch (J9207) - **Commended for Valuable Services in the Air** - No.19 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 1 November 1915 in Vancouver (RCAF press release 4907 announcing award). Prewar he was Assistant Adjustor, A.E. Howard Company (Stock Exchange). Enlisted in Vancouver, 18 April 1941. To No.2 Manning Depot, 21 April 1941. To No.8 Repair Depot, 15 May 1941. To No.4 ITS, 20 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.8 EFTS; graduated 11 September 1941 when posted to No.3 SFTS; graduated and commissioned 5 December 1941. To "Y" Depot, 8 December 1941. Overseas posting appears to have been cancelled; to No.7 SFTS, 28 February 1942. Promoted Flying Officer, 1 October 1942. To No.19 SFTS, 26 May 1943. Promoted Flight Lieutenant, 1 August 1943. Retired 26 February 1945 to Vancouver.

This officer, in many hours of flying instructional duties, has rendered a very high degree of service. As an examining officer he has taken an exceptionally keen interest in the progress and welfare of trainees. The ability and devotion to duty of this officer are outstanding.

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HOWARD, F/O Marshall Earl (J22203) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Mitchell, Ontario, 22 August 1922 (25 August 1922 according to obituary); home there. Enlisted in Hamilton, Ontario, 25 September 1941 and posted to No.1 Manning Depot. To No.5 ITS, 31 January 1942; graduated and promoted LAC, 28 March 1942 when posted to No.8 AOS; graduated and commissioned, 3 August 1942. Posted that date to "Y" Depot. To RAF overseas, 25 October 1942. Promoted Flying Officer, 3 February 1943. Promoted Flight Lieutenant, 3 August 1944. Repatriated 28 December 1944. To No.1 Air Command, 15 January 1945. To No.1 AOS, 7 February 1945. To St. Hubert, 15 April 1945. To No.1 Air Command, 4 July 1945. Retired 9 March 1946. Postwar employed by Province of Ontario. Died in Ottawa, 31 January 2014. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 15 May 1944 when he had flown 25 sorties (160 hours 35 minutes), 9 July 1943 to 27 April 1944.

9 July 1943 - Gelsenkirchen (7.05)
13 July 1943 - Aachen (5.25)
24 July 1943 - Hamburg (6.10)
25 July 1943 - Essen (4.20)
27 July 1943 - Hamburg (5.35)
29 July 1943 - Hamburg (5.40)
30 July 1943 - Remscheid (5.55)
2 August 1943 - Hamburg (6.15)
7 October 1943 - Stuttgart (7.40)
22 November 1943 - Berlin (7.00)
23 November 1943 - Berlin (6.45)
26 November 1943 - Berlin (7.10)
28 November 1943 - Berlin (7.15)
16 December 1943 - Berlin (7.20)
20 December 1943 - Frankfurt (5.35)
29 December 1943 - Berlin (6.35)
14 January 1944 - Brunswick (5.05)
15 February 1944 - Berlin (7.10)
20 February 1944 - Stuttgart (7.30)
24 February 1944 - Schweinfurt (8.05)
24 March 1944 - Berlin (7.35)
10 April 1944 - Laon (5.10)
20 April 1944 - Cologne (5.10)
26 April 1944 - Essen (4.45)
27 April 1944 - Friedrichshaven (8.20)

Flying Officer Howard has completed one tour of operations with this squadron. He has navigated his aircraft on many occasions to distant targets in Germany including five trips to the Ruhr, four to Hamburg, eight to Berlin and several others to southwest Germany.

In all of these sorties the crew with whom he flies has achieved considerable success and this is in no small manner attributable to Flying Officer Howard's skill as a navigator. As Deputy Navigation Leader of the squadron, he has at all times set a high standard of navigational skill, and his cheerful attitude and devotion to duty have been an inspiration to all.

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HOWARD, F/L Richard Maw (C7279) - **Mention in Despatches** - No.424 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded to No.6 Group HQ, 31 January 1945. Home in Dundas, Ontario. Enlisted in Hamilton, Ontario, 6 September 1941 in Administration Branch. To No.1 Manning Depot, 16 December 1941. To "Y" Depot, 10 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flight Lieutenant, 1 December 1943. Repatriated 23 November 1945. Retired 2 January 1946. As of recommendation he had served 26 months in Canada, 15 months overseas. Photo PL-32448 shows W/C George Roy, DFC of Westmount (right) and F/L Dick Howard of Dundas. Photo PL-40240 (ex UK-15839 dated 17 October 1944) shows distribution of cigarettes, candy and a football from citizens of Hamilton to members of their adopted squadron; F/L R.M. Howard of Dundas at right holds several cigarette packages. RCAF photo PL-40242 (ex UK-15841 dated 17 October 1944) taken on same occasion; at left is F/O F.J.A. Bieber (mid-upper gunner, Hamilton) gets a package from squadron adjutant, F/L R.M. Howard while P/O F.E. Pitcher (right), another gunner, has just received his share.

Flight Lieutenant Howard has been Adjutant of No.424 Squadron for over a year during which time he has performed his duties with more than exceptional skill and zeal. His cheerfulness and determination have been an inspiration to the squadron as a whole. He has taken a most intense interest in the welfare of the squadron and has given unstintingly his time in the devotion of duty even to the detriment of his own health. At all times, even when under the heaviest pressure of work, he has kept his cheerful outlook and has gone out of his way to give assistance and encouragement to others.

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HOWARD, LAC Thomas Alexander (R128096) - **Air Force Medal** - No.164 Squadron (now No.3 FIS) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Home in Herschel, Saskatchewan. Born at Herschel, Saskatchewan, 20 July 1921 (RCAF press release 2659 announcing award). Enlisted in Saskatoon, 29 August 1941 as Wireless Operator (Ground). Posted to No.1 Wireless School, 12 September 1941. Promoted LAC, 13 December 1941 when posted to No.2 ANS. Promoted LAC, 1 April 1942. To No.1 ANS, 25 May 1942. To No.12 (Transport) Squadron, 7 January 1943. To No.164 (Transport) Squadron, 21 January 1943. To No.5 Manning Depot, 27 October 1943 on remuster to Wireless Operator/Air Gunner. To No.3 Flying Instructor School, Arnprior, 8 November 1943. To No.5 ITS, 23 March 1944. To No.4 BGS, 11 June 1944. To No.5 EFTS, 22 September 1944. To Suffield, 5 November 1944. To Edmonton, 12 December 1944. Retired 21 October 1945.

This airman serving as a Wireless Operator "Air" over a hazardous route where the problems that confront a Wireless Operator are many and unique, has displayed sterling work and cheerful efficiency, contributing in no small manner to the successful delivery of vital supplies to outlying bases.

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HOWARD, WO (now P/O) Thomas Joseph (R78919/J85377) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Lucknow, Saskatchewan, 8 September 1912; home there. Was a driller and farm labourer prior to enlistment. Enlisted in London, Ontario, 4 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 27 January 1941. To No.1 Manning Depot again, 18 March 1941. To No.5 Equipment Depot, 19 April 1941. To No.1 WS, 19 July 1941; promoted LAC, 21 August 1941; graduated 7 December 1941 and posted next day to No.6 BGS, Mountain View; graduated and promoted Sergeant, 5 January 1942. To "Y" Depot, 6 January 1942. To RAF overseas, 23 January 1942. To No.1 Signal School, 24 March 1942 (Proctor aircraft, three hours, failed course). To No.7 AGS, Stormy Down, 4 July 1942 (Whitley aircraft, four hours 25 minutes, and Defiant aircraft, one hour ten minutes). To No.14 OTU, 8 September 1942 (Wellingtons, 66 hours 50 minutes). Promoted Flight Sergeant, 1 October 1942. To No.1659 Conversion Unit, 13 December 1942 (Halifax, 32 hours five minutes). To No.419 Squadron, 23 January 1943. To No.35 Squadron, 16 March 1943. Promoted WO2, 1 April 1943. To No.405 Squadron, 17 May 1943. Promoted WO1, 1 October 1943. Commissioned 27 October 1943. To No.1664 Conversion Unit, 14 April 1944. Promoted Flying Officer, 27 April 1944. Repatriated 28 October 1944. To No.1 Training Command, 29 November 1944. To Mountain View, 30 November 1944. Retired 4 March 1945. Died in Goderich, Ontario, 15 November 1969 as per **Legion Magazine** of February 1970. 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 by W/C R.J. Lane dated 23 February 1944 when he had flown 45 sorties (267 hours); sortie sheet closely resembles that of WO C.L. Douglas:

2 February 1943 - GARDENING (7.05)
7 February 1943 - Lorient (7.00)
26 February 1943 - Cologne (5.15)
27 February 1943 - GARDENING (4.25)
8 March 1943 - Nuremburg (8.00)
12 March 1943 - Essen (6.00)
27 March 1943 - Berlin (7.45)
29 March 1943 - Berlin (7.35)
29 May 1943 - Wuppertal (5.00)

10 April 1943 - Frankfurt (6.30)
14 April 1943 - Stuttgart (6.45)
16 April 1943 - Mannheim (6.00)
20 April 1943 - Stettin (8.50)
26 April 1943 - Duisburg (5.00)
11 June 1943 - Dusseldorf (4.35)
19 June 1943 - Le Creusot (5.50)
21 June 1943 - Krefeld (4.10)
22 June 1943 - Mulheim (4.00)
24 June 1943 - Elberfeld (4.40)
28 June 1943 - Cologne (4.30)
9 July 1943 - Gelsenkirchen (6.00)
13 July 1943 - Aachen (4.55)
15 July 1943 - Montbeliard (7.15)
24 July 1943 - Hamburg (5.35)
25 July 1943 - Essen (5.10)
27 July 1943 - Hamburg (4.40)
29 July 1943 - Hamburg (5.40)
2 August 1943 - Hamburg (5.40)
9 August 1943 - Mannheim (5.40)
27 August 1943 - Nuremburg (7.20)
30 August 1943 - Ammo dump (2.40)
31 August 1943 - Ammo dump (3.10)
5 September 1943 - Mannheim (6.00)
6 September 1943 - Munich (7.15)
15 September 1943 - Montlucon (5.40)
22 September 1943 - Oldenburg (4.55)
23 September 1943 - Darmstadt (5.45)
18 October 1943 - Hanover (4.30)
20 January 1944 - Berlin (7.00)
21 January 1944 - Magdeburg (6.35)
27 January 1944 - Berlin (7.20)
28 January 1944 - Berlin (8.05)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (7.00)
19 February 1944 - Leipzig (6.35)

This Warrant Officer, who is a skilled Air Gunner, has completed two tours of operations. Many of his sorties have been made against such heavily defended enemy targets as Berlin, Cologne and Leipzig. At all times, Warrant Officer

Howard has displayed courage, initiative and devotion to duty, which has been an incentive to his comrades and has set a very high example to the squadron generally. Strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has a Combat Report for action on the night of 6/7 September 1943, Lancaster E/405 (JA976), target Munich. Crew consisted of F/O C.J. South (captain, nil award), P/O G.M. Ewan (RCAF, navigator, awarded DFC, 6 November 1943), Flight Sergeant S.F. Fincham (RAF, bomb aimer, awarded DFM, 11 February 1944), Sergeant W.R. Mill (RAF, Wireless Air Gunner, awarded DFM, 21 April 1944), Sergeant C.I. Douglas (RCAF, mid-upper gunner, awarded DFC, 24 May 1944), Flight Sergeant T.J. Howard (RCAF, rear gunner, awarded DFC, 24 May 1944) and Sergeant G.C. or C.C. Holland (flight engineer, nil award).

On the night of September 6/7 [1943] while over the target area of Munich, heading 280 Magnetic, T.A.S. 210 knots, height 18,100 feet, our aircraft, Lancaster "E" JA976, 405 Squadron, was attacked by one single-engined unidentified enemy aircraft. This attack came from the port bow level at a range of 200 yards passing into the starboard bow. One short burst was fired by the enemy aircraft and our aircraft did not fire from any turret. The enemy aircraft passed into cloud and was not seen again. No damage was sustained by our aircraft. The attack took place in about 6/10 to 7/10 cloud, rather broken; no moon; bright starlight; flak moderate; searchlights ineffective and not working with flak

Same file has a Combat Report for action on the night of 18/19 October 1943, Lancaster M/405 (JB822), target Hanover; crew as above:

On the night of 18th/19th October 1943, at a position 52.28 North 06.29 East, heading 270 Magnetic, I.A.S. 180 knots, height 20,000 feet, our aircraft Lancaster "M", JB822, 405 (RAF) Squadron was attacked by an unidentified enemy aircraft. The attack came from dead astern below at a range of 600 yards. One short burst was fired by the enemy fighter from 600 yards. Our rear gunner [Howard] opened fire at five hundred yards and fired two short bursts of approximately 200 rounds. The evasive action taken was a corkscrew to starboard and then a complete orbit was done. The enemy aircraft was lost and seen no more. No damage was sustained by our aircraft. The attack took place [on] starlight night, slight haze, no moon; there was no flak or searchlight co-operation. Monica gave first indication of enemy aircraft approaching. There is no damage claimed to enemy fighter.

Notes: Application for Operational Wing dated 18 January 1944 describes tour as being February to August 1943 as follows: - No.419 Squadron (six sorties, 37 hours 45 minutes), No.35 Squadron (seven sorties, 48 hours 25 minutes) and No.405 Squadron (17 sorties, 91 hours 40 minutes) - total of 30 sorties (177 hours 50 minutes).

Application for Bar to Operational Wing dated 19 April 1944 claims a total of 45 sorties (264 hours 55 minutes), 2 February 1943 to 20 February 1944.

A form dated 9 October 1944 gives flying time with No.419 Squadron as 44.30 (Halifaxes), with No.35 as 64.15 (Halifaxes) and with No.405 as 166.55 on Halifax and 126.50 on Lancasters.

Training: Interviewed 12 June 1940 in London, Ontario by F/O S.W. Aslin. "Applicant is a farmer lad living at home. Not carefullabout dress. Would appear to have stamina to take the gaff. Not too much initiative. Certainly not officer or NCO material."

Course at No.1 WS was 20 July to 7 December 1941. Spent one hour in Flying Classroom as first operator, four hours in Flying Classroom as second operator and five hours in two-seat aircraft as sole operator. Ground school subjects were Theory (48/50), Radio Equipment (155/250), Morse, buzzer and lamp (120/200), Procedure (168/200), Signals Organization (149/150), Armament (80/100) and Drill and PT (38/50). Placed 77th in a class of 139.

Course at No.6 BGS was 8 December 1941 to 5 January 1942. Battle aircraft (eight hours five minutes). Scored six percent hits in Beam Test, twelve percent hits in Beam Relative Speed Test, and 6.5 percent hits in Under Tail Test. Fired 500 rounds on ground, 200 air-to-ground, 1,346 air-to-air. Graded 79/100 in written examination, 67/100 in oral examination, rated 171/250 in Ability as Firer. Placed 18th in a class of 41. "His air firing results were quite satisfactory, and he will be a satisfactory air gunner,."

Course at No.14 OTU was 8 September to 30 November 1942. Wellington aircraft (34.35 day, 31.55 night). Fired 400 rounds by day on 25-yard course, 600 by day and 400 by night on 400-yard range, fired 25 clay pigeons. In air took part in five drogue exercises (1,250 rounds, two percent hits) and five cine gun exercises (ten rolls of film - "average"). Rated 95 percent on Range Estimation, 70 percent on Aircraft Recognition, rated "Average" in Running Commentary, Practical Harmonization, Practical Gun Cleaning and Maintenance, and Turrets. "Average. Has worked well and has a sound knowledge of his job. Should prove a reliable gunner." (S/L G.E. Johnson, Chief Armament Instructor).

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HOWARD, Sergeant Thomas MacKintosh (R98040) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 3 August 1917. Home in Chatham, Ontario. Enlisted in Windsor, Ontario, 17 March 1941 as Electrician and posted to No.1 Manning Depot. To Technical Training School, 9 May 1941. Promoted AC1, 27 September 1941. To Trenton, 1 October 1941. Promoted LAC, 1 April 1942. To "Y" Depot, 3 February 1943. To RAF overseas, 8 March 1943. Promoted Corporal, 1 September 1943. Promoted Sergeant, 1 February 1945. Repatriated 15 June 1945. To Debert, 18 June 1945. Retired 2 October 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. See DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) with recommendation forwarded 5 May 1945, identifying him as an Electrician in No.62 Base Main Servicing Squadron and noting he had served in Canada two years, overseas for two years:

Sergeant Howard is in charge of several crews of electricians modifying and accepting aircraft. He has shown outstanding leadership in promoting harmony and maintaining discipline among men who are spending long hours on routine work. His keen interest and diligence has resulted in a thorough knowledge of aircraft, enabling him to trace the most difficult faults. His untiring efforts and devotion to duty set an excellent example for the men under him.

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HOWDEN, F/L Harold Stewart (C9721) - **Commended for Valuable Services in the Air** - No.9 Air Observer School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Toronto, 29 November 1911. Home in Toronto. Commissioned as an Ontario Land Surveyor, 11 May 1935. Enlisted in Toronto, 9 January 1942 as Navigation Officer and commissioned that date. To No.1 ANS, 15 January 1942. To No. 9 AOS, 27 March 1942. Promoted Flying Officer, 9 July 1942. Promoted Flight Lieutenant, 1 August 1943. To No.4 Release Centre, 15 April 1945. Retired 25 April 1945. Became Chief Inspector of Surveys, Ontario Department of Highways (1945 to 1957). Appointed Assistant Director of Services (1958), Director of Services (1960), Assistant Deputy Minister, Administration (1962) and Assistant Deputy Minister, Planning, Research and Policy Development (1972). Died in Toronto, 7 June 2007. See website <http://www.aols.org/sites/default/files/Howden-H.S.pdf>.

This officer, through his zeal and long hours of difficult work, has assisted materially in increasing and maintaining the efficiency of aircrew training on his unit. As a squadron commander he has been extremely successful and efficient. His loyal and devoted service has been worthy of the greatest praise.

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HOWDEN, S/L John Stuart (J4755) - **Air Force Cross** - No.10 SFTS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Enlisted at Winnipeg, 15 August 1940. Born in Norwood, Manitoba, 27 July 1916. Surveyor in northern Manitoba and British Columbia. Enlisted in Winnipeg, 15 August 1940. To No.2 ITS, 30 September 1940; graduated and promoted LAC, 26 October 1940; posted next day to No.14 EFTS; may have graduated 23 December 1940 but not posted to No.7 SFTS until 3 January 1941; graduated and promoted Sergeant, 26 March 1941. Commissioned 27 March 1941. Posted that day to Trenton. To No.14 EFTS, date uncertain. To No.10 SFTS, date uncertain. Promoted Flying Officer, date uncertain. Promoted Flight Lieutenant, 15 October 1942. Promoted Squadron Leader, 15 November 1943. To No.2 Training Command, 8 September 1944. To No.17 SFTS, 11 September 1944. To No.18 SFTS, 25 May 1945. Retired 9 August 1945. Returned to university to study agriculture. Worked for Green Cross and Government of Manitoba, planning water and soil conservation. Died in Winnipeg, 2 July 2002. Governor General's Records, RG.7 Group 26, Volume 57, file 190-I has citation; notes that at time of recommendation he had flown 1,100 hours 30 minutes flying, 811 as instructor, 159 in previous six months.

This officer has very capably filled all positions of flying instructor to squadron commander over a period of 2 1/2 years, and has displayed skilful leadership and outstanding devotion to duty. He is an enthusiastic flying instructor and an able organizer with an exceptional sense of responsibility, and has set an enduring example under difficult conditions.

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HOWE, F/O Norman Charles Russell (J15930) - **Distinguished Flying Cross** - No.175 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Toronto, 14 April 1920; home there. Enlisted in Toronto, 9 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To Trenton, 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; graduated 3 July 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 25 September 1941. To Embarkation Depot, 26 September 1941. To RAF overseas, 11 October 1941. Commissioned 15 September 1942. Promoted Flying Officer, 15 March 1943. Repatriated 17 August 1944. Promoted Flight Lieutenant, 15 September 1944. To No.1 OTU, 21 May 1945. To No.5 OTU, 23 June 1945. Retired 10 September 1945.

Since joining his squadron in March 1942, Flying Officer Howe has taken part in a great number of operations and on many occasions has led his flight. By his

keenness and enthusiasm this officer has set a fine example to the rest of the squadron.

NOTE: Public Record Office Air 2/9633 has the original recommendation dated 11 February 1944 when he had flown 81 sorties (79 operational hours). It pointedly noted that he had destroyed no enemy aircraft.

This officer has been with the squadron since March 1942 during which time he has flown 79 hours operationally. He took part in the Dieppe Raid when he led his section in low level attacks on gun positions.

He is now a Deputy Flight Commander and has led his flight on a number of occasions. He has displayed great keenness and enthusiasm and throughout has set a magnificent example.

During a dive-bombing attack on the Cherbourg area he was very badly shot up by flak and in spite of severe damage he brought his aircraft safely home.

He has carried out 15 offensive patrols, 15 convoy patrols, 32 dive-bombing attacks, two night shipping patrols, two Rhubarbs, three anti-shipping patrols, twelve escort and fighter sweeps.

This document was endorsed by his squadron Commanding Officer on 11 February 1944, "I strongly recommend the award of the Distinguished Flying Cross to this officer". The same day the Group Captain commanding the wing wrote, "This officer never misses a chance of taking part. He has good record of sustained effort". It is clear from a half-legible notation by an Air-Vice Marshal (dated 19 February 1944) that his 32 dive-bombing attacks were particularly worthy of notice.

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HOWELL, F/L Allison Brant (J8971) - **Distinguished Flying Cross** - No.423 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Boissevain, Manitoba, 8 March 1914 (RAF Ferry Command records); home there. Was a miner and construction worker prior to enlistment. Enlisted in Winnipeg, 4 March 1941 and posted to No.2 Manning Depot. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 15 July 1941 when posted to No.19 EFTS; graduated 30 August 1941 and posted next day to No.12 SFTS; graduated and commissioned, 21 November 1941. To No.31 GRS, Debert, Nova Scotia, 12 December 1941. To No.31 OTU, 14 February 1942. Attached to Ferry Command, Dorval, 16 May 1942. Departed Montreal, 29 May 1942 in Hudson III, FH447 to

Goose Bay. Departed Goose Bay, 2 June 1942 for United Kingdom. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 April 1943. Repatriated 16 November 1944. Released from RCAF, attended McGill University and acquired Masters degree in Engineering. Rejoined RCAF, Aeronautical Engineer Branch, 26 May 1947 (27953); promoted Flight Lieutenant, 5 March 1948; promoted Squadron Leader, 1 June 1950; eventually rose to Wing Commander. Died in Victoria, British Columbia, 14 December 1997.

In March 1943, this officer was captain of an aircraft detailed to complete an anti-submarine patrol. In the course of this mission he made two separate attacks on enemy U-boats, inflicting casualties and damage. These attacks were delivered with great skill and determination, the second in the face of anti-aircraft fire. On all other occasions this officer has proved himself to be a thoroughly reliable captain of aircraft. He has displayed a commendable eagerness to fly in all weather. His success is the result of a high sense of responsibility and devotion to duty.

NOTE: Public Record Office Air 2//8961 has recommendation drafted 14 April 1943 when he had flown 15 sorties (745 hours 25 minutes including 197 operational hours as captain of aircraft). Incidents described were on 20 March 1943.

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HOWELL, F/L John (C2256) - **Mention in Despatches** - RCAF Station Dartmouth (now EAC Marine Squadron) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 16 October 1903 at Grand Harbour, New Brunswick (RCAF press release 2659 announcing award). Home in Meteghan, Digby County, Nova Scotia. Enlisted in Halifax, 28 June 1940 and commissioned as Flying Officer at "K". Promoted Flight Lieutenant, 23 February 1942. To Eastern Air Command Headquarters, 1 May 1943. To Eastern Air Command Marine Squadron, 30 June 1943. Promoted Squadron Leader, 1 March 1944. Retired 18 March 1946. Photograph PL-24425 has caption saying he was master of "Eskimo" on dangerous trip to Iceland, guiding the little supply ship through storm, fire, and sub-infected waters. See also RCAF Press Release 3047 of 15 April 1944 or 1945; photo PL 24625. See file 15-11-17, "Refuelling Bases - Labrador and Newfoundland - Survey and Establishment of Sites", National Library and Archives, RG.24 Volume 5195 for an account of an expedition, 22 June to 22 July 1942 along Labrador coast in Marine Craft M-361 ("OK Service").

This officer has been responsible for the successful operation of the marine squadron in the transportation of supplies to the Newfoundland and Labrador coasts. He has personally led several expeditions resulting in the establishment

of several "out" stations in the far North in the face of most difficult circumstances caused by adverse weather and ice conditions.

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HOWES, F/L James Herbert (J29268) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 2 February 1904 in Banbury, England. Home in Rockhaven, Saskatchewan. Enlisted in Regina, 30 May 1940 as Aero Engine Mechanic. To Technical Training School, 24 July 1940. Promoted AC1, 30 August 1940. To No.7 SFTS, 4 December 1940. Promoted LAC, 1 April 1941. Remustered to aircrew, 4 May 1941 when posted to No.2 ITS; graduated 16 June 1941 when posted to "P"; to No.20 EFTS, 20 August 1941; graduated 10 October 1941 when posted to No.16 SFTS; graduated and promoted Sergeant, 9 January 1942. To Trenton, 17 January 1942. To No.17 EFTS, 5 April 1942. To No.8 SFTS, 12 June 1943. Commissioned 13 August 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Promoted Flying Officer, 13 February 1944. Promoted Flight Lieutenant, 13 September 1945. Appears to have remained in England and taken his discharge there on 29 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.2988 (RG.24 Vol.20633) has recommendation for an **immediate** DFC dated 2 December 1944. By then he had flown 30 sorties (149 hours five minutes), 18 July to 11 November 1944.

On the night of September 12th, 1944, this officer was captain of an aircraft detailed to attack the German target of Dortmund. Shortly before reaching the target they were heavily hit by flak which holed the aircraft in twenty-five to thirty places, and making all their navigational aids unserviceable. Despite the heavy damage, Flight Lieutenant Howes pressed home his attack with great determination and successfully bombed the target. At the moment the bombs were dropped, his aircraft was again hit by heavy flak and the starboard outer engine put out of commission. This officer, however, by skilful and calculated handling of his engines, was able to return to base.

Again on October 23rd, when attacking Essen, this officer continued to the target on three engines when one sent unserviceable approximately thirty miles from the target with defective throttle controls.

Flight Lieutenant Howes has now completed 30 operational trips against the enemy and the successful completion of these trips has been largely due to his initiative, resourcefulness and skilful airmanship. The example he has set to the

balance of the squadron has been of the highest order, and I consider his fine record of achievement fully merits the immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

18 July 1944 - Caen (4.00)
23 July 1944 - Dagnes (5.35)
30 July 1944 - Villers Bocage (4.40)
1 August 1944 - L'Hey (3.20)
3 August 1944 - Foret de Nieppe (4.35)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - St. Leu d'Esserent (5.55)
7 August 1944 - La Hague (4.40)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Croc (4.20)
12 August 1944 - Mont Richard (5.45)
15 August 1944 - Soesterburg (3.40)
16 August 1944 - Kiel (5.55)
28 August 1944 - Ferme du Grand Bois (4.00)
6 September 1944 - Emden (5.05)
11 September 1944 - Le Havre (4.05)
11 September 1944 - Gardening Kiel (5.55)
12 September 1944 - Dortmund (5.35)
15 September 1944 - Kiel (5.30)
23 September 1944 - Donburg (3.35)
25 September 1944 - Calais (3.55)
27 September 1944 - Duisburg (5.00)
28 September 1944 - Cap Gris Nez (3.30)
14 October 1944 - Duisburg (4.50)
15 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (6.25)
24 October 1944 - Gardening Oslo (6.50)
30 October 1944 - Cologne (5.35)
1 November 1944 - Oberhausen (5.50)
11 November 1944 - Gardening Oslo (7.10)

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HOWES, Corporal William Warden (R89428) - **Mention in Despatches** - No.423 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 14 March 1919 in Township of Minto, Ontario. Home in Fergus, Ontario. Taking course at Galt Aircraft Limited immediately before joining RCAF. Enlisted in Galt, Ontario, 14 February 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot. To No.1 BGS, 6 June 1941. Promoted AC1, 11 August 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 9 March 1942. To United Kingdom, 30 April 1942. To Hastings Detachment, 14 May 1942. Promoted Corporal, 1 July 1942. To No.418 Squadron, 2 July 1942. To No.423 Squadron, 4 September 1942. To No.8423 Servicing Echelon, 9 November 1943. To No.422 Squadron, 12 December 1944. Repatriated via Scoudouc, 23 July 1945. Retired 7 September 1945. Died in Fergus, Ontario, 1971. Recommendation read:

This non-commissioned officer has so applied himself to his work on the engine control systems of his squadron aircraft that he has, by his own efforts, brought about increased serviceability and improved handling ease. In addition he has striven to enlarge the knowledge and extend the skill of the men working under him to the betterment of the service.

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HOWEY, F/O Ezra Lorne (J15514) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 19 May 1943 as per **London Gazette** dated 25 May 1943 and AFRO 1247/43 dated 2 July 1943. Born in Exeter, Ontario, 9 March 1918; home there. Enlisted in London, Ontario, 22 August 1940. To "D", 31 August 1940. To No.1 ITS, 9 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.1 Manning Depot; to No.4 EFTS, 27 January 1941; graduated 5 March 1941 when posted to No.4 Manning Depot; to No.8 SFTS, 7 April 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941. To RAF overseas, 3 August 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 January 1944. Repatriated 23 February 1945. Served in OTU at Debert. Remained in postwar RCAF (19741), retaining rank of Flight Lieutenant. Commanded No.111 Communications Flight, Winnipeg, March 1948. One year later appointed to command Recruiting Centre in Victoria. Promoted Squadron Leader, 1 June 1949. To AFHQ, 1950 where he was appointed to the Directorate of Air Intelligence. Attended RCAF Staff College. Appointed Secretary of the Personnel Members Committee, National Defence Headquarters, 1954. Promoted Wing Commander, 1 March 1957.

During the last year this officer has flown on a large number of bombing sorties, many of which were of a particularly hazardous nature. He has been responsible for the destruction of four enemy ships. Invariably this officer has displayed outstanding courage and devotion to duty.

NOTE: Public Records Office Air 2/8952 has recommendation dated 2 March 1943 when he had flown 508 hours (106 hours 45 minutes on operations, 25 sorties):

It is strongly recommended that Flying Officer Howey be given some recognition for the exceptional service rendered during his period as a member of this squadron. This officer has taken part in 25 operational sorties with a total of 106.45 hours.

On one occasion while over his target his undercarriage was damaged and he was forced to make a crash landing on his return. This he successfully carried out. He has four ships confirmed destroyed and one probable to his credit. He has served a year on the squadron and at various times acted as Deputy Flight Commander and even as Flight Commander on occasions, and has shown himself capable to do so.

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HOWLETT, Corporal Lawrence Reginald (R59205) - **Mention in Despatches** - Dalton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 8 July 1908. Home in Brandon. Enlisted in Winnipeg, 13 June 1940 for General Duties. To "P", 8 July 1940. To No.1 BGS, 10 August 1940. Remustered as Master Motor Mechanic Transport, 1 October 1940. Promoted LAC, 1 July 1941. Promoted Corporal, 20 January 1942. To No.3 SFTS, 27 November 1942. To No.19 SFTS, 5 May 1943. To "Y" Depot, 11 July 1943. Taken on strength of No.3 PRC, Bournemouth, 20 July 1943. Repatriated 16 November 1945. Retired 19 December 1945. Recommendation dated 23 June (DHist 181.002.D225) described him as Fitter (Motor Transport), confirming that he had served four years one month in Canada, ten months in England:

This non-commissioned officer has proved himself to be outstanding in his devotion to duty and his willingness to co-operate by working overtime under the most trying conditions. He did excellent work on the snow removal equipment during the past winter, when his cheerfulness and leadership set an example to all.

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HOWSAM, A/V/M George Roberts, MC (C33) - **Companion, Order of the Bath** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 29 January 1895 at Port Perry, Ontario as per RCAF Press Release reporting award.

Successful fighter pilot on Western Front (PR release says he destroyed four and damaged five enemy aircraft). Accepted for Air Board while still in England. Appointed Air Pilot Navigation, Air Board, 31 May 1921 to serve at High River on salary of \$ 2,460. Qualified Air Engineer 14 September 1921. Commissioned in CAF, 1 March 1923. As of 1 April 1924 on strength of Winnipeg Air Station. Promoted Flight Lieutenant, 1 April 1925. Took Militia Staff Course, 1925-1926 (passed). Posted from No.1 Wing, Winnipeg to Camp Borden, 25 June 1927 (adjutant). On command to Kingston, 30 September to 22 Dec 1928 for Staff Preparation Course. Flying Instructor Course, 5 January to 8 May 1929 (rated "B2" category instructor). Service included being member of Siskin aerobatic team; noted for aerobatics at Cleveland Air Races of 1929. To Courses Aboard (RAF Staff College), 17 December 1929 and attending to 19 December 1930 (psa). Returned to Headquarters, Ottawa, 7 January 1931. Appointed 1 February 1931 to be Superintendent of Flying Operations, Civil Government Air Operations. Promoted Squadron Leader, 1 April 1931. Attached to Military District No.2, Toronto (army) as Air Staff Officer, 31 December 1932. Army Cooperation Course, 1 February to 30 April 1933. Instrument Flying Course, 13-31 August 1934 (average). Senior Officers Army Cooperation course, 7-29 November 1935. To Station Ottawa, 14 August 1936. Promoted Wing Commander, 1 April 1938; to AFHQ, 14 June 1938 as Director of Air Training, 1938-39. Observation tour in UK. Promoted Group Captain, 1 April 1940; Commanding Officer of No.11 SFTS from 10 April 1941; AOC No.4 Training Command, 10 March 1942; promoted Air Commodore, 21 March 1942. In June 1942 appointed AOC of North West Staging Route. Promoted Air Vice-Marshal, 1 November 1942. Retired 5 February 1946. Appointed Honorary Aide-de-Camp to Lieutenant-Governor of Saskatchewan, 1946. Director of various Alberta breweries and of Calvan Petroleum. Active later in Civil Defence, Regina Flying Club, Dominion Air Cadet League, and RCAFA. Died in Victoria, 16 April 1988 as per **Airforce Magazine** of October-November-December 1988. RCAF photos PL-1644, PL-1645 and PL-1648 taken 1940 as a Group Captain. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I) has citation.

Air Vice-Marshal Howsam has rendered outstanding and devoted service to the Royal Canadian Air Force over a long period of time. While the Royal Canadian Air Force was passing through a most difficult period of expansion, this officer displayed unbounded enthusiasm, determination and initiative. His outstanding devotion to duty, entailing continuous long hours of service, has encouraged the highest respect and co-ordination from his staff. Energetic and untiring in his efforts, this very capable officer has provided excellent leadership. As Air Officer Commanding a Training Command and in the other appointments he has held, he has made a most valuable contribution to the success of the British Commonwealth Air Training Plan and to the efficiency of the Royal Canadian Air Force.

HOWSAM, A/V/M George Robert, CB, MC (C33) - **Legion of Merit (Degree of Commander)** - 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 reinstates. Presented with award 22 February 1946 by Brigadier-General Dale V. Gaffney, Commanding General, Alaska Division, Air Transport Command, at USAAF Base Edmonton. Citation provided as follows:

Air Vice-Marshal George R. Howsam, Royal Canadian Air Force, Commanding No.4 Initial Training School [sic: should be No.4 Training Command], Royal Canadian Air Force, from June 1942 to December 1944, rendered extensive and material aid to the Alaskan Division of the Air Transport Command and to the United States Army Air Forces in the operations which rapidly and effectively furnished aircraft and supplies to Alaska and Russia. He not only freely extended needed facilities at a time when those of the Transport Command were extremely meagre, but he usually anticipated and met those of particular and essential importance. Decisions vitally affecting the operations of the Alaskan-Siberian Ferrying Route were made by him when such action was imperative to prevent delay. Air Vice Marshal Howsam's co-operation in expediting air equipment to far-flung combat areas contributed materially to the successful conduct of the war.

HOWSAM, A/V/M George Roberts (C33) - **Commander of the Order of the Crown (Belgium)** - **Canada Gazette** dated 17 July 1948 and AFRO 455/48 dated 23 July 1948.

HOWSAM, A/V/M George Roberts, CB, MC (C33) - **Order of the White Lion, Class III (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946.

Early Operations in Canada: Travel expense claims give some idea of his work. On 29 August 1923 he left Victoria Beach on a photo operation that lasted to 16 September 1923. It was centred upon The Pas, Manitoba, with occasional mid-day meals taken at Pukattawagan. Accommodation claims totalled \$ 30.00 and 55 meals came to \$ 34.80. There were complaints that his claims were excessive ("Other officers have been on flying duty at The Pas, and expenses incurred by them have not been nearly so great as those incurred by F/O Howsam for a shorter period") It was conceded that "high prices for meals must be paid at out-lying camps such as Pukattawagan and Bowden."

Between 24 September and 3 October 1923 he was on a Photographic Operation, Manitoba-Ontario boundary. He departed Victoria Beach on 24 September, proceeding to Little Grand

Rapids. Work was also done at Berens River but most expenses for meals and beds were at Little Grand Rapids; they totalled \$ 17.00 by the time he returned to Victoria Beach (bed was \$ 1.00 a night, meals were 50 cents each). However, he immediately returned to Gull Harbot and Little Grand Rapids on 4 October, returning to Victoria Beach on 8 October 1923.

His duties also included "Inspection of Commercial Aircraft" (20-23 June 1924) with a rail trip from Winnipeg to Moose Jaw; expenses for cars to and from station and to/from Moose Jaw Aerodrome totalled \$ 6.50.

For a Photographic trip - left Victoria Beach, for Minaki, 1900 hours on 25 June 1924, arriving 2015 hours. Departed Minaki, 1455 hours on 1 July 1924, returning to Victoria Beach, 1715 hours. He had to hire a rowboat to commute to aircraft moored at a buoy (\$ 7.00) while room and board was \$ 29.60 (less sundries, \$ 3.60 so total was \$ 26.00).

Fire patrol flights in July 1924 were as follows: 8 July 1924, Victoria Beach to Fort Alexander and return; 10 July 1924, Victoria Beach to Berens River and return; 14 July 1924, Victoria Beach to Winnipeg River (Ontario boundary) and return; 15 July 1924, Victoria Beach-St. George-Winnipeg River (Ontario boundary)-St. George-Fort Alexander- and return to Victoria Beach; 17 July 1924, Victoria Beach to Berens River and return; 30 July 1924, Victoria Beach to Matheson Island and return; 31 July 1924, Victoria Beach to Fisher Bay, Berens River, Fisher Bay, Matheson Island and return to Victoria Beach (445 miles). These were all fire patrols.

Further fire patrols took him on 5 August 1924 from Victoria Beach to Steep Rock and Winnipegosis; on 8 August from Winnipegosis to Pelican Bay and Grand Rapids, and on 9 August, Grand Rapids-Lac Petit Mont Carlo-Grand Rapids-Victoria Beach.

Selected Assessments: Report dated 28 November 1925 described his summer employment as Officer Commanding, Norway House Detachment and in winter as President of Standing Board of Survey at Winnipeg. "A very capable pilot and has done well in command of a detachment. Energetic and reliable, good habits and keen on sport." (S/L G.O. Johnson).

Report dated 30 November 1926 stated he had flown 129 hours 45 minutes as pilot and six hours 30 minutes as passenger during 1926 - no commentary.

Report for 1929 when he was at Camp Borden., Flew 9.30 dual, 213.15 solo on Moths, Siskin, Courier. "This officer has been employed in the capacity of Flight Commander in Training Squadron. He performed these duties moderately well. Cooperation between his Flight and Training Squadron Headquarters was not always complete. As a Flying Instructor this Officer worked hard. During the past three months he has been on detached operations which were performed satisfactorily. He passed the entrance examinations to the RAF Staff College and is

to proceed to England for the next course at that college. This officer played a conspicuous part in the Single Seater Fighter demonstrations carried out by this unit during the past year." (W/C G.M. Croil, 10 December 1929).

RAF Staff College, Andover - "A keen and enthusiastic officer with an active mind. Independent, determined and somewhat intolerant in character, not particularly receptive of new ideas. His powers of reasoning and analysis are confused, and he is unable to express himself clearly or logically, either in speech or on paper, Owing to these defects, he is not at present suitable for staff work except in lower grade appointments. Recommended for P.S.A." (Air Commodore J.B. Joubert, 10 December 1932).

Course at School of Army Cooperation, 1 February to 30 April 1933. Flew in Avro Tutor (28 hours 21 minutes solo, five hours one minute as passenger) and Courier (45 minutes solo, one hour 20 minutes as passenger). Marked in Photography (67 percent), Signals (93 percent), Army (87 percent), Artillery Observation (73 percent), Map Reading (71 percent), Air Reconnaissance (87 percent), Morse (passed, ten words per minute), Medium Reconnaissance (76 percent), Close Reconnaissance (75 percent) and Artillery Observation (70 percent). Assessed in Air Work (above average), ground subjects (above average) and suitability as an instructor (should make a good instructor). "Squadron Leader Howsam has made steady progress throughout the course. He has been keen, displayed initiative and possesses a constructive viewpoint. Conduct exemplary." (C.M. McEwen, Officer Commanding School of Army Cooperation, 28 April 1933)/

Instrument Flying Course, 13-31 August 1934 on Fleet Aircraft (16 hours 35 minutes dual, three hours 25 minutes solo). "Had the usual difficulties but gradually succeeded in overcoming them. He was handicapped somewhat due to being a little out of practice. Categorized 'Average'". (F/L E.G. Fullerton).

Report for 1934 when on staff of Headquarters, Military District No.2, flew 41 hours 50 minutes. "This officer has carried out his duties as Air Staff Officer, M.D. 2 to my entire satisfaction. He is loyal and a hard worker. He undertook the duties of Secretary of the Military Tournament held in Toronto this year and carried them out most efficiently and satisfactorily to all concerned through sheer hard work. The experience will no doubt stand him in good stead in the future. He is loyal, tactful and a pleasant companion and should go far in his profession." (Brigadier commanding district, name illegible, 15 December 1934).

Report for 1935 when on staff of Headquarters, Military District No.2, flew 27 hours 30 minutes in the year. "An officer of pleasing personality who has carried out his duties as Air Staff Officer in the District in a most satisfactory manner" (Brigadier commanding district, name illegible, 9 January 1936).

Report of 1937 when commanding No.2 (Army Cooperation) Squadron, Ottawa. Flying time 77 hours. "A keen and reliable officer. He has good initiative and organizing ability. His deportment is excellent. He is neat in appearance. Very loyal and sets a good example to his officers at all times." (W/C A.B. Shearer, 15 December 1937)

Report for 1938 while commanding No.2 (Army Cooperation) Squadron, Ottawa. Flying time not shown. "A thoroughly conscientious and efficient Squadron Commander. Exceptionally keen in the performance of his duties, His deportment is at all times excellent. He complies with all requirements in service etiquette." (W/C A.B. Shearer, 14 June 1938).

"Group Captain Howsam is efficient and aggressive with a splendid capacity for detail which does not prevent him from grasping the subject as a whole. His specialty is training and it would be advantageous for him to command a station before being given a more responsible post." (Air Commodore A.T.N. Cowley, 15 December 1940).

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HOY, P/O John Cecil (J87595) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 6 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Saskatoon, Saskatchewan, 17 July 1917 (obituary notice); home in Toronto. In Royal Canadian Artillery before joining RCAF. Enlisted in Winnipeg, 23 February 1942 and granted leave without pay. To No.2 Manning Depot, 29 April 1942. To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942; to No.2 BGS, 7 November 1942; to No.3 AOS, 12 January 1943; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 8 March 1943. Commissioned 17 June 1944. Promoted Flying Officer, 17 December 1944. Repatriated 15 April 1945. Sold war bonds. Released 23 June 1945. Insurance salesman after the war. Died in White Rock, British Columbia, 23 March 2010. Photo is PL-34594.

As air bomber, Pilot Officer Hoy has participated in very many sorties and has proved himself to be a cool, confident and efficient member of aircraft crew. On one occasion he took part in an attack on Stuttgart. When nearing the target area heavy anti-aircraft fire was encountered. A shell burst beneath the aircraft which was thrown over on its back by the force of the explosion, coupled with the violent effect of the slipstream. Considerable height was lost before the pilot regained control when course was resumed. Although he was badly shaken, Pilot Officer Hoy directed the bombing run with great coolness and the target was successfully attacked.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 16 August 1944 when he had flown 36 sorties (172 hours 57 minutes). Sortie list and submission as follows:

20 January 1944 - Berlin (7.34, bombed through cloud)
22 January 1944 - Magdeburg (5.48, successful attack)
30 January 1944 - Berlin (5.56, successful, 10/10 cloud)
1 March 1944 - Stuttgart (7.51, bombed through cloud)
6 March 1944 - Trappes (4.58, successful)
15 March 1944 - Stuttgart (8.20, successful)
18 March 1944 - Frankfurt (6.07, duty carried out)
22 March 1944 - Frankfurt (5.55, bombed through cloud)
26 March 1944 - Essen (4.54, successful)
9 April 1944 - Villeneuve St. George (5.33, successful)
18 April 1944 - Tergnier (4.30, good attack)
20 April 1944 - Ottignies (3.51, successful)
22 April 1944 - Dusseldorf (5.10, successful)
24 April 1944 - Karlsruhe (6.07, successful)
27 April 1944 - Aulnoye (4.19, successful)
19 May 1944 - Boulogne (3.32, successful)
1 June 1944 - Ferme d'Urville (4.04, duty carried out)
2 June 1944 - Trappes (5.21, bombed target)
5 June 1944 - Maisy (4.35, bombed target)
6 June 1944 - Chateaudun (5.23, successful)
7 June 1944 - Versailles (4.18, successful)
9 June 1944 - Laval (5.22, good attack)
12 June 1944 - Amiens (4.23, bombed target)
14 June 1944 - Evrecy (4.41, successful, slight undershoot)
16 June 1944 - Sterkrade (3.55, good attack)
17 June 1944 - St. Martin l'Hortier (3.45, bombed in cloud)
22 June 1944 - Siracourt (3.29, squadron's first daylight operation)
23 June 1944 - Oisemont (3.48, successful)
24 June 1944 - Le Grand Rossignol (3.10, successful)
27 June 1944 - Marquis Mimoyecques (4.03, good results)
4 July 1944 - Domleger (3.45, daylight attack)
6 July 1944 - Marquis Mimoyecques (2.56, daylight)
7 July 1944 - Caen (4.18, daylight attack)
12 July 1944 - Ferme du Forestel (3.43, attacked in cloud)
18 July 1944 - Caen H.1 (4.14, good attack)
20 July 1944 - Bottrop (3.39, successful attack)

On the night of 1st March 1944, Pilot Officer Hoy was air bomber in a Halifax III aircraft detailed to attack Stuttgart. Shortly before the target was reached a

burst of heavy flak exploded beneath the machine and this, coupled with the effect of violent slipstream, turned it upside down. The force of the explosion shattered the interior lighting system, and everything moveable including the crew was thrown about the aircraft. By skilful handling the pilot succeeded in bringing the aircraft back to an even keel after the loss of considerable height, and the course to the target was resumed.

Although he was as badly shaken by the incident as were the remainder of the crew, Pilot Officer Hoy revealed little sign of anxiety when he began to call out the necessary courses for bombing, and it was his calm and courageous manner which helped, more than anything else, to res-establish the confidence of others in the crew.

A capable air bomber, this officer displayed great keenness to fly at all times and his fine offensive spirit was excellently suited to his particular duties in the aircraft. He was undeterred by the heaviest flak, and under fire he displayed the most commendable calm. His coolness and courage in times of danger was an invaluable factor in the maintenance of the high morale of this gallant crew. He has completed 36 operational sorties, including attacks on such heavily defended targets as Magdeburg, Berlin (twice), Stuttgart, Frankfurt (twice), Dusseldorf, Essen and Karlsruhe.

For his outstanding record of operations, his unflinching courage in times of danger and his determination in pressing home the attack upon the enemy, whatever the odds, it is recommended that this officer be awarded the Distinguished Flying Cross.

This was supported by the Officer Commanding, Station Lissett (18 August 1944) and the Air Officer Commanding, No.4 Group (25 August 1944). Final approval was given by Air Chief Marshal Sir Arthur Harris, Air Officer Commanding-in-Chief, Bomber Command (30 August 1944).

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HOYE, Sergeant John Stanley (R57684, later J48343) - **British Empire Medal** - No.1
Communications Flight - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born 11 August 1921. Enlisted in Vancouver, 4 April 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 26 April 1940. Promoted AC1, 4 July 1940. To Trenton, 3 September 1940. Promoted LAC, 1

December 1940. Promoted Corporal, 1 July 1941. Promoted Sergeant, 1 May 1942. To No.1 Training Command, 10 February 1943. To No.1 Manning Depot, 20 June 1943. To No.6 ITS, 7 August 1943. Reverted to LAC, 15 October 1943. To No.10 EFTS, 30 October 1943. To No.2 SFTS, 28 January 1944. Qualified as pilot and commissioned, 8 September 1944. To No.2 Aircrew Graduate Training School, 20 September 1944. To No.8 Release Centre, 1 October 1944. Retired 30 December 1944. Re-engaged as Air Cadet Officer, 15 October 1947. Postwar he attended University of British Columbia and obtained Teaching Certificate. Taught industrial arts at Vernon Secondary Schools for 35 years. Also taught in Antigua, British West Indies (with Canadian International Development Agency), Lahr, Germany (with Department of National Defence) and St. Lucia (with CUSO). President, North Okanagan Teacher's Association and wrote the curriculum for Industrial Arts Education of British Columbia. Died in Vernon, British Columbia, 28 January 2017.

Sergeant Hoye, a passenger in a crash tender which was nearby when an American pilot made a crash alighting in the water, dove in, fully clothed, from the moving tender and swam to the sinking plane where he released the pilot who was caught in the lines of his parachute under water and on the verge of drowning. Due to his quick actions and utter disregard for personal safety Sergeant Hoye was responsible for saving the life of this officer.

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HRYNIKIW, F/O Walter (J86647) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Name also spelled "Hrynkiw". Born in Kurowice, Poland, 21 February 1921; home in Plunkett, Saskatchewan or Viscount, Saskatchewan. Enlisted in Saskatoon, 22 September 1941. To No.3 Manning Depot, 31 October 1941. To No.8 BGS (guard), 19 December 1941. To No.4 ITS, 14 March 1942; graduated and promoted LAC, 8 May 1942; to No.16 EFTS, 6 June 1942; to No.5 EFTS, 20 June 1942; graduated 14 August 1942 and posted next day to No.4 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 17 May 1944. Promoted Flying Officer, 17 November 1944. Repatriated 28 February 1945. Retired 20 March 1945.

This officer has an excellent record of achievement. His great determination and dauntless courage in the face of danger have set an inspiring example to all. During an attack against Stuttgart his aircraft was severely damaged by anti-aircraft fire and the air bomber was killed. Undaunted, Flying Officer Hrynikiw completed a successful attack. When engaged on another sortie against Stuttgart the aircraft in which this officer was pilot was engaged by enemy fire.

The navigator was killed and two other members of the crew were severely wounded. Despite these hazardous experiences this gallant officer has continued to operate with indomitable zeal and great devotion to duty.

NOTE: Public Records Officer Air 2/9050 has recommendation dated 14 December 1944 when he had flown 30 ½ sorties (171 hours 50 minutes); document has sortie list; text is slightly more informative than the one published; sorties from 27 September 1943 to 20 February 1944 were in No.78 Squadron; all subsequent trips were in No.101 Squadron.

* counted as half-sortie

27 September 1943 - Hanover
3 November 1943 - Dusseldorf
19 November 1943 - Leverkusen
20 December 1943 - Frankfurt
24 December 1943 - Berlin
14 January 1944 - GARDENING
20 January 1944 - Berlin
21 January 1944 - Magdeburg
30 January 1944 - Air/Sea Rescue*
15 February 1944 - Berlin
20 February 1944 - Stuttgart
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 - Stuttgart
20 September 1944 - Calais
14 October 1944 - Duisburg
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
19 October 1944 - Stuttgart
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
31 October 1944 - Cologne
2 November 1944 - Dusseldorf
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel

11 November 1944 - Hoesch-Benzin (Dortmund)

Flying Officer Hrynikiw, a Canadian, has completed a highly successful tour of operations, the last 20 sorties being carried out with this squadron. The targets which he has attacked have been in the main heavily defended ones in Germany and on three occasions he has bombed Berlin.

Typical of this officer's dauntless determination to strike the enemy regardless of opposition, is the fact that while making an attack on Stuttgart one night, his aircraft was severely damaged by heavy flak and the Air Bomber killed, but in spite of this an attack was successfully made on the secondary target of Karlsruhe.

On yet another occasion while making an attack on Stuttgart the aircraft pilot by this officer was engaged by enemy fire and his navigator was killed and two other members of his crew severely wounded, yet despite these hazardous experiences Flying Officer Hrynikiw has never wavered and his fine fighting spirit has become even more aggressive than ever.

It is strongly recommended that this gallant officer's excellent record of achievement which has inspired the whole squadron with its story of dauntless determination, should be recognized by an award of the Distinguished Flying Cross.

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HUBBS, F/L Aaron Bertron (J10400) - **Commended for Valuable Services** - No.45 Group Headquarters - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 15 June 1918 in Connecticut; American citizen; home in Hartford, Connecticut. Enlisted in Windsor, Ontario, 23 June 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard), 1 September 1941. To No.2 WS, 14 September 1941; promoted LAC, 15 October 1941; graduated 31 January 1942 when posted to No.2 BGS; graduated and commissioned, 5 March 1942. To No.31 OTU, 21 March 1942. Assigned to Ferry Command, Montreal, 23 March 1942. To RAF overseas, 16 June 1942. To Ferry Command again, 30 June 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 5 March 1944. To United Kingdom, 1 March 1945. Repatriated 27 July 1945. To No.13 EFTS 29 August 1945. Retired 27 September 1945. Public Records Office Air 2/9117 has recommendation drafted when he had flown 1,160 hours on operations, 277 in previous six months.

Flight Lieutenant Hubbs, who is a radio operator/air gunner, has completed many delivery flights to the United Kingdom and the Far East. In August 1943 he was posted to the Communications Squadron as a radio operator. In this role he has

flown on some of the most important squadron assignments to all parts of the world. This officer has accomplished his duties with outstanding ability and has at all times shown courage and enthusiasm of a high order.

Ferry Command crew cards list numerous trips in which he participated, viz:

26 April 1942 - Depart Montreal in Ventura AE746 to Presq'ile (Maine), returning to Montreal the same day as passenger in another aircraft. Subsequently, several flights within Canada and to United States.

10 June 1942 - Depart Montreal in Hudson III, FH464 to Presq'ile; to Stephenville on 14 June 1942; to Goose Bay the same day.

16 October 1942 - Departs West Palm Beach (having gone there by train) in Ventura AE768 to Middle East, arriving 4 November 1942. Date of return uncertain.

15 November 1942 - Departs West Palm Beach in Baltimore FA142, to Middle East, arriving 1 December 1942. Date of return uncertain.

21 December 1942 - Departs West Palm Beach, Baltimore FA296 to Middle East, arriving 28 December 1942.

11 January 1943 - Departs West Palm Beach in Baltimore FA316 to Middle East, arriving 19 January 1943.

4 February 1943 - Departs West Palm Beach in Baltimore FA232 to Middle East, arriving 14 February 1943.

17 April 1943 - Departs Nassau, Bermuda, in Baltimore FA475 to Middle East, arriving 22 April 1943 (returned by "Clipper").

5 May 1943 - Departs Nassau in Baltimore FD815 for Middle East, arriving 11 May 1943.

29 May 1943 - Departs Nassau in Dakota FD892 to Borin (?), to Trinidad, Belem (Brazil), Ascension Island and Accra, arriving 4 June 1943. Returned by air as passenger in FL908.

11 June 1943 - Departs Nassau in Baltimore FA366 to Accra, arriving 17 June 1943. Returned by U.S. Air Transport Service.

24 July 1943 - Departs Nassau in Dakota FD955 to Accra, arriving 28 July 1943.

9 August 1943 - Departs Nassau in Baltimore FW334 to Accra, arriving 16 August 1943. Immediately returned to North America.

20 August 1943 - Departs West Palm Beach in Liberator BZ718, proceeding to Trinidad, Belem, Natal, Ascension, Accra, Ascension, Natal, Belem, Trinidad, and back to Nassau, arriving 27

August 1943. Possible tour of inspection or transport flight.

6 September 1943 - Departs West Palm Beach in Liberator BZ718, proceeding to Miami, Trinidad, Belem, Natal, Ascension, Accra, Ascension, Natal, Belem, Trinidad and back to Nassau, arriving there 13 September 1943.

29 September 1943 - Departs Nassau in Liberator FL914 . This aircraft is engaged in what appears to be an extensive tour (perhaps of inspection) which takes it to Miami, Trinidad, Belem, Natal, Ascension, Accra, Ascension again, Natal, Belem, Trinidad and back to Nassau (arriving back there on 6 October 1943). It then departs Nassau again on 7 October 1943 to Miami, returns to Nassau on 10 October 1943, and departs Nassau once more on 13 November 1943 to Miami, Trinidad, Belem, Natal, Ascension, Accra, Ascension, Natal, Belem, Trinidad and back to Nassau (arriving back on 19 November 1943). On 8 December 1943, FL914 again departs Nassau for Miami, Trinidad, Belem, Natal, Ascension, Accra, Ascension, Natal, Belem, Trinidad and Nassau, arriving back on 15 December 1943.

21 January 1944 - Departs Montreal in Hudson FK779 to Toronto and return.

27 January 1944 - Departs Montreal in Liberator (316-440 if that makes sense) to Goose Bay; departs Goose Bay 4 February 1944 to Gibraltar; to Rabat on 7 February 1944. Date of return unclear.

12 February 1944 - Departs Montreal in Hudson FK771, the first of several flights in this aircraft to various North American destinations before returning to Montreal.

2 March 1944 - Departs Montreal in Lodestar 316-455 to Baltimore and Goose Bay, returning to Montreal at uncertain date. Much internal flying in Canada for the next few days including flights to North Bay.

10 April 1944 - Departs Montreal in Liberator AL593, to Stephenville, Lagens, Gibraltar, United Kingdom, Gibraltar, Lagens , Goose Bay and Montreal, arriving back 15 April 1944.

21 April 1944 - Departs Montreal in Dakota KG487 to Baltimore and New York (but not overseas).

28 April 1944 - Crew in Mosquito KB225, Montreal to New York. Much more flying in North America thereafter.

24 May 1944 - Departs Montreal in Dakota KG581 to Goose Bay. Departs Goose Bay, 25 May to Greenland; to Reykjavik on 26 May 1944, returning to Greenland on 27 May 1944, and on 28 May to Goose Bay and Montreal.

31 May 1944 - Departs Montreal, Liberator AL504 for flight to Rabat; aircraft seems to have returned via Lagens to Montreal on 2 June 1944. This is followed by many flights in Hudson aircraft to North American destinations (Toronto, Ottawa, Washington).

16 July 1944 - Departs Montreal in Liberator AM239 to Nassau, Miami, Trinidad, Belem, Natal, Ascension, Accra, Dakar, Rabat, Cairo, Maison Blanche, Rabat, Lagens and back to Montreal (arrived back 2 August 1944).

28 September 1944 - Departs Montreal in Liberator AL504 which proceeds to Britain, Naples, Cairo, Moskow, Cairo, Naples, Northolt, returning to Montreal on 22 October 1944.

10 November 1944 - Departs Montreal in Liberator AL593 to Washington, Miami, Bermuda, Rabat, Gibralter, Hartford Bridge, returning to Canada via Presq'ile, 23 November 1944.

The record of his flying suggests considerable service on a commander's aircraft engaged in diplomatic or inspection flights.

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HUBLEY, F/O Russell Frederick (J87810) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 19 December 1921. Enlisted in Halifax, 20 August 1942. To No.5 Manning Depot, 31 August 1942. To No.16 SFTS (guard), 6 November 1942. To No.23 Pre-Aircrew Education Detachment, 21 February 1943. To No.1 Air Gunner Ground Training School, 20 March 1943. Promoted LAC, 1 May 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 12 September 1943. Commissioned 16 July 1944. Promoted Flying Officer, 16 January 1945. Repatriated 14 May 1945. To Moncton, 27 May 1945. To No.1 Release Centre, 9 September 1945. Retired 8 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 2/9070 has recommendation dated 20 February 1945 when he had flown 45 sorties (196 hours eight minutes), 21 May 1944 to 14 February 1945.

21 May 1944 - Sea Search (5.10)
27 May 1944 - Le Clipon (4.00)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (5.50)
6 June 1944 - Conde sur Noisieux (5.45)
12 June 1944 - Arras (4.35)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sterkrade (4.40)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.15)
9 July 44 - Mont Candon (3.45)
7 August 1944 - Caen (2.30)
13 August 1944 - La Pallice (5.30)
14 August 1944 - TRACTABLE 22 (2.35)
18 August 1944 - Bremen (4.50)

25 August 1944 - Russelsheim (7.00)
26 August 1944 - Kiel (5.15)
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
13 September 1944 - Nordstern (3.20)
20 September 1944 - Calais (2.05)
25 September 1944 - Calais (2.10)
30 September 1944 - Bottrop (3.20)
6 October 1944 - Sterkrade (3.05)
14 October 1944 - Duisburg (3.20)
29 October 1944 - Walcheren (2.05)
31 October 1944 - Cologne (4.05)
4 November 1944 - Bochum (3.45)
6 November 1944 - Gelsenkirchen (3.40)
11 November 1944 - Dortmund (4.10)
16 November 1944 - Julich (3.15)
18 November 1944 - Wanne Eickel (4.25)
12 December 1944 - Essen (4.20)
21 December 1944 - Cologne (4.05)
30 December 1944 - Cologne (4.11)
2 January 1945 - Nuremburg (6.15)
5 January 1945 - Hannover (4.22)
5 January 1945 - Royan (5.00)
22 January 1945 - Duisburg (3.50)
28 January 1945 - Stuttgart (5.50)
7 February 1945 - Cleve (3.50)
8 February 1945 - Politz (7.45)
13 February 1945 - Dresden (8.00)
14 February 1945 - Chemnitz (7.00)

Pilot Officer Hubley has successfully completed 45 operational sorties directed at the most heavily defended enemy targets, including Wanne Eickel, Gelsenkirchen, Stuttgart and Dortmund. In all these attacks, Pilot Officer Hubley has shown extreme devotion to duty, and has not faltered even in the most difficult positions. His courage and skill as an Air Gunner has made this officer an excellent example, not only to his crew but to all Air Gunners of this squadron.

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

a P/O Campbell; mid-upper gunner was P/O R.F. Hubley. Narrative as follows:

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

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

The fighter opened fire at 400 yards. The rear gunner and mid-upper replied a few seconds later with two short bursts of 75 rounds from each turret, after which the fighter broke away on the port quarter up and was not seen again.

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

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

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HUCHALA, F/O Andrew Paul (J25362) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Michael (or Michel), British Columbia, 20 November 1913; home in Blairmore, Alberta. Was a tinsmith prior to enlistment. Enlisted in Calgary, Alberta, 18 August 1939 with No.3 (B) Squadron; to No.10 (B) Squadron, Halifax, 23 September 1939; to Eastern Air Command Headquarters, 17 August 1941; remustered from Aero Engine Mechanic to aircrew, 5 June 1942, at which time he was a Sergeant. Posted that date to No.5 ITS; may have graduated 1 August 1942 but not posted to No.13 EFTS until 12 September 1942; may have graduated 6 November 1942 but not posted to No.2 SFTS until 21 November 1942; graduated and commissioned on 16 April 1943. To "Y" Depot, 30 April 1943. To United Kingdom, 22 June 1943. Reported to No.3 PRC, Bournemouth, 2 July 1943; promoted Flying Officer, 16 October 1943; to No.14 (P) Advanced Flying Unit, 30 November 1943; to No.24 OTU, 21 March 1944; to No.431 Squadron, 30 July 1944; to No.1659 Conversion Unit, 5 February 1945; promoted Flight Lieutenant, 16 April 1945; to No.2 Air Command, 13 August 1945; to No.10 Repair Depot, 1 October 1945; to No.6 OTU, 9 November 1945; to No.1 PTU, Halifax, 4 May 1946; reverted to Flying Officer in postwar RCAF, 1 October 1946 (4382); to Eastern Air Command Headquarters, 3 January 1947; to No.10 Group, Halifax, 1 April 1947; to Initial Flying School, Centralia, 13 April 1947; promoted Flight Lieutenant, 1 January 1949; to Station

Centralia, 1 July 1950; promoted Squadron Leader, 1 June 1952; to London, England on exchange duties, 4 June 1952; during this tour he commanded No.61 Squadron; on 31 August 1953 W/C H.L. Derwent described him as "above the average as a squadron commander...No.61 Squadron has achieved new high standards of achievement under his command". He claimed entitlement to the Africa General Service Medal with Kenya Clasp on the basis of service with No.61 Squadron, Eastleigh Airfield, Kenya, 4 February to 17 June 1954, "personally carrying out 24 bombing operations against Mau Mau concentrations employing heavy bombers whilst the Squadron accumulated a total of 362 similar operations". To AFHQ, Ottawa, 19 August 1954; retired 18 May 1961. Wartime photos are PL-42769 and PL-42770 (22 March 1945). Died in Ottawa, 16 June 1998. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 21 December 1944 when he had flown 25 sorties (136 hours 24 minutes), 9 August to 4 December 1944.

Flying Officer Huchala, a captain of aircraft, has completed twenty-five operational sorties against such targets as Kiel, Bremen, Dortmund and Duisburg. Throughout these operational sorties he has always shown a fine offensive spirit together with outstanding keenness and efficiency. On several occasions his aircraft has been engaged by enemy defences but by skilful manoeuvring has succeeded in evading the attacks.

The sortie list was as follows:

9 August 1944 - La Breteque (3.55, second pilot)
14 August 1944 - Falaise (4.51, captain)
15 August 1944 - Soesterburg (4.00, captain)
16 August 1944 - Kiel (5.27, second pilot)
18 August 1944 - Bremen (5.59, captain - all following sorties also as captain)
25 August 1944 - Brest (4.56)
27 August 1944 - Marquies (3.20)
31 August 1944 - Cezembre (5.19)
18 September 1944 - Domburg (4.27)
20 September 1944 - Calais (3.18)
25 September 1944 - Calais (5.09)
28 September 1944 - Cap Gris Nez (3.45)
4 October 1944 - Bergen (6.59)
6 October 1944 - Dortmund (6.15)
14 October 1944 - Duisburg (5.52)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Wilhelmshaven (5.15)
23 October 1944 - Essen (5.55)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.30)

21 November 1944 - Castrop Rauxel (6.27)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (7.20)
2 December 1944 - Hagen (7.30)
4 November 1944 - Karlsruhe (7.00)

Flying times as of December 1955 were as follows: Lancaster (312.20), Halifax (511.05), Lincoln (808.40), Expeditor (1504.20), Master (100.15), Harvard (75.23), Whitley (79.55), Dakota (104.05), B-29 (68.20), Canberra (61.53), Sabre (6.40), T-33 (9.20), Meteor (6.05), Moth (22.40), Fleet (76.20), Oxford (79.05).

Further to his East African experiences, RCAF file 813-100-89/2-16, "Reports by Personnel on Exchange Duties with the Royal Air Force - Bomber Command" (National Library and Archives, RG.24 Volume 17776) has reports by him. He was on Exercise SUNRAY, initially a deployment to the Middle East but extended to relieve No.100 Squadron in the Kenya Emergency. Eight Lincolns and ten crews were deployed, departing Wittering on 8 March and 15 March 1954 (four aircraft each) to Eastleigh, Kenya. He was in the first group, with a crew described as F/O Owens (Navigator 1), F/O Robinson (Navigator 2), Sergeant Plummer (Signaller), Master Engineer Beesley (Engineer), no gunner but with three passengers (S/T Laws, SAC Atkinson, LAC Wales). Upon arrival, crews flew with No.100 Squadron crews before taking over the operation. The squadron carried out 311 sorties, March to June, with most bombing runs made at 2,500 feet. One aircraft (RE297) failed to return; it crashed on the night of 22 March 1954 (wreckage found and survivors rescued).

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HUDSON, F/L Donald Edward Thomas (J43199) - **Distinguished Flying Cross** - No.170 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born in Toronto, 3 April 1918; home there. Had flown before the war and had a business repairing aircraft. When it failed he became a postman. Enlisted in Toronto, 2 April 1941. To No.1 Manning Depot, 27 May 1941. To No.31 Radio School, 16 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.3 EFTS; graduated 22 November 1941 when posted to No.14 SFTS; graduated and promoted Sergeant, 13 March 1942. To Trenton, 29 March 1942. To No.21 EFTS to instruct, 22 May 1942. To No.13 EFTS, 18 August 1942. Promoted Flight Sergeant, 13 September 1942. Promoted WO2, 13 March 1943. Commissioned 3 January 1944. To No.2 SFTS, 29 January 1944. To "Y" Depot, 8 March 1944. Embarked from Halifax, 30 March 1944. Disembarked in Britain, 7 April 1944. To No.21 (Pilots) AFU, 25 April 1944. Promoted Flying Officer, 3 July 1944. To No.18 OTU, 4 July 1944. To No.11 Base, 22 September 1944. To No.1 Lancaster Finishing School, 4 November 1944. To No.170 Squadron, 22 November 1944. Promoted Flight Lieutenant, 3 March 1945. To Station Rufforth, 27 June 1945. To No.63 Base, 2 July 1945. Repatriated 13 August 1945. Retired 2 October 1945. Worked 30 years for Alcan. Died in St. Thomas, Ontario on 27 October 1992 as per Royal

Canadian Legion "Last Post" website and **Legion Magazine** of February 1993. No citation other than "completed...numerous operations against the enemy in which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/8772 has recommendation dated 4 June 1945 when he had flown 27 sorties (186 hours ten minutes).

12 December 1944 - Essen
31 December 1944 - Osterfield
7 January 1945 - Munich
16 January 1945 - Zeitz
22 January 1945 - Duisburg
28 January 1945 - Stuttgart
1 February 1945 - Mannheim
2 February 1945 - Wiesbaden
3 February 1945 - Bottrop
20 February 1945 - Dortmund
23 February 1945 - Pforzheim
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
18 March 1945 - Manau
3 April 1945 - Nordhausen
4 April 1945 - Lutzkendorf
10 April 1945 - Plauen
14 April 1945 - Potsdam
18 April 1945 - Heligoland
22 April 1945 - Bremen
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Kassel
7 May 1945 - MANNA (Rotterdam)
11 May 1945 - EXODUS (Brussels)

Flight Lieutenant Hudson of the Royal Canadian Air Force has successfully completed 27 sorties and 186 operational flying hours against the enemy. He has had a very arduous tour which he tackled with the utmost determination and has at all times pressed home his attacks in the face of intense opposition.

Many of the targets which this officer attacked were Germany's most heavily defended industrial cities such as Stuttgart, Essen, Duisburg, Dortmund, and Chemnitz. He also bombed many small precision targets with great skill.

Flight Lieutenant Hudson has always set his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew. It is therefore recommended that this officer's outstanding ability and devotion to duty be recognized by the award of the Distinguished Flying Cross.

Training: Interviewed in Toronto, 26 July 1940 by F/O J.B. Richardson. Had already flown 50 hours 32 minutes solo and 12 hours 31 minutes dual. "Clean cut in appearance. Quiet, unobtrusive. Pleasant. Very keen about his work. Consider his education and flying experience equivalent to Junior Matriculation."

Course at No.5 ITS was 8 August to 24 September 1941. Courses in Mathematics (73/100), Armament, practical and oral (96/100), Signals (98/100), Hygiene and Sanitation (24/40), Drill (85/100) and Law and Discipline (58/60). Placed 67th in a class of 87. "Pilot - already experienced commercial pilot. Average athlete. Does not like competitive sports. No car accidents but does not drive much. Willing to go anywhere, Wants (1) overseas, (2) instructor. Observer. Seems good type for Maths fair - WAG doubt if suited by temperament. Good shot. Commission - possibilities, Nice personality but quite shy and diffident. Might be developed. Needs to be more positive and forceful. Very good character, dependable. Good appearance - is not yet sure whether wants it as a career - Flying - wants to be an airline pilot."

Course at No.3 EFTS was 25 September to 21 November 1941. Finch II aircraft - 33.15 dual, 27.05 solo including 10.10 - logged 10.10 in Link. "An average pilot on general flying. Needs more work on instruments. Requests instructor's position and in my opinion would make a good one." (H.S. Wright, CFI). Ground courses in Airmanship (126/200), Airframes (73/100), Aero Engines (69/100), Signals, practical (90/100), Theory of Flight (72/100), Air Navigation (146/200), Armament, oral (156/200), and graded 159/200 on "Qualities as an Officer." Placed fifth in a class of 37. "Very good type of Airman. Good pilot and very good in Ground School. Very enthusiastic with exceptional self control. Accepts responsibility and takes initiative, Officer material."

Course at No.14 SFTS was 24 November 1941 to 13 February 1942. Yale and Harvard aircraft. 49 hours 40 minutes day dual, 58 hours five minutes day solo, four hours 40 minutes night dual, 11 hours 50 minutes night solo. Was 28.20 on instruments; logged 25 hours 30 minutes in Link. "Link navigation exceptional. Average pilot." Ground course is Airmanship and Maintenance (155/200), Armament, written (77/100), Armament, practical (80/100), Navigation and Meteorology (148/200), Signals, written (39/50), Signals, practical (50/100). "This student was keen to learn and has the initiative to go far." Placed 36th in a class of 53.

Course at Central Flying School was 30 March to 18 May 1942. Flew Single-Engine Elementary aircraft (13.20 day solo, 10.00 day dual), Flew Single-Engine Advanced aircraft (15.35 day solo, 10.20 day dual, 1.00 night solo, 2.00 night dual) and Twin-Engine Advanced aircraft (15.10 day solo, 23.40 day dual, 1.00 night solo, 1.00 night dual). "This pupil has been slow to learn, but has a good knowledge of sequences. His flying is average, but instrument flying is weak. Can

think of but one thing at a time. Voice good.” (P/O W.B. Shelly). Ground tests in Airframes (65/100), Engines (55/100), Airmanship (72/100) and Air Navigation (60/100). Tested on a Crane by F/L G.P. Silke. Described under following headings - Sequence (Complete), Voice (Very clear), Manner (Average), Ability to Impart Knowledge (Average), Ability as Pilot (Average). “Not particularly bright and will require supervision for a time.” Awarded Category “C”.

Notes: Assessed 6 December 1942 as instructor. He had flown 400 hours in that role. Tested in a Finch by F/O C.R. Mills. Described under the following headings - Sequence (Average), Voice (Loud, Clear), Manner (Emphatic), Ability to Impart Knowledge (Average), Ability as Pilot (Average - instrument high average). “A capable instructor”. Category raised to “B”.

Assessed 26 March 1943 - “A well disciplined, conscientious instructor.” (F/L J.E. Johansen, No.13 EFTS)

Assessed 3 January 1944 at No.13 EFTS - “This chap flew prior to the war and is among our most dependable and hard working instructors. Adapts himself to his job readily and has shown very good results for his efforts with students, Easy to get along with.” (F/O J. Jones).

Assessed 22 June 1945 when he had flown 2,087 hours (210 in past six months). “This officer is above average all round. Very reliable and always neat and tidy.” (W/C B.A.T. Rooke)

On repatriation form dated 4 July 1945 he stated he had flown 27 sorties (186 hours 30 minutes), the last on 22 April 1945. Also 268 non-operational hours. Types flown overseas were Oxford (93 hours), Wellington (90.40), Halifax (40.50 and Lancaster (230).

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HUDSON, F/O Donald Hewitt (J35092) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Morton, Saskatchewan, 28 February 1915; home there. Was a farmer prior to enlistment. Enlisted in Ottawa, 30 June 1942. To No.5 Manning Depot, 6 July 1942. To Rockcliffe, 2 August 1942. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted until 6 February 1943 when sent to No.10 EFTS. Ceased training and posted to No.5 Manning Depot again, 31 March 1943; to No.1 BGS, 1 May 1943; graduated 24 July 1943 when posted to No.4 AOS; graduated and commissioned, 3 September 1943. To “Y” Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 3 March 1944. Repatriated 19 May 1945. To No.1 Air Command, 27 May 1945. To No.1 Composite Training School, 21 August 1945. To No.4 Release Centre, 13 December 1945. Retired 18 December 1945. Died 1 June 2003 in Bath, Ontario as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of November/December 2003. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and

devotion to duty." Public Records Office Air 2/8751 has recommendation dated 22 April 1945 when he had flown 37 sorties (204 hours 41 minutes), 27 August 1944 to 8 April 1945.

27 August 1944 - Hamburg (4.34)
31 August 1944 - Lumbres (3.41)
9 September 1944 - Le Havre (3.17)
10 September 1944 - Le Havre (3.51)
12 September 1944 - Munster (4.29)
24 September 1944 - Calais (3.14)
26 September 1944 - Cap Gris Nez (3.31)
6 October 1944 - Sterkrade (4.28)
7 October 1944 - Kleves (4.31)
14 October 1944 - Duisburg (1.49), DNCO, hydraulics unserviceable
15 October 1944 - Duisburg (3.08), DNCO, engine u/s.
28 October 1944 - Homberg (3.35)
30 October 1944 - Cologne (6.16)
2 November 1944 - Dusseldorf (5.16)
6 November 1944 - Gelsenkirchen (4.41)
16 November 1944 - Julich (4.19)
18 November 1944 - Munster (5.15)
5 December 1944 - Soest (5.49)
5 January 1945 - Hanover (5.20)
13 January 1945 - Saarbrucken (6.09)
14 January 1945 - Dulmen (6.34)
16 January 1945 - Magdeburg (6.35)
1 February 1945 - Mainz (6.34)
4 February 1945 - Gelsenkirchen (5.13)
14 February 1945 - Chemnitz (8.17)
24 February 1945 - Kamen (5.46)
27 February 1945 - Mainz (6.19)
2 March 1945 - Cologne (5.29)
3 March 1945 - Kamen (7.30)
5 March 1945 - Chemnitz (8.50)
7 March 1945 - Hemmingstedt (6.20)
12 March 1945 - Dortmund (5.45)
13 March 1945 - Barmen (5.40)
18 March 1945 - Witten (6.35)
21 March 1945 - Rheine (5.03)
24 March 1945 - Sterkrade (5.34)
25 March 1945 - Osnabruck (4.57)
4 April 1945 - Hamburg (5.42)
8 April 1945 - Travemunde (5.45)

Flying Officer Hudson has completed 37 successful operational sorties on his first tour as Air Bomber, during which he has attacked such heavily defended German targets as Dusseldorf, Hamburg, Magdeburg and Chemnitz, by day and night, under most try conditions.

He has shown determination, keenness and devotion to duty which, coupled with the fine co-operation between himself, his pilot and the navigator, enabled him to obtain a great number of aiming point photographs. On two occasions his pilot has gone on to the target on three engines, and has successfully bombed the target as detailed.

Throughout his tour he has displayed great enthusiasm to take part in operations, his calm manner when faced with odds setting an excellent example to all on the squadron. His work on the ground is of a high order and he has always shown willingness to help in his section.

RCAF Press Release No. 7069 dated 19 October 1944 from "MacPherson" read as follows:

WITH CANADIANS FLYING IN THE R.A.F. --- Gremlins have gone out of style during the last two years of war – at least, so everyone thinks.

But Flying Officer Don H. Hudson of Morton, Ontario, the bomb aimer and the only Canadian in a Halifax bomber crew, isn't so sure that the little creatures are not still busy with their pranks, because the bomber failed to reach targets on the last two missions.

In the first instance, the English pilot lifted the bomb-laden Halifax off the runway at a bomber station and then discovered that he was unable to raise the undercarriage.

And that spelled failure of the mission.

They flew out to sea and jettisoned their load of destruction and brought the aircraft back to an emergency landing field.

The next mission of the crew was participation in the second elimination attack on Duisburg. Everything went along merrily until they got over the Southern section of England.

Then the port outer engine cut out. The crew decided to carry on to the target on the three remaining engines, but opposite Dunkirk they found they could not reach the bombing altitude. Failure again.

The bombload was jettisoned some distance off the French coast.

“And that started the fireworks,” said Hudson. “Just as our bombs exploded in the water, flashing in the darkness, there were scores of tiny little bursts of light from below.

“We thought possibly our own guns had opened up on us and we fired off identification signals and that was enough to start fireworks in the sky. There were all sorts of aircraft around us and they fired their identification signals as well.”

“We still don’t know what it was all about, but turned and headed for home,” concluded Hudson with a shake of his head.

Official reports attribute the failure of the two missions to technicalities. Maybe that’s right.

But then again --- Well, just “maybe”.

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HUDSON, WO Ernest Bell (R154623) - **Distinguished Flying Cross** - No.70 Squadron - Award effective 12 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born in Green Hill, Prince Edward Island, 1 September 1924 or 1 June 1924; home in Casumpec, Prince Edward Island Enlisted in Moncton, New Brunswick, 10 March 1942. To No.5 Manning Depot, 24 March 1942. To No.5 Equipment Depot, 7 May 1942. To No.3 ITS, 4 July 1942; graduated and promoted LAC, 24 August 1942 but not posted to No.11 EFTS until 10 October 1942; ceased training and posted to No.1 Composite Training School, 25 November 1942; to No.3 BGS, 23 January 1943; graduated and promoted Sergeant, 16 April 1943. To “Y” Depot, 30 April 1943. To RAF overseas, 3 May 1943. Promoted Flight Sergeant, 16 October 1943. Promoted WO1, 16 October 1944. Repatriated 3 December 1944. To No.1 Composite Training School, 29 March 1945. To No.4 Release Centre, 14 December 1945. Retired 2 January 1946. Died 15 May 1952 in Cascumpac, Prince County, Prince Edward Island, 15 May 1952.

One night in July 1944 this warrant officer was the rear gunner in an aircraft detailed to attack an enemy airfield. Soon after leaving the target, on the homeward flight, Warrant Officer Hudson saw a Junkers 88 closing in. He promptly warned his captain. Evading action was taken after the rear gunner had opened fire. The enemy aircraft came in again, however, with guns firing. Warrant Officer Hudson was badly wounded. In spite of this he continued to fire his guns to the best of his ability until the enemy aircraft was evaded some five

minutes later. Not until the fight had ended was any member of the crew aware that Warrant Officer Hudson had been hit. His injuries were severe but he had fought bravely and well. His efforts contributed in good measure to the safety of the aircraft. His fortitude and strong sense of duty in spite of much physical suffering set a magnificent example.

A draft RCAF Press Release, circa August 1944, gives the following account:

Somewhere in Italy - There were 2,000 holes in the fuselage of the Wellington when it got back to base, and a good many holes in the tail gunner too. Whether the aircraft has recovered he doesn't know, but the gunner is doing well in hospital here and expects to be walking again next week.

He is Warrant Officer Ernest Hudson of Cascumpec, Prince Edward Island. He lost an eye in the encounter with German night fighters south of Vienna, but his other wounds are healing nicely and he counts himself lucky to be alive at all. Four cannon shells smashed through his turret.

"I don't know yet how it happened," he says. I was firing at a Dornier 217 which was trying to come at us from below. The rest of the crew were watching for other fighters; there were a lot of them up that night. They didn't see anything at all, but suddenly - wham ! - we caught a packet. I think there actually must have been three of them, because in addition to the one which got my turret, somebody threw a rocket which exploded under the wing, tearing off the fabric and filling the fuselage with holes."

It happened after an attack on an airdrome near Vienna. It was carried out in bright moonlight, and the Wellingtons hit the target efficiently and thoroughly. They turned home, and 20 minutes later the fighters appeared.

"There were a lot of them," Hudson said. "Before we were attacked, I could see other aircraft hit and burning. They got 14 of our kites that night, and we were lucky they didn't get us."

Of the crew, only Hudson and the wireless operator were injured by the pieces of shrapnel which riddled the bomber from end to end. The English wireless operator escaped with minor wounds. Hudson, in addition to his eye injury, was hit about the face and forehead; his right hand and arm were peppered, and two pieces entered his leg. The most serious was a fragment which entered below his shoulder and penetrated some distance. All have been removed, and Hudson expects soon to be virtually as good as new.

Dazed and bleeding, he retained consciousness during the whole trip back to

base. "I tried to tell the others what had happened," he said, but the intercom had been damaged. I could hear them talking but they couldn't hear me. I tried to swing the turret, but the hydraulics had been knocked out and it wouldn't move. The guns were damaged and the feed system was smashed.

"After we had got clear, the others came back and pulled me out of the turret and bandaged me up. When we landed, we found there were pieces of shrapnel imbedded in one of the tires; it was a miracle it didn't blow out. They carried me out of the aircraft and told me that my promotion from flight sergeant had just come through. Then they brought me to the hospital, and I blacked out."

Hudson joined the RCAF before he was 18, and came overseas a year and a half later [sic]. The trip to Vienna was his 30th with the squadron. He hopes now to be sent back to Canada as soon as he is in shape to travel.

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HUDSON, S/L Hugh Paul (C3308) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Ottawa; enlisted there 29 November 1940 in Aero Engineer Branch. Flying Officer as of 15 May 1941. In RCAF Overseas Headquarters as of 3 September 1941. Promoted Flight Lieutenant, 1 June 1943. Promoted Squadron Leader, 1 October 1943. Repatriated 3 February 1944. To Western Air Command, 20 March 1944. To No.3 Repair Depot, 29 March 1944. To No.5 OTU, 9 July 1944. To Western Air Command Headquarters, 12 April 1945. To No.3 Repair Depot, 18 April 1945. To No.3 Release Centre, 14 November 1945. Retired 21 November 1945.

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HUDSON, F/L John (J15661) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Zealandia, Saskatchewan, 8 April 1918; home in Victoria, British Columbia. Was educated at the Ontario College of Agriculture and a horticulturalist prior to enlistment. Served in 5th (British Columbia) Coast Brigade, Royal Canadian Artillery (militia) as Gunner, 8 August to 4 November 1940. Enlisted in Vancouver, 5 November 1940 and posted to No.2 Manning Depot, Brandon. To No.7 SFTS, Macleod, Alberta (guard), 17 December 1940. To No.2 ITS, Regina, 20 February 1941. Graduated and promoted LAC, 8 April 1941 when posted to No.18 EFTS, Boundary Bay; may have graduated 6 June 1941 but not posted to No.12 SFTS, Brandon until 20 June 1941; graduated 1 September 1941. To "Y" Depot, 3 September 1941. To RAF Trainee Pool, 5 October 1941. Taken on strength of No.3 PRC, Bournemouth, 19 October 1941. To Station Cottessmore, 10 December 1941 for training at No.14 OTU. Commissioned 10 July 1942. To No.420 Squadron, 15 October 1942. Promoted Flying Officer and posted to No.425 Squadron, 23 November 1942. Promoted Flight Lieutenant and posted to No.22 OTU, 4 May 1943. Attached to No.1 ECDU, 26 May 1943. To No.40 OTU, 23 June

1943. Attached to No.3 Flying Instructor School, 23-25 June 1943. To No.23 OTU, 10 August 1943. Promoted Squadron Leader and posted to No.24 OTU for instructional duties, 16 February 1944. Embarked from Britain for Canada, 11 August 1944 for special leave in Canada. Embarked from Canada, 3 October 1944; disembarked in Britain, 12 October 1944. To No.61 Base, 31 October 1944. Attached to No.1666 Conversion Unit, 15 December 1944. To No.432 Squadron, 10 February 1945. To No.428 Squadron, 19 February 1945. To No.434 Squadron, 27 March 1945. Repatriated to Canada, 10 June 1945. Retired 5 September 1945. Re-engaged with RCAF, Vancouver, 16 July 1946. To Western Air Command Headquarters, 18 July 1946. Retained rank of Squadron Leader as of 1 October 1946 (19611 in postwar RCAF). To Station Patricia Bay, 1 March 1947. To No.11 Group Headquarters, 1 May 1947 (this became Tactical Group). To RCAF Staff College, Toronto, 4 September 1949. To Station St. Hubert, 31 July 1950. To Station Calgary, 24 September 1951. To Station Winnipeg, 21 January 1952. To Station Toronto, 16 October 1955. To Station Lac St. Denis, 26 September 1958. To NORAD duty in Wisconsin, 17 July 1960. To Station Comox, 18 September 1964. Commenced retirement leave, 2 November 1964; final discharge 21 April 1965. Died in Central Saanich, British Columbia, 8 November 1981 as per British Columbia Vital Statistics. Photo PL-43498 shows S/L Jack Hudson DFC (Victoria, left) and S/L Jack Brown, DFC (Toronto, right) twiddling with bomb rack, No.434 Squadron. Photo PL-44404 (ex UK-21554 dated 25 May 1945) taken after investiture. RCAF photo PL-44407 (ex UK-21557 dated 25 May 1945) is of three DFC recipients after investiture - S/L J. Hudson (Oak Bay, Victoria), S/L G.C. Semple (Toronto) and F/L H.L. Forrest (Winnipeg).

Flight Lieutenant Hudson has completed a full tour of duty in a most commendable manner. Coming to a newly formed squadron, his experience and enthusiasm have been most helpful in training new captains and crews. He has taken part in numerous operational missions over such targets as Hamburg, Cologne, Mannheim and Turin, displaying, throughout, exceptional qualities of leadership, gallantry and devotion to duty.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 29 April and redrafted 7 May 1943 by W/C J.M.W. St.Pierre when he had flown 30 sorties (173 hours 15 minutes).
Sortie list and submission as follows:

3 June 1942 - GARDENING, St.Nazaire (6.20)
5 June 1942 - GARDENING, Ameland (3.55)
8 June 1942 - Essen (4.40)
19 June 1942 - Emden (4.55)
25 June 1942 - Bremen (6.15)
28 June 1942 - Sea sweep (5.50)
6 July 1942 - GARDENING, Lorient (6.55)
22 July 1942 - Sea sweep (5.05)
26 July 1942 - Hamburg (6.10)
29 July 1942 - Sea sweep (4.50)
31 July 1942 - Dusseldorf (5.35)

5 October 1942 - Aachen (4.05)
13 October 1942 - Kiel (7.10)
15 October 1942 - Cologne (6.40)
6 November 1942 - Wilhelmshaven (5.45, day)
8 November 1942 - GARDENING, Borkum (4.50)
9 November 1942 - Hamburg (7.10)
11 November 1942 - GARDENING, Terschelling (5.20)
17 November 1942 - GARDENING, Terschelling (4.35)
20 November 1942 - Turin (8.00)
25 November 1942 - GARDENING, Isle de Croix (5.50)
6 December 1942 - Mannheim (8.30)
9 December 1942 - Turin (7.20)
6 February 1943 - GARDENING, Juist (4.40)
7 February 1943 - Lorient (6.15)
14 February 1943 - Cologne (6.05)
24 February 1943 - Wilhelmshaven (5.20)
26 February 1943 - Cologne (5.30)
28 February 1943 - St. Nazaire (6.30)
11 April 1943 - GARDENING, Egmond (3.50)

Flight Lieutenant Hudson has now completed a full tour of operations in a most satisfactory. He was posted to the squadron when it was young in its operational life, having then to his credit 19 successful attacks against the enemy. Coming to a new squadron, his experience and enthusiasm was most helpful in training new captains and crews. In recognition of continued good service I recommend the award of the Distinguished Flying Cross.

Group Captain J.L. Plant added his comments on 7 May 1943:

None of the crews of the squadron had any extensive bombing experience when Flight Lieutenant Hudson joined it. The manner in which he bestowed the benefit of his knowledge on these inexperienced crews deserves great praise and to him personally goes a large measure of credit for the operational successes of the squadron. I recommend that he be awarded the Distinguished Flying Cross.

The Base Commander, Station Topcliffe, wrote on 8 May 1943:

Flight Lieutenant Hudson throughout his tour has shown exceptional qualities of leadership and coolness and his splendid record and quiet but dogged determination has instilled in other crews a high standard of morale, which has

been greatly instrumental in the success of the squadron. I strongly concur on this recommendation.

HUDSON, S/L John, DFC (J15661) - **Bar to Distinguished Flying Cross** - No.434 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 133/46 dated 8 February 1946.

Since the award of the Distinguished Flying Cross Squadron Leader Hudson has attacked some of the enemy's most strongly defended targets. As a flight commander he has always set an inspiring example by his courage and determination. This officer's brilliant leadership both in the air and on the ground has been reflected in the high standard of operational efficiency attained by his flight.

DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C J.C. Mulvihill dated 21 May 1945; sortie list and submission as follows:

1 March 1945 - Mannheim (7.45)
6 March 1945 - Zweibrucken (7.20)
20 March 1945 - Heide (5.20)
22 March 1945 - Hildesheim (6.25)
24 March 1945 - Marais Stinnen (6.30)
25 March 1945 - Hanover (6.45)
4 April 1945 - Merseberg (9.05)
8 April 1945 - Hamburg (6.20)
10 April 1945 - Leipzig (8.35)
13 April 1945 - Kiel (6.15)
16 April 1945 - Schwandorf (8.55)

Since being awarded the Distinguished Flying Cross, Squadron Leader Hudson has completed eleven sorties on his second tour. As a Flight Commander he has set a high standard and his courage and determination, his brilliant leadership in the air and on the ground, have reflected in the squadron's operational efficiency. I recommend the non-immediate award of the Bar to the Distinguished Flying Cross.

Notes: Interviewed for RCAF in Vancouver, 30 July 1940. Described as follows: "Is a fine type of boy. He finds the war coming at this time something of a nuisance and comes into the Air Force somewhat fatalistically. Is well poised and balanced, and his action is deliberately taken. Well spoken and has a good mind. Prefers to manage sports rather than to play them. Will develop executive qualities. Needs to be steamed up on the Air Force but once launched will do well. The normal characteristics of a pilot - build, demeanour (which is collected) and sang froid. Recommended."

Involved in accident, 17 April 1942, No.14 OTU, Hampden AD845, with R7702 Sergeant W.B. Council (WAG); aircraft repairable by contractor's working party. Night exercise, landed but turned down wrong side of runway and hit a sunken obstruction (gun position) - described as "gross carelessness".

On Lancaster KB747, No.428 Squadron, 24 March 1945 (daylight operational raid), 1840 hours. On return flight the port inner engine emitted white fumes. He suspected a glycol leak and feathered immediately. Although temperature and pressure gauges were reading normal, he noted that earlier in the trip the motor had run roughly, but it was not until he was back over England that he feathered. Described as "technical failure." At the time he had 52 solo hours on Lancasters and 437 solo hours on all types. Crew were J15661 S/L J. Hudson, DFC (captain), J16421 S/L J.C. Archibald (navigator, previously Mentioned in Despatches), J17691 F/O W.G. McLellan, DFC (bomb aimer), 2281185 Sergeant W.E. Pepper (flight engineer), J85776 F/O R.J. Shaver (WOP), J86007 F/O R.J. Boyer (mid-upper gunner) and J18414 F/O F.C. Doucet (rear gunner).

In a summary of his career he stated he had flown six Lancaster sorties with NO.428 Squadron and three Lancaster sorties with No.434 Squadron. Having flown a Lancaster to Dartmouth from overseas (10 June 1945) he flew a Lancaster on an Eastern area tour for the RCAF Benevolent Fund (5 September 1945).

On 22 June 1955 he reported his flying to date as being on the following types: Tiger Moth (60.30), Cessna Crane (88.00), Anson (38.40), Oxford (94.00), Hampden (153.55), Whitley (3.55), Wellington (408.25), Lancaster (225.20), Expeditor (156.35), Dakota (131.10), Harvard (105.50), Vampire (29.05), Norseman (2.00), Mitchell (1.45), Otter (18.10).

On 29 March 1955, General N.F. Twining (Chief of Staff, USAF, Washington) wrote to Air Marshal Roy Slemon (RCAF Chief of Air Staff) as follows:

The heroic and selfless actions performed by personnel of the RCAF in the rescue of crew members of a USAF B-47 which crashed near The Pas, Manitoba on 13 February 1955 have been brought to my personal attention.

The prompt manner in which your personnel responded to the rescue alert undoubtedly resulted in the saving of the lives of two USAF crew members and materially aided in the ultimate recovery of a third crew member.

Accordingly, I would like to extend, on behalf of the USAF, my most sincere appreciation for the assistance and cooperation rendered on this occasion. These humanitarian acts were in keeping with the highest traditions of military service and reflect credit upon your fine organization.

Although there were undoubtedly many individuals who had an active part in the

rescue effort, the following have been cited as particularly deserving of credit:

RCAF

Air Commodore J.G. Bryans, RCAF Station Winnipeg, Canada
Squadron Leader J. Hudson, RCAF Station Winnipeg, Canada
Squadron Leader W.H. Spafford, 111th Communications and Rescue Squadron,
Winnipeg, Canada.
Sergeant W. Dawson, 111th Communications and Rescue Squadron, Winnipeg, Canada.
Corporal C.P. Cooney, 111th Communications and Rescue Squadron, Winnipeg, Canada.
Nursing Sister M.L. MacDonald, 111th Communications and Rescue Squadron,
Winnipeg, Canada.
Sergeant T.P. McMenamon, 111th Communications and Rescue Squadron, Winnipeg,
Canada.
Leading Aircraftman E.A. Thompson, 111th Communications and Rescue Squadron,
Winnipeg, Canada.

In addition to the above personnel, would you please convey my thanks to the following members of the Royal Canadian Mounted Police and various civil agencies for their invaluable assistance:

RCMP

Pilot Sergeant A.M. Beaumont, Royal Canadian Mounted Police
Corporal R.L. Fletcher, Royal Canadian Mounted Police
Special Constable C. Fossineauve, Royal Canadian Mounted Police
Corporal R. Pollock, Royal Canadian Mounted Police

Civil Components

Mr. Bon Fletcher, Saskatchewan Government Airways
Mr. Clark, Saskatchewan Government Airways
Mr. Tom Lamb, Lamb Airways, The Pas, Manitoba
Dr. S.L. Carey, Clearwater Sanitarium, The Pas, Manitoba
Mr. Alex Clark, Airport Manager, The Pas, Manitoba.

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HUDSON, Sergeant John Gordon (R111237) - **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 Leeds, Ontario, 15 August 1906. Home in Morton, Ontario. Enlisted in Ottawa, 27 June 1941 as Master Mechanic Motor Transport and posted to No.1 Manning Depot. To Mountain View, 13 August 1941. Promoted AC1, 27 September 1941. Promoted LAC, 1 January 1942. Date of promotion to Sergeant uncertain. To "Y" Depot, 21 January 1942. To RAF

overseas, 17 February 1942. Repatriated 7 July 1945. To No.1 Air Command, 20 July 1945. Further postings in Canada unclear. Retired 17 November 1945.

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HUDSON, FS William Osborne (R81040) - **British Empire Medal** - No.7 Bombing and Gunnery School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in New Westminster, 12 July 1912 as per RCAF Press Release 4907 announcing award and obituary notice. Home in New Westminster. Graduated from high school 1927 and from University of British Columbia Normal School with Distinction, 1932. Served the New Westminster School system as teacher, Vice Principal and Principal from 1933 to 1976, achieving a Bachelor's Degree in Arts (1938) and Education (1952). Enlisted in Vancouver, 14 November 1940 in Armament Branch. To Trenton, 31 January 1941. Promoted AC1, 28 April 1941. To No.2 WS, 29 April 1941. To Air Armament School, 30 July 1941. Promoted Corporal, 11 October 1941. To No.7 BGS, 13 October 1941. Promoted Sergeant, 15 October 1941. Promoted Flight Sergeant, 1 March 1943. To No.8 Release Centre, 22 May 1945. Retired 6 July 1945. Described in his obituary as "Educator, musician, builder, artist, poet, fisherman, pilot, raconteur, chess-player, husband, father, friend". Died in Vancouver, 5 November 2005.

This gunnery instructor, by his exceptional skill and devotion to duty, gas contributed largely to a high standard of training methods at this unit. He has been indefatigable in his efforts to improve training and has at all times displayed equal enthusiasm and energy in promoting station activities of all kinds. He has cheerfully carried out long hours of work over and above his normal routine and has set a splendid example to all those with whom he comes in contact.

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HUESTIS, WO Edward Aubrey (R50666) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 29 October 1906. Home in Toronto. Enlisted in Vancouver, 15 January 1940 as Equipment Assistant. Promoted AC1, 15 April 1940. Reclassified as Disciplinarian, 1 June 1940. Promoted LAC and Corporal, 15 July 1940. To No.4 AOS, 30 July 1940. Promoted Sergeant, 15 September 1940. Promoted Flight Sergeant, 11 March 1941. To "Y" Depot, 23 March 1942. To RAF overseas, 30 April 1942. Promoted WO2, 1 July 1942. Promoted WO1, 7 February 1943. Repatriated 2 February 1945. Retired 18 April 1945.

RCAF Release No. 7745 dated December 8, 1944 reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - A sergeant-major in the best tradition of the word, Warrant Officer Ted Huestis of Toronto, Ontario, (307 Riverside Drive), has a long and honorable career in uniform behind him. Now

38, he wears a row of ribbons that commands the respect of aircrew and erk alike at the operational station on which the Moose and Ghost Squadrons are based.

The pudgy energetic disciplinarian began military life in 1925 when he enlisted as a buck private in the U.S. Marine Corps. Several years of campaigning and travel in the Caribbean countries followed.

When half-savage blacks in the mountainous interior of San Domingo began slave-raiding in Haiti, the governments concerned sent for U.S. help and Huestis was one of a detachment of Marines that liberated enslaved whites and natives from their captors in the steaming little-known wilderness.

An outbreak of voodooism came next, bringing unspeakable practices and atrocities to the jungle villages of Haiti. Again the Marines were asked to send a punitive expedition and again Huestis found himself in the thick of it.

One night, the devil-worshippers kidnapped the wife of Huestis' colonel. He and a few other leathernecks happened to form the successful search-party. They found the mutilated corpse in a jungle clearing after driving the voodoo-crazed natives away with light machine-gun fire.

Finally, Huestis was in the expedition that tried to catch the irrepressible General Sandino in Nicaragua. That revolutionary jack-in-the-box knew his little country like a blind man knows Braille, and whenever he seemed to be trapped, he would slip through the attacking forces and disappear over the border into British Honduras. To this day, he has not been caught.

One skirmish in which Huestis engaged earned him concussion of the brain from a ricocheting machine-gun bullet and the Military Medal for "bravery above and beyond his duty". It was his fourth ribbon, the other three being for his campaigns. Nowadays, he sports a fifth, the Canadian Volunteer Service Medal.

Then, organized banditry caused the railway mail people in the U.S.A. considerable trouble, and they turned to the Marines for help. Huestis returned, along with other leathernecks, to guard the mail cars. Crime ceased to pay promptly thereafter, the Marine guards became unnecessary and the Corps found Huestis a new job.

This was back in Nicaragua where he was loaned to the local constabulary. The Latins commissioned him and put him on organizational work.

Back with the Marines in their home country, Huestis did a final spell as a first lieutenant on duty in U.S. Navy yards. Then he returned to civil life. A sneaking

wish for adventure must have remained with him, for he became a reporter for the San Francisco chronicle. A few years later, he subsided completely into the quiet life, as a general insurance agent in Vancouver.

War meant just one thing to Huestis - to get into it as fast as he could. December 1939 found him enlisted in the RCAF as an AC2 disciplinarian.

His military 'know-how' won swift promotion, and for 19 months, he was NCO in charge of aircrew training at Toronto Manning Depot. Among the 38,000 trainees that came with shivering distance of Huestis' bull-roaring was an AC2 named Hal Miles of (8 Idyllwood Crescent), Toronto, Ontario. Today little more than four years later, Miles is Huestis' CO, a 26-year-old group captain with the DFC and Bar, and a veteran of two tours in heavy bombers.

Huestis has held his present job two years and is a familiar figure around the vast station, with his Alsatian pup "Duke of Canada" always scampering at his heels.

In the recent seventh Victory Bond Drive, Huestis headed the prize-winning team of bond salesmen on his station. One shaken customer, a corporal, described Huestis' sales technique, as follows: "When our sergeant-major looks at you the way he does, with narrowed eyes and wolfish smile, and asks you politely to buy a bond, boy, that's salesmanship!"

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HUFF, P/O Charles Clayton (J90094) - **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 Toronto, 10 May 1923; home there. Was a student prior to enlistment. Enlisted in Toronto, 13 January 1943. To No.5 Manning Depot, 3 May 1943. To No.12 Equipment Depot, 19 June 1943. To No.6 ITS, 28 June 1943; to No.1 Air Gunner Ground Training School, 7 August 1943; graduated and promoted LAC, 18 September 1943 when posted to No.9 BGS; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 25 November 1943. Commissioned 28 August 1944. Repatriated 25 January 1945. To No.1 Air Command, 26 January 1943. Retired 3 April 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 28 November 1944 when he had flown 32 sorties (182 hours ten minutes), 27 May to 6 October 1944.

Pilot Officer Huff has successfully completed 32 sorties against the enemy, many of which were against the most heavily defended targets in Germany. On three occasions his aircraft has been attacked by enemy fighters but, due to the keen lookout attained by this officer, these have been successfully evaded before the

enemy aircraft could manoeuvre themselves to a position to open fire.

Pilot Officer Huff has shown great enthusiasm in his work and has set a very high standard as a mid-upper gunner and I consider his coolness, courage and the fine example he has shown fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

27 May 1944 - Bourg Leopold (5.05)
31 May 1944 - Mount Couple (3.35)
4 June 1944 - Calais (3.50)
5 June 1944 - Longues (5.20)
7 June 1944 - Acheres (5.00)
9 June 1944 - Le Mans (6.00)
21 June 1944 - St. Martin l'Hortier (4.10, day)
23 June 1944 - Bientiques (4.35)
24 June 1944 - Bamieres (3.55)
27 June 1944 - Foret d'Eamy (4.35)
4 July 1944 - Villeneuve St. George (6.30)
9 July 1944 - Mont Candon (4.30, day)
18 July 1944 - Caen (4.30, day)
23 July 1944 - Kiel (6.10)
24 July 1944 - Stuttgart (9.20)
28 July 1944 - Hamburg (6.10)
8 August 1944 - Foret de Chantilly (5.45, day)
9 August 1944 - Acquet (4.10)
10 August 1944 - La Pallice (7.25)
12 August 1944 - Brunswick (6.10)
14 August 1944 - Falaise (5.10, day)
16 August 1944 - Stettin (8.45)
18 August 1944 - Bremen (6.40)
25 August 1944 - Russelsheim (10.05)
29 August 1944 - Stettin (9.40)
12 September 1944 - Dortmund (6.05, day)
14 September 1944 - Wilhelmshaven (3.50, duty not carried out)
15 September 1944 - Kiel (6.05)
17 September 1944 - Boulogne (4.00, day)
18 September 1944 - Domburg (4.55, day, duty not carried out)
19 September 1944 - Domburg (1.55, day, duty not carried out)
26 September 1944 - Calais (4.35, day)
27 September 1944 - Bottrop (5.55, day)
6 October 1944 - Dortmund (7.25, day)

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HUFFMAN, FS John Thomas (R89544) - **Distinguished Flying Medal** - No.433 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1453/45 dated 14 September 1945. Born in Humberstone, Ontario, 22 September 1918; home in Dashwood, Ontario. Formerly in Royal Canadian Artillery. Enlisted in Hamilton, Ontario, 4 April 1941 for General Duties. To No.1 Manning Depot, 22 April 1941. To No.5 BGS, 1 May 1941. Promoted AC1, 1 July 1941. Reverted to AC2, 9 August 1941. To Trenton, 19 March 1942. Promoted AC1 again, 19 April 1942. To No.9 SFTS, 20 June 1942. Promoted LAC, 15 July 1942. Promoted Corporal, 1 September 1943. To No.1 Manning Depot, 9 September 1943. Remustered to aircrew and posted to No.9 BGS, 15 October 1943; graduated and promoted Sergeant, 14 January 1944. To "Y" Depot, 24 January 1944. To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot again, 28 February 1944. Taken on strength of No.3 PRC, 25 March 1944. Repatriated at uncertain date but posted to No.1 Air Command, 28 February 1945. To No.16 SFTS, 15 April 1945. To No.4 Release Centre, 5 June 1945. Retired 9 June 1945. Died 5 November 2000 in Port Colborne, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001. No citation other than "completed...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 March 1945 when he had flown 30 sorties (161 hours), 25 August 1944 to 13 January 1945.

This Non-Commissioned Officer has completed thirty trips over enemy territory including such heavily defended targets as Dusseldorf, Duisburg (4) and Kiel. Throughout his tour Flight Sergeant Huffman has displayed great co-operation, coolness and devotion to duty and has contributed in a large measure to the success of his many operational flights.

I consider that his fine record of achievement plus the splendid example he has set to his crew fully merit the award of the Distinguished Flying Medal (Non-Immediate).

The sortie list was as follows:

25 August 1944 - Ferfay (4.10)
27 August 1944 - Mimoyecques (4.00)
27 August 1944 - Ferme du Grande Bois (4.00)
31 August 1944 - Ile de Cezembre (4.55)
15 September 1944 - Kiel (6.10)
17 September 1944 - Boulogne (3.35)
23 September 1944 - Duisburg (3.25)
25 September 1944 - Calais (4.25)
27 September 1944 - Duisburg (5.20)

28 September 1944 - Cap Gris Nez (3.15)
4 October 1944 - Bergen (6.25)
5 October 1944 - Heligoland (4.25)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (4.35)
15 October 1944 - Wilhelmshaven (5.05)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (4.50)
16 November 1944 - Julich (5.05)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (5.35)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (6.45)
2 December 1944 - Hagen (6.35)
4 December 1944 - Karlsruhe (7.00)
6 December 1944 - Osnabruck (6.15)
26 December 1944 - St.Vith (6.20)
30 December 1944 - Cologne (6.20)
13 January 1945 - Saarbrucken (7.35)

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HUGET, F/O Carlos Melvyn (J21976) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Daysland, Alberta, 31 May 1910; home in Didsbury, Alberta (educated there). Royal Bank employee, January 1934 onwards. Enlisted in Calgary, 12 September 1940 as Clerk (Accounts). To Technical Training School, 2 December 1940. Promoted AC1, 17 January 1940 and posted to No.4 Training Command, processing travel claims To No.3 SFTS, 5 April 1941 (equipment accounting). Promoted LAC, 1 July 1941. To No.4 Training Command Headquarters, 21 October 1941 (processing travel claims). Promoted Corporal, 1 March 1942. Remustered to aircrew and posted to No.4 ITS on 6 June 1942; may have graduated 31 July 1942 but not posted to No.2 AOS until 21 August 1942; graduated and commissioned 18 December 1942. To "Y" Depot, 2 January 1943. To RAF overseas, 2 February 1943; disembarked in Britain, 13 February 1943. Attached to army. To No.3 (Observer) AFU, 15 June 1943.. Promoted Flying Officer, 18 June 1943. To No.22 OTU, 27 July 1943. To No.62 Base, 16 October 1943. To No.426 Squadron, 26 October 1943. To No.6 Group Headquarters, 12 August 1944 (Operations Room duty). Promoted Flight Lieutenant, 15 August 1944. To No.63 Base, 14 December 1944. To No.62 Base, 8 March 1945. Promoted Squadron Leader, 8 March 1945 on appointment as Station Navigation Officer, Linton-on-Ouse. Repatriated 2 August 1945. Retired 21 September 1945. Died in Calgary, 5 August 1961 as per Hanna **Herald** of 10 August 1961 ("Former Resident, Mel Huget, Dies." 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.4431 (RG.24 Vol.20649) has recommendation (undated) drafted when he had flown 28 ½ sorties (165 hours 50 minutes), 29 December 1943 to 15 July 1944.

Flying Officer Huget, navigator, has carried out a large number of sorties against most of the heavily defended German targets including six trips to Berlin, three of which were undertaken in four days, also Magdaburg, Stettin, Leipzig and others. At all times he has carried out his duties coolly and efficiently under difficult conditions, enabling his crew to carry out their attacks accurately and with success. He has always been of great assistance to the Squadron Navigation Leader and by his keenness and hard work has helped many new navigators to gain confidence and greater ability in their work.

The sortie list was as follows:

29 December 1943 - Berlin (7.00)
5 January 1944 - Stettin (8.30)
14 January 1944 - Brunswick (5.35)
20 January 1944 - Berlin (7.05)
21 January 1944 - Magdeburg (6.20)
27 January 1944 - Berlin (8.00)
28 January 1944 - Berlin (8.00)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (7.30)
20 February 1944 - Stuttgart (7.40)
24 February 1944 - Schweinfurt (8.05)
7 March 1944 - Le Mans (4.55)
18 March 1944 - Frankfurt (5.15)
19 May 1944 - Franceville (4.35)
22 May 1944 - Le Mans (4.40)
27 May 1944 - Bourg Leopoldville (5.20)
31 May 1944 - Air Sea Rescue (5.30)
2 June 1944 - Neufchatel (3.40)
5 June 1944 - Houlgate (6.20)
6 June 1944 - Coutances (4.30)
8 June 1944 - Mayenne (5.00)
12 June 1944 - Cambrai (4.35)
15 June 1944 - Boulogne (3.25)
24 June 1944 - Bamiertes (3.45)
27 June 1944- Foret d'Eawy (4.10)
4 July 1944 - Biennais (3.40)

7 July 1944 - Caen (4.35)

15 July 1944 - Nucourt (4.15)

Notes: On repatriation form dated 14 July 1945 he stated he had flown 31 sorties (181 operational hours), the last on 29 July 1944. Had also flown 198 non-operational hours. Aircraft experienced overseas were Anson (38 hours), Wellington (61), Halifax (100) and Lancaster (180).

Training: Course at No.4 ITS was 8 June to 31 July 1942. Courses in Mathematics (120/150), Armament (39/50), Signals (120/150), Navigation (124/150), General Studies (79/100), Drill (42/50), Law and Discipline (88/100), Meteorology (91/100), Aircraft Recognition (96/100) and Anti-Gas (44/50). Placed 25th in a class of 92. "Quiet, serious type. Dependable, should do well in studies. Good navigator material."

Course at No.2 AOS was 30 August to 18 December 1942. Anson aircraft - 32.55 as first navigator by day, 33.15 as second navigator by day, 32.00 as first navigator by night, 10.20 as second navigator by night. Examined in Navigation, air work (542/700), Photography, air work (84/100), Elements of Navigation (385/500), Magnetism and Compasses (68/100), Instruments (40/50), Signals, Practical (93/100), Signals, written (47/50), Maps and Charts (35/50), Meteorology (69/100), Photography (43/50), Reconnaissance (40/50), Aircraft Recognition (74/100) and Armament (40/50). "Sound in all his work. A good student and works hard and thoroughly at everything he undertakes." General remarks - "He makes a very good class senior. Seems to be a little on the individualistic type of character. Quiet and resourceful." Placed fourth in a class of 21.

Course at No.22 OTU was 27 July to 16 October 1943. Flew 28.10 as first navigator by day, 29.40 as first navigator by night, 3.30 as second navigator by night. "Definitely an above average navigator who has worked hard and well at this OTU. Has used all aids to the best advantage and is an excellent type for Pathfinder Force, GEE 31.30 - above average operator."

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HUGHES, F/L Bertram Gladstone (J10234) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Calgary, 10 January 1922; home there. Was a bank clerk prior to enlistment. Enlisted in Calgary, 5 June 1941 and posted to No.2A Manning Depot, Pennhold. To No.4 ITS, Edmonton, 9 August 1941; graduated and promoted LAC, 15 September 1941 when posted to No.16 EFTS, Edmonton; graduated 7 November 1941 when posted to No.15 SFTS, Clareshoam; graduated and commissioned 27 February 1942. To Central Flying School, Trenton, 22 March 1942. To No.3 SFTS, Calgary, 19 May 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 4 June 1943. Embarked from Halifax, 21 July 1943; disembarked in Britain, 29 July 1943. Attached ECFS (whatever that is), 30 August and 1 September 1943. To No.22 OTU, 21 September 1943. To No.61 Base, 12 December 1943. To

No.426 Squadron, 24 December 1943. From No.426 Squadron. to No.1695 (Bomber) Defence Training Flight, 12 August 1944. Repatriated 21 August 1945. To No.2 Flying Training School, Yorkton, 1 November 1945. To United Kingdom, 13 December 1945. To No.436 Squadron, 3 January 1946. To No.120 Wing, 15 May 1946. Repatriated again, 10 July 1946. Retired 28 August 1946. Became a TCA pilot. Re-engaged 30 August 1948 with No.401 (Aux) Squadron in rank of Flying Officer. Promoted Flight Lieutenant, 1 January 1951. Promoted Squadron Leader, 28 December 1951. Retired 10 September 1953. Died in Calgary, 28 June 1983. RCAF photo PL-44886 (ex UK-22469 dated 6 July 1945) shows him after investiture of 29 June 1945 with a friend, Miss N.K. Rolfe.

As captain of aircraft, Flight Lieutenant Hughes has completed many sorties against enemy territory including Leipzig, Stuttgart, Frankfurt and Berlin. On one sortie against Berlin in January 1944, enemy fighters were extremely active and it was only by the skilful airmanship of Flight Lieutenant Hughes that the enemy aircraft were evaded. He possesses extreme coolness and displays exceptional fearlessness in the face of danger, which has inspired a high standard of morale in his crew.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted in July 1944 when he had flown 29 sorties (169 hours 205 minutes); sortie list and submission as follows; the text is drafted poorly; the term "In January 1944 he made five trips to the capital, three of which were first four nights, i.e. the 27th, 28th and 30th January" makes no sense:

29 December 1943 - Berlin (6.35)
1 January 1944 - Berlin (7.00)
5 January 1944 - Stettin (8.30)
14 January 1944 - Brunswick (5.35)
20 January 1944 - Berlin (7.05)
21 January 1944 - Magdeburg (6.25)
27 January 1944 - Berlin (7.50)
28 January 1944 - Berlin (7.55)
30 January 1944 - Berlin (6.55)
15 February 1944 - Berlin (7.30)
19 February 1944 - Leipzig (7.30)
24 February 1944 - Schweinfurt (8.05)
7 March 1944 - Le Mans (4.55)
18 March 1944 - Frankfurt (5.15)
19 April 1944 - Air Sea Rescue (3.35)
19 May 1944 - Franceville (4.30)
22 May 1944 - Le Mans (4.40)
27 May 1944 - Bourg Leopoldville (5.20)
31 May 1944 - Air Sea Rescue (5.30)

2 June 1944 - Neufchatel (3.35)
5 June 1944 - Houlgate (4.10)
6 June 1944 - Coutances (4.30)
8 June 1944 - Mayenne (5.00)
12 June 1944 - Cambrai (4.35)
15 June 1944 - Boulogne (3.25)
24 June 1944 - Bamiertes (3.45)
27 June 1944- Foret d'Eawy (4.15)
4 July 1944 - Biennais (3.40)
7 July 1944 - Caen (4.35)

Flight Lieutenant Hughes has completed 29 trips as captain of aircraft to enemy territory, including the heavily defended targets of Stettin, Brunswick, Magdeburg, Leipzig, Stuttgart, Schweinfurt, Frankfurt and Berlin. In January 1944 he made five trips to the capital, three of which were first four nights, i.e. the 27th, 28th and 30th January. On the night of the 28th, fighters were extremely active and it was only by his skilful airmanship that the enemy aircraft were evaded. Flight Lieutenant Hughes is keen and determined and assessed as "exceptional". He possesses extreme coolness and displays exceptional fearlessness in the face of danger and his cheerful confidence has inspired a high standard of morale in his crew. He is highly recommended for the award of the non-immediate Distinguished Flying Cross.

Notes: Accident, 12 April 1942 at Trenton, Fawn 222 (Sergeant A.N. Reilly) and Finch 4447 (P/O J. Hughes); taxiing 4447 in preparation for solo flight, Hughes collided with 222; no injuries, "Carelessness."

Application for Operational Wing dated 8 September 1944 stated he had flown 32 sorties, (143 hours ten minutes), 24 December 1943 to August 1944. However, application for Operational Wing dated 22 September 1944 stated he had flown 32 sorties (183 hours ten minutes), January to August 1944.

As of 31 December 1952 he listed his types and hours as follows: Tiger Moth (65.00), Stearman (20.00), Fleet (15.00), Cornell (6.00), Harvard (291.50), Yale (15.00), Cessna (1,135.00), Anson (75.30), Norseman (12.20), Bolingbroke (9.05), Lysander (6.30), Battle (8.40), Oxford (40.00), Wellington (25.00), Lancaster (270.30), Halifax (175.45), Martinet (40.15), Hurricane (74.30), Spitfire (209.15), Beaufort (2.00), Mosquito (4.15), Proctor (5.00), Auster (10.00), Dakota (227.35) and Vampire (96.55).

Selected Assessments: "During a frank talk with this officer he was advised to make a conscious effort to carry out his responsibilities as an officer as well as an instructor. These were clearly outlined. He will obviously make a good officer with more experience." (W/C G.P. Dunlop, No.3 SFTS, 3 August 1942).

“An excellent pilot and a very successful flight commander; he has always handled his section very well.” (S/L M.S. Strange, 29 July 1945, when he had flown about 2,100 hours, 200 in previous six months.)

“This officer is a professional pilot employed on airlines duties, and his complete grasp of flying procedures makes him particularly necessary when flight planning for inclement weather flying. He enjoys respect from all officers on the squadron.” (S/L H.J. Everard, Station St. Hubert, 16 December 1950).

“This officer has been flying with TCA since 1945 and is held in high esteem by his employers and fellow pilots. He is particularly well versed in all branches of aviation and his knowledge commands respect. The pilots in his flight are very pleased with his proficiency and personality.” (W/C H.J. Everard, Station St. Hubert, 14 August 1952).

Training: Course at No.4 ITS was 9 August to 10 September 1941. Courses in Mathematics (90/100), Armament, practical and oral (81/100), Signals (100/100). Sanitation and Hygiene (27/40), Drill (78/100) and Law and Discipline (61/60). Placed 49th in a class of 134. “Visual Link 91percent. Posted to No.16 EFTS, Edmonton, 13 September 1941. Bank clerk - full out, excellent spirit, keen, active. Has built gas models. Senior matriculation. Good commission material.”

Course at No.16 EFS was 13 September to 7 November 1941. Tiger Moth aircraft -26.55 dual, 36.45 solo. Add to this instrument flying (9.55). Logged ten hours in Link. “Flies accurately. Good airmanship.” Ground courses in Airmanship (171/200), Airframes (76/100), Aero Engines (74/100), Signals, practical (100/100), Theory of Flight (85/100), Air Navigation (160/200), and Armament, oral (152/200). Placed seventh in a class of 34. “Above average. Conduct good.”

Course at No.15 SFTS was 10 November 1941 to 27 February 1942. Anson aircraft (39.25 day dual, 56.20 day solo, 2.45 night dual, 9.10 night solo) and Crane (5.35 day dual, 15.15 day solo). Logged 21.55 on instruments and 20 hours in Link. “Very good progress - above average pilot.” (S/L C.W. Burgess). Courses in Airmanship and Maintenance (147/200), Armament, written (82/100), Armament, practical (93/100), Navigation and Meteorology (156/200), Signals,, written (43/30) and signals, practical (95/100). Placed seventh in a class of 57. “Keen and alert - above average type - leadership qualities.”

Course at Central Flying School was 30 March to 14 May 1942. He flew single engine elementary types (1.15 day dual, 5.20 day solo), single engine advanced types (14.30 day dual, 32.30 day solo, 2.20 night dual, 40 minutes night solo) and twin engine advanced type (12.45 day dual, 26.25 day solo, 1.00 night dual, 1.00 night solo). “Very eager and confident. Flying and pattern high average, Should develop into above average instructor.” (F/L N.F. Giles). Courses on Airframes (55/100), Engines (74/100), Airmanship (75/100) and Air Navigation (87/100). Tested on 14 May 1942 on Harvard II, S/L W.M. Foster; evaluated under following headings -

Sequence (Above average), Voice (Clear), Manner (Positive)), Ability to Impart Knowledge (High Average) and Ability as Pilot (High average in all phases). "An excellent test. This pupil has undoubted ability to develop into a good instructor. Sometimes talks too quickly." Awarded Category "C".

Retested as instructor, 5 March 1943 when he had flown 600 hours instructing. Tested on a Crane by F/L H.S. Glassco who rated him as follows: Sequence (Above average), Voice (Talks too quickly), Manner (Instructional), Ability to Impart Knowledge (High Average) and Ability as Pilot (Above average). "Very convincing and capable manner. An exceedingly good test." Rated "B Twin Engine."

Course at No.22 OTU was 21 September to 4 December 1943. Wellington III, X and XVI aircraft. Day flying was 2.30 dual to first solo, total 2.30 dual, 2.00 with captain at controls, 6.30 as sole captain; night flying was 2.45 dual to first solo, 2.45 total dual, 2.15 with captain at controls, 8.15 as captain. Logged three hours in Link. Flying tests in General Flying (360/400), Applied Flying (175/200), Instrument Flying (220/250), Night Flying (90/100) and Link (36/50). Ground examinations in Airmanship (231/300), Armament (270/300), Meteorology (36/100), Navigation (146/200) and Signals (77/100). "An ex SFTS instructor on Crane aircraft in Canada. An exceptional pilot. Has only done 20 hours on his OTU course but has shown well above average capabilities and unbounded enthusiasm to acquire knowledge,"

RCAF Press Release No. 1000 dated 19 January 1944 via F/O Vic Baker read as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- "The Germans were using numerous comet-like, bright, white rockets which darted all over the target area in crazy fashion," said F/O B.G. "Bert" Hughes of Calgary, Alberta (210-29th Avenue S.E.) on his return from bombing Brunswick, a German aircraft manufacturing centre.

"They were certainly fast, too," said the Thunderbird Lancaster skipper on his fourth trip. "We were hustling along at about 180 miles per hour at 20,000 feet and the darn things were still darting past me on either side of the aircraft."

"They looked like the sort of rockets used in the daytime against the Yanks in the Flying Fortresses because the night fighters were letting them loose everywhere," said the rear-gunner Sergeant A. McLellan of Pembroke, Ontario. Also in crew were: wireless operator, Sgt. D. Brewer, New Westminster, B.C. (825 Fifth Street); air-bomber, P/O E.L. Sauve of Ottawa (215 Booth Street); mid-upper gunner, Sgt. W. Fry of Aurora, Ontario.

Descriptions by many crews seem to indicate that more of these rockets were used on Brunswick than any other target. They were described as a ball or blob of fire with a long tail which shot across the sky at terrific speed, finally exploding in a

flash with sparks and debris falling from it in all directions.

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HUGHES, F/L George Pryce (J4819) - **Mention in Despatches** - No.105 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Born 24 October 1912 in Buenos Aires, Argentina; home there where he was a livestock importer; active in rowing and competed in England (he had attended Sherborne School, England, 1926-1930). Father died of tuberculosis in 1929. He initially sought a commission in the Royal Navy Volunteer Reserve, but was advised by letter of 2 September 1940 that he was ineligible for a commission on entry as he was under 30; he would have to enrol as an Ordinary Seaman and hope for a commission later. This appears to be why he chose the RCAF instead. Enlisted in Ottawa, 14 November 1940. To No. 1 ITS on enlistment; graduated and promoted LAC, 10 December 1940 when posted to No.10 EFTS; graduated 28 January 1941, 6th in class of 30 and posted that date to No.5 SFTS; graduated 10 April 1941, 7th in class of 43, commissioned 11 April 1941. Posted to Debart, 21 April 1941; to RAF Overseas, 15 May 1941. Posted to No.13 OTU, 7 June 1941; to No.139 Squadron, 7 August 1941; appears to have been on detached duties in Egypt, 21 November to 9 December 1941; to No.107 Squadron, 18 December 1941 (or 4 January 1942); attached to No.2 School of Air Navigation, 28 January 1942; posted to No.105 Squadron, 14 February 1942. Killed piloting a Mosquito (DK299), 11 July 1942. It is not clear why he was Mentioned in Despatches, and there are two versions of his death. The first (and what appears to be the most reliable) is dated 11 December 1945 and comes from F/L A.G. Frandsen, No.16 Missing Research and Enquiry Unit. It states that he was pilot with 6556 F/O T.A. Gabe as observer and goes on:

At approximately 1900 hours on the 11th July 1942, a twin-engined British aircraft, thought to be a Mosquito, tried to force land in some fields near Rejsbt River [Denmark]. The aircraft touched down and ran over a distance of 2 km before it finally came to rest. The aircraft went through some wires and finished up on the side of a river which it had jumped. It was badly smashed up and wreckage was spread along its track. One of the members died in the crash; the other was badly wounded and died on the way to Ribe Hospital.

On inquiring at the hospital it was confirmed that two dead airmen had been brought there but I was unable to get any names or information as to where they were buried. They were removed by the Germans who refused to give any information as to where they were taking the bodies.

The Fourfeldt cemetery, Esbjerg, contains the graves of two British airmen who were brought from Ribe and buried on the 16th July 1942. These airmen are possibly the crew of this aircraft. Their grave numbers are:-

F/O Y. Grabe, RAF, A.III Section, Row 11, Grave 18 [name misspelled in report]

Unknown

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A report in the Buenos Aires **Standard** of 17 May 1946 was rather different. It stated:

The machine was shot down by German anti-aircraft guns on the night of July 11, 1942, at Rejaby. Hughes survived the crash but was later killed by the Germans and was buried by the Danes near Esbjerg together with other Allied airmen.

The aircraft was last seen by RAF personnel at 1830 hours over the North Sea. It was reported equipped with an F.24 camera and was carrying two 250-lb General Purpose bombs and sixteen 30-lb incendiaries.

On 11 December 1941 at DFSU, North Front, damaged Blenheim IV, V5621 when landing; brakes failed and undercarriage collapsed. No blame attached to him.

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HUGHES, Nursing Sister Hazel Eloise (C28811) - **Royal Red Cross (Second Class)** - No.2 Convalescent Hospital (or 1 ACH ?) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 April 1897. Home in Toronto; enlisted there 30 July 43. To No.1 Manning Depot, 3 August 1943. To No.2 Convalescent Hospital, 8 October 1943. Confirmed as Nursing Sister, 30 January 1944. Retired 23 October 1945.

Nursing Sister Hughes assisted in the opening of the first full time Convalescent Hospital in the Royal Canadian Air Force and for almost two years has shown a devotion to duty such as is rarely encountered. She has spent consistently long hours on duty in the conscientious attempt to speed and to render more pleasant the recovery of those convalescents coming under her care. Without her constant supervision the outstanding success in restoring plastic cases in particular to good health mentally as well as physically would never have been achieved. She has carried out assignments with faithfulness of evident distinction.

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HUGHES, F/O James Roland (J12639) - **Distinguished Flying Cross** - No.254 Squadron - Award effective 13 March 1944 as per **London Gazette** dated 28 March 1944 and AFRO 921/44 dated 28 April 1944. Born 20 May 1921; home in Kent Bridge, Ontario. Enlisted in Windsor, Ontario, 11 July 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 8 August 1941. To No.5 ITS, 1 September 1941; graduated and promoted LAC, 17 January 1942; posted that date to No.21 EFTS; may have graduated 27 March 1942 but not posted to No.9 SFTS until 10 April 1942; graduated and commissioned 3 July 1942. Appears to have been retained at No.9 SFTS until 10 October 1942 when posted to "Y" Depot; to RAF overseas, 22 October 1942; promoted Flying Officer, 3 January 1943. Repatriated 22 December 1944; to "Y"

Depot again, 1 February 1945; to United Kingdom, 18 February 1945. Repatriated 9 July 1945. Released 31 August 1945. Rejoined postwar RCAF 25 March 1949; released 31 March 1958. RCAF photo PL-33114 (ex-UK-15301 dated 27 September 1944 shows F/L J.R. Hughes (Northwood, Ontario, invested with Bar to DFC), F/L R.B. Hart (Midland, Ontario, invested with AFC) and P/O W.F. Beals (Vernon, B.C., invested with DFC) outside Holyrood Palace after investiture; PL-33113 (ex UK-15298 dated 27 September 1944) shows him alone outside Holyrood Palace; PL-33117 (ex UK-15304 dated 27 September 1944) shows him outside Holyrood Palace with his brother, LAC J.T. Hughes, a mechanic in No.6 Group.

This officer has participated in very many sorties including several successful attacks on shipping. In March 1944, he took part in a sortie during which a merchantman was attacked with good results. The next day he led a flight in another attack on shipping. By his great skill and superb leadership Flying Officer Hughes played a good part in the success achieved. This officer has invariably displayed a high degree of courage and determination.

NOTE: Coastal Command Intelligence Reports state that on 5 March 1944 at 2222 hours, Wellington M/415 (F/O R.H. Watt) gained a radar contact at 53° 40' N, 6° 16'E (off Schiermonnikoog) six miles dead ahead. The aircraft homed and sighted a merchant vessel of 5,000 tons escorted by three probable minesweepers, all proceeding at eight knots. The Wellington waited until Beaufighters had made contact, then released three 500-pound bombs from 3,000 feet which undershot. At 2225 hours the attack was taken up by Beaufighter D/254 (F/O Hughes) and G/254 (F/O J.F. Welsh). Both pilots were RCAF. The narrative read:

Aircraft on anti-shipping patrol in company with a Wellington and two other Beaufighters, after receiving a signal from the Wellington, attacked a merchant vessel escorted by three escort vessels. "D" released a torpedo from 150 feet at a range of 1,000 yards and "G" released a torpedo from 160 feet at a range of 1,100 yards. A large explosion and flames were seen from the target and fire and smoke were still visible when aircraft left the area. During the attack, aircraft "D" fired 300 rounds of machine gun at the escort vessels.

The assessment was of one merchant vessel sunk.

HUGHES, F/O James Roland (J12639) - **Bar to Distinguished Flying Cross** - No.254 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Cited with F/O W.A. Benneworth, RAF.

Flying Officer Hughes and Flying Officer Benneworth have flown together as pilot and navigator respectively for more than a year. Both have displayed great skill and determination in their operational missions. One night recently these officers attacked a large and heavily escorted convoy. One of the ships was seen to explode and catch fire and the aircraft was hit by opposing fire and one of the

engines failed but these officers skilfully flew back to base where an emergency landing was made.

NOTE: Public Record Office Air 2/9220 has recommendation drafted 3 April 1944 when he had flown 35 sorties (91 operational hours).

Since being awarded the Distinguished Flying Cross, Flying Officer Hughes has carried out an exceptional operation which merits immediate recognition.

On the night of 1.2nd April 1944, he was captain of one of four Beaufighters which attacked a large and heavily escorted convoy in the Heligoland Bight. One of the ships was seen to explode and catch fire. From the evidence available it is almost certain that Flying Officer Hughes' torpedo was the successful one.

Flying Officer Hughes' aircraft was badly hit by flak and the port motor failed almost immediately. In spite of being as low as 75 feet at one period Flying Officer Hughes regained control and flew back 270 miles on one motor to belly land successfully at his base.

Flying Officer Hughes and his observer, Sergeant Benneworth, are the only crew to have twice attacked successfully at night.

Flying Officer Hughes continues to be entirely fearless and capable leader and an example to all other pilots. He is strongly recommended for the immediate award of a Bar to the Distinguished Flying Cross.

The Station Commander, North Coates, added his remarks on 4 April 1944:

I concur in everything that the Squadron Commander has said. A considerable number of attempts have now been made to synchronise the illumination of shipping by flares with its attack by torpedoes. This operation requires a very high standard of navigation and flying ability. Only two successful attacks (one of them a confirmed "sink") have been made, each by Flying Officer Hughes' crew.

Flak was particularly heavy on the night of 1st-2nd April, three out of the four Torbeaux suffering damage thereby. Despite this heavy opposition Flying Officer Hughes pressed home his attack with his usual fearlessness and there can be little doubt that he obtained a hit (the evidence was sufficiently strong to justify a claim of "probably sunk" on the Form Orange). Soon afterwards his port engine failed completely as a result of flak damage. Flying Officer Hughes' success in bringing his aeroplane safely back to base is an example of magnificent flying which it would be hard to better. I strongly recommend him for an immediate award of a

Bar to his Distinguished Flying Cross.

Coastal Command Intelligence Reports state that the action occurred between 0034 and 0045 at 53° 59' N, 7° 18' E (northeast of Norderney) involving Wellington D/415 and Beaufighters R/254, A/254, G/254 and D/254.

Aircraft on anti-shipping patrol sighted a convoy of approximately 25/30 vessels consisting of minesweepers followed by M/Vs [motor vessels] in two lines astern, and with armed trawlers on both flanks. The Wellington dropped sea markers and at 0034 hours attacked the convoy, releasing two 500-lb MC [medium casing] bombs inst [instant fuses] from 4,000 feet, but no results were observed. After this attack the Wellington dropped flares and attacks were then made by the Beaufighters.

At 0042 "R" attacked an M/V of about 1,500 tons, releasing a torpedo from 200 feet at 900 yards range. At 0044 "G" attacked from landward with a torpedo and at 0045 "D" attacked a 1,500 ton M/V with a torpedo. Two or three minutes after these attacks a fire was seen to break out on a ship towards the head of the convoy and spread in a great blaze along the entire length of the ship. After about a minute the blaze suddenly died down. At this juncture "A" attacked one of the "M" class minesweepers, releasing a torpedo from 180 feet at a range of 800 yards, but results were not observed. During the attack intense light flak was experienced and three of the Beaufighters sustained damage, two of them making crash landings at base, their crews being uninjured.

The official assessment was "M/V damaged".

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HUGHES, Sergeant Joseph Mellon Thorne (R97904) - **British Empire Medal** - No.52 Mobile Field Hospital (described in AFRO only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 3 November 1918 in Victoria, British Columbia; home there; enlisted in Vancouver 8 April 1941 in trade of Nursing Orderly. On strength of No.3 Wireless School, Winnipeg, 19-28 April 1941; with No.2 Manning Depot, Brandon, 29 April to 28 May 1941; at Station Newfoundland (Gander), 29 May 1941 to 30 September 1942; while there he had been promoted to AC1 (8 July 1941), been reclassified as Radiographer (18 August 1941, apparently completing training in that trade on 10 November 1941), been promoted LAC (18 February 1942), Corporal (1 March 1942) and Sergeant (1 July 1942). Subsequently posted overseas, arriving in UK on 5 November 1942. To No.5 PDC, Padgate, 6 November 1942; to RCAF Personnel Reception Centre, 19 November 1942; to RAF Hospital Wroughton, 7 December 1942; to No.10 School of Technical Training, 22 January 1943; to No.52 Mobile Field Hospital, 24 December 1943; to No.3 Personnel Reception Centre, 11 August 1945, departing Ostend 24 August 1945 and arriving in Britain the

same day; repatriated to Canada, 13 November 1945; to No.8 Release Centre, 21 November 1945 (on staff); to Station Patricia Bay, 13 January 1946; to Western Air Command Headquarters, 3 July 1946; released 17 July 1946. No citation, although he is described as having a "fine record as radiologist".

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HUGHES, F/O Laurence George (J28282) - **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 15 August 1922 in Aldinet, Saskatchewan. Educated at Bramshatt, Saskatchewan, 1928-1937, Westminster Business School, 1940-1941 and T.J. Trapp Technical School, 1941; home in New Westminster, B.C from 1937 onwards (Boeing machine shop worker, 1941). Enlisted in Vancouver, 17 September 1942. To No.15 SFTS, 23 November 1942; to No.2 Pre-Aircrew Education Detachment, Edmonton, 21 March 1943 (courses in English, Mathematics, Signals and Aircraft Recognition); to No.2 Air Gunner Ground Training School, Trenton, 17 April 1943. Posted to No.3 BGS, Macdonald, 29 May 1943; graduated and commissioned 9 July 1943. To "Y" Depot, Halifax, 23 July 1943; embarked from New York, 3 August 1943; disembarked in Britain, 11 August 1943. To No.24 OTU, 24 August 1943. To No.61 Base, 20 October 1943. To No.1664 Conversion Unit, 4 November 1943. To No.433 Squadron, 4 December 1943. Promoted Flying Officer, 9 January 1944. To No.1666 Conversion Unit, 9 August 1944. Repatriated 18 November 1944. To Western Air Command, 11 January 1945. Released 3 March 1945. Died 10 June 1991 in New Westminster, British Columbia as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1991. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2988 has recommendation dated 17 September 1944 for J28282 F/O Wilfred Hughes, rear gunner, who had flown 34 sorties (178 hours), 15 February to 28 June 1944.

This officer has now completed his first tour of operations comprised of thirty-four trips over enemy territory. Among his many targets were attacks against Berlin (2), Stuttgart (2), Essen and Nuremburg. He has at all times shown complete disregard of opposition, and his commendable courage and devotion to duty has proven an inspiration not only to his crew, but to all personnel on the squadron. I consider that this officer by his splendid record and dogged determination fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

15 February 1944 - Berlin (6.40)
25 February 1944 - Augsburg (6.55)
15 March 1944 - Stuttgart (7.50)
22 March 1944 - Gardening (6.25)

24 March 1944 - Berlin (7.20)
30 March 1944 - Nuremburg (7.40)
9 April 1944 - Villeneuve St. George (8.15)
11 April 1944 - Kattegat (6.05)
20 April 1944 - Lens (5.53)
22 April 1944 - Dusseldorf (5.37)
26 April 1944 - Essen (5.20)
27 April 1944 - Alnoie (4.10)
30 April 1944 - Somain (4.35)
1 May 1944 - St. Nazaire (5.35)
3 May 1944 - Lorient (5.00)
8 May 1944 - Brest (4.40)
9 May 1944 - St. Valerie en Caux (3.55)
11 May 1944 - Boulogne (3.10)
15 May 1944 - Kattegat (5.20)
31 May 1944 - Dufeure (4.45)
3 June 1944 - Ijmviden (2.25)
5 June 1944 - Houlgate (4.45)
6 June 1944 - Conde sur Noireau (5.35)
9 June 1944 - Le Havre (4.00)
15 June 1944 - Boulogne (4.05)
24 June 1944 - Bonnetot (4.35)
25 June 1944 - Gorenflos (3.50)
27 June 1944 - Wizernes (4.05)
28 June 1944 - Lorient (5.15)

Notes: Repatriation form dated 2 November 1944 states he had flown 36 sorties (210 operational hours), the last in 25 July 1944; also 88 training hours. Last duties had been as ground gunnery instructor.

Application for Operational Wing dated 6 August 1944 stated he had flown 34 sorties (178 hours), 4 December 1943 to 31 July 1944.

Training: At No.2 AGGTS he had courses in Armament, oral (85/100), Armament, written (294/300), Anti-Gas (97/100), Aircraft Recognition (100/100), Mathematics (43/50), Navigation (95/100), Law, Administration and Hygiene (64/100), and Signals (90/100). "Above average student, neat appearance. Exceptionally good pupil throughout the course. Very interested in anything he undertakes, Topped course at this unit."

At No.3 BGS in Battle and Anson aircraft. Flew 23 hours five minutes. Spent 15 hours on turret manipulation. Fired 400 skeet rounds, 760 rounds on 25-yard range, 700 rounds on 200-yard range, 400 rounds air-to-ground and 3,900 rounds air-to-air. Examined in Armament, written (134/150), Armament, practical and oral (95/100), Aircraft Recognition (97/100), Drill (74/100),

Signals (95/100), rated 75/100 on "Ability as Firer." Described as "Above average student; very reliable and vigorous; has a sound knowledge of his trade. Should make an excellent crew member."

Course at No.24 OTU was 26 August to 30 September 1943. Whitley aircraft (28.20 by day, 25.05 by night). Fired 800 rounds on 25-yard range, 200 rounds on 200-yard range, 500 rounds air-to-air, 1,000 rounds air-to-sea. Carried out ten cine gun exercises and two fighter affiliation exercises. Frazer-Nash and Boulton-Paul turrets, "Above average in gunnery- keen - good type - conscientious, good crew member." (S/L R.J. Maclaughlin, 2 October 1943).

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HUGHES, F/O Leonard Gavan (J26927) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Buenos Aires, Argentina, 31 January 1914; home there. Was an accountant prior to enlistment. Enlisted in Toronto, 20 May 1942 and posted to No.1 Manning Depot. To No.6 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942. Posted to No.20 EFTS, 10 October to 9 November 1942. Washed out of pilot training and sent to No.1 Composite Training School, 9 November to 27 December 1942; at No.1 SFTS, 28 December 1942 to 22 January 1943. Posted to No.4 AOS, 31 January 1943; graduated and commissioned 11 June 1943. To "Y" Depot, Halifax, 25 June 1943; to United Kingdom, 6 July 1943. Promoted Flying Officer, 11 December 1943. Repatriated 22 January 1945. Released 15 May 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) gives recommendation dated 28 October 1944 when he had flown 32 trips (150 hours 40 minutes) between 20 May and 4 October 1944.

Flying Officer Hughes has taken part in a considerable number of operational sorties against some of the enemy's most strongly defended targets where fierce opposition is invariably encountered. Through his skilful navigation this officer has enabled the captain of his aircraft to press home his attack with successful results. Throughout this officer's operational career he has maintained a high standard of efficiency, ability and enthusiasm.

The sortie list was as follows:

20 May 1944 - Gardening, Kattogat (5.30)
22 May 1944 - Le Mans (5.15)
24 May 1944 - Aachen (4.40)
26 May 1944 - Gardening Le Havre (3.50)
27 May 1944 - Bourg Leopold (4.55)
28 May 1944 - Au Fevre (3.50)
9 June 1944 - Le Mans (5.40)

12 June 1944 - Arras (5.05)
14 June 1944 - Cambrai (4.35)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sautrecourt (3.50)
21 June 1944 - Oisemont (4.45)
24 June 1944 - Bonnetot (4.15)
25 June 1944 - Gorenflos (4.10)
27 June 1944 - Wizernes (1.50, incomplete)
28 June 1944 - Metz (7.10)
4 July 1944 - Villeneuve (6.05)
6 July 1944 - Siracourt (4.00)
8 July 1944 - St. Nazaire (6.55)
20 July 1944 - Ferme du Grand Bois (3.25)
25 July 1944 - Stuttgart (9.45)
28 July 1944 - Kiel (4.20)
31 July 1944 - Foret du Cros (4.00)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Leu d'Esserent (4.25)
9 August 1944 - Prouville (3.55)
25 August 1944 - Kerandieu (5.00)
12 September 1944 - Dortmund (5.00)
17 September 1944 - Boulogne (4.05)
23 September 1944 - Domburg (3.25)
25 September 1944 - Calais (4.15)
4 October 1944 - Bergen (6.20)

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HUGHES, Corporal Norman Joseph (R117418) - **Mention in Despatches** - Middleton St. George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 21 May 1898. Home in Sudbury. Enlisted in North Bay, 29 October 1941 as Tradesman and posted to No.1 Manning Depot. To Air Armament Schol, 19 December 1941 when reclassified in Armament trade. Promoted AC1, 29 January 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 15 November 1942. To RAF overseas, 3 March 1943. Repatriated to Canada, 3 December 1945. Discharged 14 January 1946. As of December 1950 he was living in Lakefield, Ontario. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit. Had served 15 months in Canada, 27 months overseas.

Corporal Hughes has for many months been in charge of a bombing up crew of armourers in the squadron. Despite his age of 47 years he has always taken the

lead and has been an inspiration to his men. The work has at times been very difficult, and many times called for duty for 24 hours without rest. He has never been heard to complain or question. This has made him, along with his willingness to work and leadership of his men, one of the very best airmen the Air Force could wish for.

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HUGHES, F/O Peter Gower (J10708) - **Mention in Despatches** - No.113 Squadron - 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 21 November 1921 at Comox, British Columbia; educated in Courtney (home); employed as Fitter by Canadian Car and Foundry, Fort William; enlisted in Vancouver, 5 July 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; graduated 3 January 1942 when posted to No.3 BGS; graduated and promoted Sergeant, 14 February 1942 when posted to No.1 ANS; graduated and commissioned, 19 March 1942. To Easter Air Command, 1 June 1942. To No.113 (BR) Squadron, 9 June 1942. Promoted Flying Officer, 1 October 1942. To No.10 (BR) Squadron, 8 March 1943. Promoted Flight Lieutenant, 1 June 1944. To No.8 Release Centre, 11 August 1945. Retired 16 August 1945. Living in Courtney, British Columbia, 1950. Governor General's Records (RG.7 Group 26, Vol.57, File 190-I) has citation. It is interesting to note that a letter on DHist file 181.009 D.3060 (RG.24 Vol.20635), A/V/M J.A. Sully for CAS to AOC EAC 26 November 1942 refers to an earlier recommendation (AFC) turned down by RCAF Honours in War Committee because it was that body's opinion "that too many recommendations were being received from No.113 Squadron, thereby lessening the number of awards available to other units in this Command" and critical that reference to four attacks on submarines did not take into account success or lack thereof.

This officer has completed 637 flying hours as a navigator, of which 415 hours have been spent on operations over a period of five months. During this period he has proven to be a skilled navigator under all conditions. He has participated in four attacks on enemy submarines and his display of determination and skill greatly assisted in these attacks. At all times he has carried out his duties as navigator and photographer in a most commendable manner.

HUGHES, F/O Peter Gower (J10708) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. As of award had flown 1,196:10 hours (829:15 operational, 134 sorties). See entry for DFC to R.M. Aldwinckle for report of attack on U-420.

This officer has been employed as a Navigator on anti-submarine operations in the North Atlantic area for the past years and a half, during which time he has completed many hundreds of hours of operational flying. He has participated in several attacks on enemy submarines and has executed his work on each occasion

with a high degree of proficiency. This officer's qualities of leadership and loyalty, combined with an excellent knowledge of his work, have established for him an outstanding record of flying service.

RCAF Press Release No. 4549 dated 21 November, 1944, transcribed by Huguette Oates, reads:

AN RCAF BASE IN NEWFOUNDLAND: -- "It's all a matter of luck", F/L Peter G. Hughes, DFC, of Courtney, B.C. said, referring to the fact that during his activities with coastal patrol squadrons he has sighted six enemy submarines. In direct contrast to this record, his chums, F/O Ronny Bedford, AFC, of Sydney, N.S., and Edmonton, Alberta, and F/O Earl McInnis of Iroquois and Kitchener, Ontario, have never so much as seen the periscope of an enemy submarine. Both these pilots of the "never sighted, never sunk" order have almost completed their third tour on coastal operations.

Members of a famous North Atlantic sub-sinking squadron, Bedford and McInnis are hoping they will be able to report "sighted sub, sank same" before they complete their third tour. The six-sub man has hopes of making his total seven.

Hughes, who is one of the East Coast top-ranking navigators, saw his first sub on August 2, 1942, on his 25th tour of operations over the North Atlantic. "It was quite a thrill. I was just out of flying school and we were on an ordinary sweep. Three days later, on a local fight, I had a still bigger thrill for we sighted another. We dropped depth charges on both of these but couldn't be sure we got either one."

The much-publicized white submarine was seen a few miles off the coast of Anticosti Island on September 9, 1942, was identified as a sub by Hughes. "We were about eight miles away when we first saw it," he recalled. "We thought it was a white launch. When we got closer to it, I said 'It's a sub'. The boys took my word for it because I had seen two already and they thought I should know. Thinking it a launch, we hadn't lost any height and were too high to drop charges when we first passed over. We swung around and dropped depth charges where it had disappeared beneath the surface."

"Exactly one week and one minute later, we sighted a second in the same place," F/L Hughes continued. He said they had just decided to turn back because the weather was very hazy when they sighted the fully surfaced sub. Charges and sea floats were dropped but the weather made it impossible to estimate the damage. In June of last year, Peter joined a squadron in Newfoundland and in October 26, 1943, sighted his fifth sub. This time the crew was credited with a "probable". After dropping their depth charges and checking to make sure they had pranged it, they continued on patrol and sighted a second one close by. Their charges all gone, they attacked it with gun fire. Hughes was operating the camera at this

point and managed to get a shot of the sub which shows more than 200 flak bursts about the aircraft.

F/L Hughes is the son of B.W. Hughes, editor of the Courtenay Argus, and his brother, LAC Thomas Hughes, is in North Africa. He received his decoration June 20, 1944, in the King's birthday awards. During the same month of the previous year, he was mentioned in despatches.

Ronny Bedford, whose wife resides at 46 Dominion Street, Sydney, N.S., completed two tours of 500 hours operations each on the East Coast and has more than 300 hours to his credit on his third tour. He spent six months as a Bomber Reconnaissance controller in operations at Chatham and Dartmouth before his coastal activities. The Air Force Cross was awarded Bedford in the New Year's lists in 1943. His mother, Mrs. I.M. Bedford resides at 10958, 81st Avenue, Edmonton.

With more than 2,000 flying hours to his credit, 1400 of them operational, F/O McInnis is also on his third tour of "ops" on Canada's east coast. Son of Mr. and Mrs. C.W. McInnis of Iroquois, Ontario, Earl enlisted in Hamilton. At the time he was living in Kitchener and working for a life insurance company in Waterloo.

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HUGHES, FS Ronald Forrest (R176947) - **Distinguished Flying Medal** - No.76 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 7 December 1943 and AFRO 166/44 dated 28 January 1944. Born in Comox, British Columbia, 17 January 1920; home in Vancouver (logger). Enlisted in Vancouver, 20 July 1942 and posted to No.3 Manning Depot. To No.3 BGS, 12 September 1942; promoted LAC, 26 October 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, Halifax, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flight Sergeant, 4 June 1943. Further trained at No.10 OTU and No.1662 Conversion Unit. Commissioned 26 January 1944 (J85025). Promoted Flying Officer, 26 July 1944. Repatriated 12 June 1945. Retired 20 September 1945. Photo PL-25553L is F/O A.C. Paulton; PL-25553R is P/O R.F. Hughes. No citation other than "completed... many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

Public Record Office Air 50/193 has the following Combat relating to him for the night of 22 September 1943. The other gunner was Sergeant Wood (RAF 1578929, trained at No.10 OTU and No.1652 Conversion Unit).

Aircraft A, DK203, while flying at 18,500 feet over the target [Hanover] on a course of 135 Magnetic, speed 185 T.A.S., time 2156, observed another Halifax being attacked by a Ju.88 from dead astern. The Halifax was not returning fire

and was taking no action. The action was taking place on the Port Quarter at a range of 300 yards. Our gunners opened fire with both turrets and drew away from the fighter which had, it appeared, not seen them. The engineer of our aircraft states that he noticed strikes being registered on the fighter. He broke away from the other Halifax and was not seen again.

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HUGHES-GAMES, P/O Norman Edward (J87265) - **Mention in Despatches** - No.57 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born near Canterbury, Kent, England, 6 November 1922. Home in Kelowna, British Columbia. Enlisted in Vancouver, 9 July 1942 and posted to No.3 Manning Depot. 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 promoted Sergeant, 2 April 1943. To "Y" Depot, Halifax, 17 April 1943. Embarked 26 May 1943. Arrived in Britain on 4 June 1943. To No.3 (Observer) Advanced Flying Unit, 10 August 1943. To No.14 OTU, 7 September 1943. Promoted Flight Sergeant, 2 October 1943. To No.51 Base, 5 January 1944. Attached to No.1654 Conversion Unit, 14 February to 23 March 1944. Attached to No.5 Lancaster Finishing School, 28 March 1944. Posted to No.57 Squadron, 16 April 1944. Another entry in the file suggests 24 July 1944 but this is clearly wrong. A report by his Commanding Officer, W/C H.Y. Humphreys, dated 26 May 1944, states, "This NCO has now carried out eight operational sorties and has given every satisfaction as a Navigator. With further service experience he should make a good officer." He was subsequently commissioned with effect from 26 May 1944 (RCAF Appointments, Promotions and Retirements Order 196 dated 21 August 1944). Taken prisoner on 31 July 1944 (Lancaster ND954, raid on Joigny). Died in hospital at Stalag Luft VIIIIC, Sagen, 28 September 1944 (meningitis) but buried at Stalag Luft III.

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HULETSKY, F/O Peter (J22196) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 2 June 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born 18 August 1917 in Montreal; home there; enlisted there 24 October 1941. Granted Leave Without Pay until 3 November 1941 when posted to No.2 Manning Depot. To No.39 SFTS, 16 January 1942 (guard duty); to No.3 SFTS (guard duty), 26 January 1942. To No.2 ITS, 28 February 1942. Graduated and promoted LAC, 25 April 1942. To No.8 EFTS, 6 June 1942. Ceased training and posted elsewhere, 31 July 1942. To No.4 AOS, 12 September 1942; graduated and commissioned, 30 December 1942. To "Y" Depot, 13 January 1943; to RAF overseas, 2 February 1943. Promoted Flying Officer, 30 June 1943. Repatriated to Canada, 19 August 1944. To "K", 21 September 1944. To Eastern Air Command, 18 September 1944. To No.8 OTU, 17 November 1944. Promoted Flight Lieutenant, 1 March 1945. To Greenwood, 31 July 1945. To Patricia Bay, 6 August 1945. To No.2 Release Centre, 10 September 1945. Retired 29 November 1945. Photo PL-25535 (left) shows him.

As observer this officer has taken part in a large number of sorties and has displayed the highest standard of skill, courage and tenacity, qualities which have contributed materially to the successes obtained. His keenness to engage the enemy has always been evident and he has assisted in the destruction of several enemy aircraft.

NOTE: Public Record Office Air 2/9156 has recommendation drafted by Wing Commander A. Barker, 17 April 1944, when he had flown 20 sorties (70 operational hours).

Since joining this squadron in November 1943, this navigator has participated in 20 sorties over enemy and enemy occupied territory. Of these, 17 were intruder and in support of Bomber Command's major effort and three were Day Ranger sorties.

Flying Officer Huletsky has shown the greatest determination and skill in finding his targets and there is no doubt that his ability as a navigator has been very instrumental in the successes he and his pilot as a crew have achieved.

While acting as navigator to Squadron Leader Kipp, this crew has destroyed seven aircraft, probably destroyed another and damaged a further three. The first successes were at Bourges on December 12th, 1943, on a Day Ranger where they destroyed a Heinkel 111 and they shared a Heinkel 111 probably destroyed. On the night of 14th January 1944 they damaged a Messerschmitt 410 at Handorf. On the night of February 6th, by superb navigation through very bad weather, Flying Officer Huletsky directed his pilot to Juvincourt where two Messerschmitt 410s were destroyed. Again on 22nd March, Flying Officer Huletsky directed his pilot to Stratum where an unidentified aircraft was damaged on the ground. On 14th April, Flying Officer Huletsky showed great skill in navigating his pilot on a Day Ranger sortie to Copenhagen. During the course of this sortie two Junkers 52s were destroyed in the air, two Dornier 217s on the ground, and another Dornier 217 damaged.

Flying Officer Huletsky is exceptionally keen to undertake the most difficult sorties and can always be relied upon to pass on information to the less experienced crews. This officer and his pilot form one of the most outstanding crews in the squadron and have made a very large contribution to its high operational standard.

HULETSKY, F/O Peter (J22196) - **Bar to Distinguished Flying Cross** - No.418 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944.

This officer continues to display the highest standard of skill and gallantry. Recently he has taken part in several sorties during which he has assisted in the destruction of four enemy aircraft.

NOTE: Public Record Office Air 2/9157 has recommendation drafted by W/C A. Barker, 9 May 1944. At that time Huletsky had flown 24 sorties (81 operational hours).

Since being recommended for the Distinguished Flying Cross, Flying Officer Huletsky has completed a further four Intruder sorties. The keenness which this officer has shown to engage the enemy has resulted in the destruction of four and the damaging of yet another enemy aircraft over enemy territory at night.

Flying Officer Huletsky has shown remarkable skill in locating the most difficult targets and has proved extremely capable at low level map reading at night. On 27th April, while intruding to Evreux, Flying Officer Huletsky and his pilot damaged an aircraft on the ground. On the night of 2nd May this navigator directed his pilot to the Munich area on a sortie against the German Air Force Training bases. This operation was carried out at a very low level and Flying Officer Huletsky successfully located his target. The resultant destruction of four Focke Wulf 190s in the air was the reward for this operation. Damage to their own aircraft caused by debris from the enemy aircraft necessitated returning to this country by the shortest possible route. Flying Officer Huletsky showed navigational skill of a very high order in improvising a route to this country, so as to direct his pilot over and around some of the most heavily defended areas in enemy and enemy occupied territory. The fact that the aircraft returned without further incident or damage speaks highly of Flying Officer Huletsky's ability. There is no doubt that the way in which this officer has discharged his duties and the personal example he has set is one extremely hard to surpass.

Group Captain Appleton, commanding the station, added his remarks on 20 May 1944:

This officer is navigator to Squadron Leader Kipp. Since his award on the 17th April 1944 of the Distinguished Flying Cross he has added a further four destroyed and three damaged. I concur with the Squadron Commander's recommendation.

Air Marshal Sir Roderic Hill (Air Officer Commanding, Air Defence Great Britain) added his endorsement on 11 June 1944, following by that of Air Chief Marshal Trafford Leigh-Mallory on 12 June 1944.

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HULKE, S/L Cecil Walter Lord (C3171) - **Mention in Despatches** - No.210 Group - Award

effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 13 December 1907 at Houghton, Huntingdon, England. Educated at private schools in England, 1914-1918, Shawnigan Lake School (Vancouver Island), 1918-1921 and Victoria High School, 1922-1925 (technical courses). Took night courses in mathematics and radio servicing. Employed by Kent Paino Company, Victor, 1927-1930 (technician), MacDonald Electric Company, Victoria (1930-1935, manager of service department) and Radio Appliance Company, Victoria, 1935 to enlistment (proprietor). Militia service in 1940 with Royal Canadian Army Signal Corps. Enlisted in Vancouver, 6 November 1940 and granted rank of Flying Officer, Signals Branch. Posted to No.1 Manning Depot, Toronto, 25 November 1940. To Embarkation Depot, 24 January 1941, embarking on 15 February 1941. Taken on strength of No.3 PRC, Uxbridge, 17 February 1941. To No.73 Wing, 10 March 1941. To No.3 Radio School, Yatesbury, 30 March 1941. To No.72 Wing, Stirling, 26 May 1941. To No.402 Squadron, 16 August 1941. To Middle East Command, Egypt, 14 October 1941. To No.235 Air Ministry Experimental Station, Middle East, 14 January 1942. To No.255 Air Ministry Experimental Station, Middle East, 14 May 1942. Promoted Flight Lieutenant, 15 July 1942. Taken on strength of No.215 Group Headquarters, Basrah, 14 October 1942. To Air Headquarters, Iraq, 17 October 1942 but returned to No.215 Group, 11 November 1942. To No.212 Group, Western Desert, 10 December 1942. Promoted Squadron Leader, 1 February 1943. To No.212 Group, Tripoli, 2 March 1943. To Air Headquarters, Eastern Mediterranean, 1 June 1943; to No.243 Wing, Middle East, 11 September 1943. Missing, presumed dead, 3 October 1943 while serving with No.243 Wing; name on El Alamein Memorial. No citation.

There is nothing in his file to explain what he was doing or why he was recommended but the following indicates that from the outset he was valued as a Signals officer. On 23 October 1940, the Commanding Officer of the Recruiting Centre in Vancouver wrote as follows:

Examined as to technical ability by Western Air Command and found to have a thoroughly sound radio knowledge. Bendix Aviation Corporation were in 1938 interested in an electrical infra red ray device for use in landing aircraft at night in fog, invented by Mr. Hulke. The device is still with Bendix but has not been produced.

His experience chiefly is domestic radio work and a slight association with commercial radio - the field of deviation finding apparatus.

Formal education has been supplemented by mathematics courses and also radio technical course and constant reading of technical literature in this field.

The circumstances of his death on or near the island of Cos were never resolved. One F/L R.G. Allan provided the following statement:

On October 3rd, 1943, I left the Camp which we had used as a transmitting and receiving station and which was situated about three miles from Antimachia, with

Squadron Leader Hulke and two airmen. These airmen were two of the original Wireless Operators who had been flown in on a Beaufighter with the Cypher Officer, Flying Officer Hyland. I cannot remember their names but I am certain that they came from 259 Wing or 25 Sector Cyprus. We took some food, water and blankets and made our way southwards to the beach. We reached it just at darkness and made our way towards a group of houses to the east of the bay. But darkness and enemy flares forced us to lie up on the beach. We remained there all night and early next morning we retraced our footsteps along the beach and entered a mined wadi leading to the village. This village was on the eastern side of Cardamena Bay. We spent the day there and found plenty of wood in an outhouse. There were also some Italians and later some more airmen in this village. The day after I agreed with Squadron Leader Hulke to attempt to swim on a large baulk of timber across to the mainland. We made all arrangements and gave away our surplus kit to the others. I do not remember the names or units of the other airmen we found in this village.

As we were leaving the village we came across a soldier standing under a camouflage net on the hillside. He told us he belonged to a Commando Unit and he and his unit had been landed from a boat which was now lying up in a neighbouring island. But that it was going to return to take them off either that night or in three nights' time according to whether they were contacted by wireless or not. He said that the C.O. of his unit, a Captain, was in the next wadi and that Squadron Leader Hulke should see him. I remained with the men whilst Squadron Leader Hulke went over into the next wadi. He returned later and said that we were to go over into the next wadi one by one and there we were to find a concealed spot and lie up quietly until dark.

He went back and one by one the men went over and hid, and I followed doing the same. I could not see anyone on the steep sides of the wadi. I remained quiet until about 2000 hours when it was getting dark. I had heard nothing of the others and began to wonder what had happened. At midnight I decided that perhaps I had dozed off and missed the call, so I decided to make my own way down to the beach. When I reached the beach, although it was a clear moon light night, I could see no signs of life at all. Later that night I tried to swim alone but after several hours in the water I could make little progress so I returned to the shore again. About an hour after my return I found Flying Officer Hyland, the Cypher Officer, and a cypher Sergeant, but they had not seen or heard anything of the others. From that time I neither herd or saw anything of Squadron Leader Hulke.

It appears that when the Germans invaded Cos he was at Antemachia air strip. There was a report that Hulke had tried to escape to Turkey on a tree trunk, paddling with his hands, but in such an eventuality he probably drowned, as even a small boat with a sail took four hours to reach the mainland.

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HULL, F/L Allan Chester (C1256) - **Commended for Valuable Services in the Air** - No.11 SFTS - Awarded 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Edinburgh, Scotland, 19 April 1919; educated in Vancouver, Ottawa and Kingston. Cameron Highlanders of Ottawa, 1932-36. Attended the Royal Military College in Kingston where he rose to become "top" cadet as Battalion Sergeant-Major. He and his classmates graduated early in October 1939. To RCAF, 1 October 1939. Later served overseas with Nos. 420 and 428 Squadrons (DFC) and CO Station Leeming (April 1945). Obituary noted that he became Senior Operations Controller of No.6 Group as a Group Captain while still only 25 years old. To EAC, June 1945; RCAF Staff College, June 1946, and then AFHQ. CO of Station Clinton (December 1947), AFHQ (January 1950), Base Commander of No.3 Wing, Zweibrucken (1953), Air Defence Command (1956), AFHQ (September 1958), Air Defence Command again (August 1962), commander Air Transport Command (March 1967) and Vice Chief of Defence Staff (May 1972). Awarded Commander, Order of Military Merit (CMM) as per **Canada Gazette** of 23 June 1973 (Lieutenant-General Allan Chester Hull, CMM, DFC, CD). Retired from the Canadian Armed Forces in 1974. In civilian life, he served as National Commissioner of the Boy Scouts of Canada, president of the Quinte Arts Council and a founding influence in the launching of the RCAF Memorial Museum. At CFB Trenton, he held the appointment of honorary colonel from 1998 until 2003. He served as chair of the Bomber Harris Trust. Died in Belleville, Ontario, 9 April 2012. RCAF photos PL-31972 (ex UK-14226) and PL-31973 (ex UK-14227), both dated 24 August 1944 show him as Wing Commander and CO of No.428 (Ghost) Squadron. Captions state he had recently flown 17 sorties in 40 days - nine with Snowy Owl Squadron before joining the Ghosts. Behind him is Lancaster donated by Toronto IODE. RCAF photo PL-43601 (ex UK-20851, circa 26 April 1945) shows him just after assuming command of Leeming. PL-44100 (ex-UK-21479 dated 17 May 1945) taken as aircrew are interrogated after flying returning former POWs from Juvincourt to England; Premier T.C. Douglas of Saskatchewan (left) listens; station commander G/C A.C. Hull on right.

An outstanding officer in every way. He has been employed as a flying instructor continuously since shortly after war broke out in 1939, and has consistently done excellent work. He constantly sets a very good example and takes a keen interest in the equipment and personnel under his command, and also in all station duties. He has completed 1,154 flying hours since his entry into the service.

HULL, W/C Allan Chester (C1256) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 26 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945.

In air operations Wing Commander Hull has displayed a high degree of skill, courage and determination. He has led his squadron on many sorties involving attacks against such targets as Stuttgart, Duisburg, Emden and Dortmund and his

fearless example and undoubted ability have contributed in good measure to the successes obtained. This officer is a highly efficient squadron commander whose sterling qualities have impressed all.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by G/C H.T. Miles, 28 November 1944, when he had flown 26 sorties (137 hours 15 minutes):

In air operations Wing Commander Hull has displayed a high degree of skill, courage and determination. On September 17th, 1944, when attacking Boulogne he found it necessary to orbit the target to complete his bombing run. Despite heavy flak he coolly made the orbit and pressed home the attack successfully. At Chantilly on 8th August, although his aircraft was struck nine times by heavy flak he pressed on to a successful attack.

He has led his squadron on many sorties against heavily defended targets such as Stuttgart, Duisburg, Bottrop, Emden, Hamburg, Brunswick, Dortmund, Cologne and Castrop Rauxel. His calm confidence and obvious ability have created a high standard of morale on his unit.

As Squadron Commander he has proved himself an ideal leader and his example has been an inspiration to all. Under his keen and capable guidance his unit has been extremely efficient and has led their Group in many particulars for many months.

For his superb captaincy and airmanship, his undoubted courage and devotion to duty and the magnificent leadership of his squadron, I recommend the immediate award of the DFC.

The sortie list was as follows:

No.420 Squadron

14 June 1944 - St. Pol (4.10, second pilot)
27 June 1944 - Foret d'Eawy (4.20)
1 July 1944 - Biennais (4.40, day)
4 July 1944 - Biennais (4.05, day)
5 July 1944 - Biennais (4.25)
7 July 1944 - Caen (4.50, day)
12 July 1944 - Thivernay (4.35, day)
17 July 1944 - Caen (4.30, day)
18 July 1944 - Cologne (5.40)

No.428 Squadron

28 July 1944 - Hamburg (6.40)
1 August 1944 - Acquet (4.35, day)
3 August 1944 - Bois de Casson (5.35, day)
4 August 1944 - Bois de Casson (5.15, day)
5 August 1944 - St. Leu d'Esserent (5.10, day)
7 August 1944 - Caen (4.50)
8 August 1944 - Chantilly (5.40, day)
12 August 1944 - Brunswick (6.30)
15 August 1944 - Soesterburg (4.00, day)
6 September 1944 - Emden (4.35, day)
12 September 1944 - Dortmund (5.55, day)
17 September 1944 - Boulogne (4.20, day)
27 September 1944 - Bottrop, Rhur (5.20, day)
14 October 1944 - Duisburg (5.30)
19 October 1944 - Stuttgart (7.50)
18 November 1944 - Munster (6.55, day)
21 November 1944 - Castrop Rauxel (7.20)

HULL, G/C Allan Chester, DFC (C1256) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Previously Commended (which see for biographical details). No citation.

HULL, W/C Allan Chester, DFC (C1256) - AFHQ - **Croix de Guerre with Silver Star (France)**. Award effective 12 September 1947 as per **Canada Gazette** dated 20 September 1947 and 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:

Group Captain Hull completed a highly successful tour of operations as Squadron Commander of 428 Heavy Bomber Squadron. He served as a Staff Officer controlling Bomber operations at No.6 Group Headquarters and as Commanding Officer of a Heavy Bomber Station. A fearless leader who was an inspiring example to the entire bomber group which contributed in full measure to the liberation of France.

The following item by Andrew Duffy was published in the Ottawa **Citizen** of 29 April 2012 under the title: **Life Story: A natural born leader; pilot flew more than 50 types of aircraft during 41-year Air Force career**

Perhaps the greatest tribute paid to Lt.-Gen. Chester Hull during a lifetime of accolades came from his Second World War tail gunner.

More than 40 years after the end of the war, Fred Passmore scribbled a note on the back of an old photo of their Lancaster bomber crew.

“I was never afraid to die when you were there in command,” Passmore wrote to Hull, a bomber pilot and group captain during the war. “From you I gained strength, and otherwise, I might not have seen it through. You have been an inspiration to me since I have known you.”

Hull, who earned a Distinguished Flying Cross for his wartime service, died April 9 in Belleville. He was 92.

Passmore, 88, was among those who mourned him. “He was one of the best,” says Passmore, who flew 30 wartime missions with Hull. “I admired him very, very much. He was my skipper.”

Chester Hull was born on April 19, 1919, in Edinburgh, Scotland, five months after the end of the First World War. His father, Allan, a Canadian soldier who was wounded at the Battle of the Somme, returned to Canada with his young family and joined the country’s fledgling air force.

Chester Hull grew up in Vancouver, Kingston and Ottawa, where he attended Lisgar Collegiate Institute and served as a member of the Cameron Highlanders of Ottawa.

In 1936, he enrolled in Royal Military College, graduating with honours three years later. He joined the Royal Canadian Air Force on Oct. 1, 1939, one month into the Second World War.

He felt at home in the air. Hull had first gone up in a plane at the age of five. His father later gave him flying lessons in Ottawa.

After he earned his pilot’s wings — they were presented to him by First World War ace Billy Bishop — Hull served as a flying instructor with the British Commonwealth Air Training Plan. The plan made Canada the international centre of Allied pilot training.

Sent overseas in 1943, Hull asked to be assigned to a fighter unit, but was ordered instead to train as a bomber pilot.

Fred Passmore is among those thankful for Bomber Command’s decision; in 1944, he picked Hull out of a crowd and asked if he could join his crew.

“I liked his stature — he was a big man — and I just liked the look of him,”

remembers Passmore.

Flying was a perilous business in the Second World War: more than half of the RAF's heavy bomber crews perished. About 10,000 Canadians died serving in Bomber Command, victims of anti-aircraft flak batteries, fighter planes, bad weather and mechanical failures.

Passmore, like many flyers, was superstitious: he always wore the same white scarf and carried the same .32-calibre sidearm into the air. He was once hit in the head with a piece of flak during a night raid over the German city of Dortmund, but continued to fly with his crew because he didn't want to disrupt their collective luck.

More than luck, though, Passmore credits Hull with leading them safely through their tour of duty.

"He demonstrated toughness — and he had to because he was responsible," says Passmore. "He was well liked despite the fact that he had a roughness making sure everything was right, and chewing somebody out if it was really necessary."

Hull flew with 420 (Snowy Owl) Squadron, and later assumed command of 428 (Ghost) Squadron. He was awarded the Distinguished Flying Cross in January 1945.

"In air operations Wing Commander Hull has displayed a high degree of skill, courage and determination," reads the award citation, published in the London Gazette. "He has led his squadron on many sorties involving attacks against such targets as Stuttgart, Duisburg, Emden and Dortmund and his fearless example and undoubted ability have contributed in good measure to the successes obtained."

At the age of 25, Hull took command of RCAF Station Leeming, in North Yorkshire, where he remained until the Allied victory in Europe.

After the war, Hull attended RCAF staff college, then joined Air Force Headquarters in Ottawa.

He then trained as a fighter pilot, becoming one of a select group of wartime bomber pilots to make that transition. In 1953, during the depths of the Cold War, Hull became commanding officer of the RCAF's newly formed 3 Fighter Wing in Zweibrücken, Germany.

Retired Col. Robert "Bud" White was the talented fighter pilot whom Hull chose to be his executive assistant in Zweibrücken.

“There was always a sense of pride that Chester engendered in everyone around him,” says White, 83, a member of the Canadian Aviation Hall of Fame and one of the country’s greatest test pilots.

Hull, he says, readily handed others authority and trusted them to apply their own initiative, even if it made him vulnerable to criticism. “It made people around him love him,” White says, “and want to protect him and do their best for him.”

On his return to Canada in 1956, Hull served in a series of senior posts. He was promoted to lieutenant-general, then in 1972, he became vice-chief of the defence staff. He retired two years later having spent 41 years in the military.

During that time, he flew more than 50 different aircraft. (In 1952, he became only the second Canadian to successfully eject from a Sabre jet fighter after it ran out of fuel; he parachuted into a tree top.)

Hull was married for 71 years to his wife, Jane, with whom he had three children: Brian, Diana and Sally. The children called him “Paw.”

Brian Hull, of Ottawa, said his father was a leader of men for almost his entire life. “He was as focused as anyone could possibly be with a huge appreciation for people of all manners and conditions,” he said.

It was, however, sometimes not easy being his son. “It was challenging,” Hull said. “He’s a tough act to follow.”

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HULL, F/O Norman Stanley Barron (J15753) - **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 Grand Forks, 2 October 1918. Home in Victoria; studied accounting before he enlisted in Vancouver, 10 January 1941 and posted to No.2 Manning Depot. To No.4 SFTS, 21 February 1941 (guard); 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 promoted Sergeant, 10 October 1941. Posted that date to “Y” Depot. To RAF overseas, 2 November 1941; promoted Flight Sergeant, 10 April 1942. Commissioned 8 July 1942. Promoted Flying Officer that same date. Promoted Flight Lieutenant, 8 July 1944. Taken on strength of No.3 PRC from elsewhere, 11 July 1944. Repatriated by air, 5 August 1945. Retired August 1945. Served again in RCAF as pilot and Flight Lieutenant, 1 January 1947 to uncertain date (300382). Following his war service he continued working in the financial sector, including the Auditor General's office. Following his retirement he became a Commissionaire. Died in Victoria, 30 July 2003. No citation in AFRO. RCAF photo PL-19527 (ex UK-5023 dated 26

August 1943) has the following caption: "Five trips to Berlin are included in the logbook of F/O N.S.B. Hull, above, of 1224 Fairfield Road, Victoria, B.C., now flying with a Mosquito squadron in the RAF. Flying Officer Hull, who worked in the Royal Bank in Vancouver before he enlisted, has also made four operations against Munich as well as trips to Hamburg, Duisburg and Dusseldorf. On one occasion he managed to escape when six FW.190s ambushed a formation of four Mosquitos although the aircraft at his side was blown to bits when the Germans attacked."

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HULSHOUSER, F/L David Newton (J13607) - **Commended for Valuable Services in the Air** - No.10 Elementary Flying Training School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 4 December 1915 in Lansdale, Montgomery, Pennsylvania. Home given as Ottawa. Enlisted in Montreal, 1 November 1941 and posted to No.1 Manning Depot, Toronto. To No.6 ITS, Toronto, 22 December 1941; graduated and promoted LAC, 13 February 1942; to No.7 EFTS, Windsor, 1 March 1942; may have graduated 24 April 1942) but not posted to No.14 SFTS, Aylmer until 10 May 1942; graduated and commissioned 28 August 1942. To No.1 Flying Instructor School, Trenton, 27 September 1942. To No.2 SFTS, Uplands, 15 November 1942. To No.17 EFTS, Stanley, Nova Scotia, 13 January 1943. Promoted Flying Officer, 28 February 1943. Promoted Flight Lieutenant, 1 September 1943, To No.10 EFTS, Pendleton, 18 November 1943. Transferred to American forces, 3 May 1945. Died in Blandon, Berks, Pennsylvania, 26 August 1994. An album of related photographs is found on U.S. Militaria Forum - <http://www.usmilitariaforum.com/forums/index.php?/topic/260558-a-yankee-in-the-rcaf/>.

In twenty-five months of association with flying training this officer has always shown extreme devotion to duty. Despite personal hardships and set-backs, he has remained steady, reliable and capable of any task assigned him. His enthusiasm and sense of duty profoundly influenced the junior instructors who respect and admire him while enjoying his friendship and guidance. The value of this contribution to the harmony and efficiency of a training unit cannot be overestimated.

The recommendation was raised 20 January 1945 by F/L N.S. Baldwin, when he had flown 1,251 hours (75 in previous six months) of which 921 had been instructional, He was then the Chief Examining Officer at No.10 EFTS. Text as above. Endorsed 14 February 1945 by A/V/M A. Raymond and subsequently approved up the chain of command.

Note: On 19 July 1948 he wrote to DND inquiring about the possibilities of American nationals being again enrolled in the RCAF. He explained the reason for his transfer (and timing) to the USAAF - "In order to retain my position in civilian employment I must have been honourable discharged from the Armed Forces of the United States which I was 68 days from the time of transfer." His letter included the following:

During my stay in the RCAF I was treated more fairly than any time before or since. I was accorded exceptional treatment by the RCAF and the Canadian people. Not once during my many normal barrack room quarrels and discussions did I hear a Canadian suggest that an "American" go back to where he belonged. Certainly it would have been a just request considering our acknowledged cocky and boisterous manner. We must have been very hard to take.

Many beside myself must be grateful to Canada for the opportunities extended us. Certainly as a draftee a person with my abilities at that time could rightfully expect no more than the rank of private in Uncle Sam's Army. Not a disgrace of course but hardly an ambition.

We "Americans" received all the breaks and responsibilities available to the Canadian boys and sometimes, I believe, extra privileges. As far as opportunity is concerned, I offer myself as an example. I was commissioned as a Pilot Officer on 28 August 1942, promoted to Flying Officer in February 1943 and promoted to Flight Lieutenant in September 1943, a year plus a few days after being commissioned. I had also the opportunity of occupying various positions up to that of temporary CO of the station during temporary absences of the CO. In 1945 I received the King's Commendation for valuable services in the air on the annual Birthday List. My best friends are still the boys with whom I served in the RCAF, I have a Canadian wife, a Canadian born child, and my affection for Canada is only slightly below that which I have for my own country.

Training: Course at No.6 ITS was 22 December 1941 to 13 February 1942. Courses in Mathematics (112/150), Armament, practical and oral (35/50), Signals (113/150). Anti-Gas (43/50), Aircraft Recognition (72/100), Drill (74/100), Law and Discipline (92/100), Navigation (156/200) and General Studies (88/100). Placed 27th in a class of 79. "Intelligent and mature, has had flying experience. A conscientious hard worker. Extremely sincere, cheerful. Goof material. Second aircrew recommendation, air observer,"

Course at No.7 EFTS was 2 March to 24 April 1942. Fleet Finch aircraft - 30.35 dual, 31.20 solo. Was ten hours on instruments and spent ten hours in Link. "This student learns quickly and retains knowledge well. He is smooth on controls. His judgement and coordination is good. He has no outstanding faults and can be trusted to carry out any orders. His Link is average. Difficulty in controlling airspeed." Ground courses in Airmanship (139/200), Airframes (73/100), Aero Engines (69/100), Signals, practical (96/100), Theory of Flight (85/100), Air Navigation (142/200), Aircraft Recognition (73/75) and Armament (98/125). Placed third in a class of 39. "He is quite hard working. He is studious. Obtained high marks in ground school."

Course at No.14 SFTS was 11 May to 28 August 1942. Harvard and Yale aircraft - 60 hours day dual, 76.20 day solo, 5.20 night dual, 10.40 night solo. Was 2505 on instruments. Logged 26.30 in Link. "Above average, intelligent with good air sense and judgement. Link Navigation

average.” Courses in Airmanship and Maintenance (173/200), Armament, written (96/100), Armament, practical (94/100), Navigation and Meteorology (163/200), Signals., written and practical (121/150). Placed fifth in a class of 55. “Intelligent and very cooperative. Works hard and obtains his goal. Appearance very good. Pleasing personality. Commission material.”

Course at Flying Instructor School was 30 September to 25 October 1942. Flew Elementary Single Engine type - 9.40 day solo, 14.00 day dual, - and Advanced Single Engine type - 13.30 day solo, 19.25 day dual, 2.00 night solo and 3.00 night dual. Courses in Flight Administration (73/100), Instruments (70/100) and Meteorology (60/100). Tested on a Harvard, 25 October 1942 by S/L N.R. Johnston. Graded on Sequence (High Average), Voice (Slightly monotonous), Manner (Confident), Ability to Impart Knowledge (High Average) and Ability as Pilot (Good Average). “Will be a capable instructor with experience,” Awarded Category “C” (Single Engine).

Selected Assessments: “A very satisfactory officer and Flying Instructor. Good worker, willing and punctual. Is worthy of promotion to Acting Flying Officer.” (S/L H.M. Wilson, 12 January 1943, as he was posted from Uplands).

“An extremely good organizer, very enthusiastic and highly thought of by his associates .” (F/L P. Gibbon, 19 November 1943, as he was being posted from No.17 EFTS).

Examined by Central Flying School, 8 February 1944 when he had flown 691 hours 55 minutes instructing. Tested in a Tiger Moth. Graded on Sequence (Good), Voice (Clear), Manner (Interesting), Ability to Impart Knowledge (Above Average) and Ability as Pilot (Above Average). “An above average instructor on Elementary Type.” Graded A-2 (Elementary).

“This officer has recently been made Officer Commanding Testing Flight. As Flight Commander his work at this unit has been beyond reproach, His boundless cheerfulness and good humour have made him one of the most popular officers at this unit. He is tactful and pleasant with his instructors and receives their full cooperation. His energy and enthusiasm have been good examples at this unit.” (F/L N.S. Baldwin, 23 March 1944).

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HUMBER, F/O Harold John (J87364) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born in Vancouver, 19 July 1921; home in Los Angeles, California. Educated in Los Angeles. Was a mechanic prior to enlistment. Enlisted in Vancouver, 30 July 1942. To No.3 Manning Depot, 7 September 1942. To No.7 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.6 EFTS; graduated 16 April 1943 and posted next day to No.7 SFTS; graduated and promoted Sergeant, 6 August 1943. To “Y” Depot, 20 August 1942; to United Kingdom, 12 September 1942. Commissioned 19 June 1944. Repatriated 9 February 1945. To Western Air Command, 26 February 1945. To No.122

(Communications) Squadron, 5 April 1945. To No.8 Release Centre, 24 September 1945. Retired 6 October 1945. RCAF photo PL-40054 (ex-UK-16319 dated 9 November 1944) is captioned as follows: "F/O Jack Humber, Los Angeles, California and Vancouver, skipper with the Ghost squadron, and Flying Officer Bill Hunka, Andrew, Alberta, navigator, came through the afternoon trip to Cologne with only one hit by flak on the leading edge of the starboard wing." No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 20 December 1944 when he had flown 28 sorties (179 hours 50 minutes), 29 August to 10 December 1944.

As pilot and captain of aircraft, Flying Officer Humber has displayed great courage, determination and initiative. His devotion to duty and great desire to press home the attack have been exceptional and an inspiration to all.

His sorties have been mainly on major, heavily defended targets and on each he has displayed great coolness and disregard of all opposition in his effort to reach the target and attack. As captain of aircraft he has displayed fine leadership and has set a magnificent example to his crew and to the squadron as a whole.

For his all around ability and great devotion to duty I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

29 August 1944 - Stettin (9.45, second pilot)
12 September 1944 - Dortmund (5.40)
14 September 1944 - Wilhelmshaven (4.10, recalled)
15 September 1944 - Kiel (6.20)
17 September 1944 - Boulogne (4.15)
18 September 1944 - Domburg (5.40)
19 September 1944 - Domburg (2.00, recalled)
20 September 1944 - Calais (3.50)
25 September 1944 - Calais (5.25)
27 September 1944 - Bottrop (5.50)
6 October 1944 - Dortmund (6.50)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (5.50)
14 October 1944 - Duisburg (6.50)
15 October 1944 - Wilhelmshaven (5.40)
19 October 1944 - Stuttgart (7.30)
23 October 1944 - Essen (6.35)
25 October 1944 - Essen (5.40)
28 October 1944 - Cologne (6.15)

30 October 1944 - Cologne (6.30)
1 November 1944 - Oberhausen (6.25)
16 November 1944 - Julich (5.10)
18 November 1944 - Munster (5.50)
21 November 1944 - Castrop (7.05)
27 November 1944 - Neuss (5.55)
30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (7.10)
4 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.00)
10 December 1944 - Ludwigshaven (6.45)

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HUME, Sergeant Conrad Murray (R141881) - **Mention in Despatches** - No.436 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 15 September 1922, Campbellton, Restigouche Country, New Brunswick. Educated there, 1928-1939, Moncton Technical School, October to December 1939, and Montreal Technical School, January to April 1941. Attempted to join RCN as a Boy Seaman, 28 April 1940 (HMCS **Naden**) but discharged as medically unfit on 10 May 1940. Employed by T. Eaton Company for one year (1940-41, office clerk) and Canadian Vickers for nine months (March 1941 onwards, assistant electrician). Enlisted in Montreal, 7 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To Trenton, 13 December 1941 when classified as Clerk/Stenographer. Promoted AC1, 7 February 1942. Promoted LAC, 1 October 1942. To No.23 EFTS, 9 November 1942. Promoted Corporal, 1 March 1943. To "Y" Depot, 17 June 1943, at which date he reverted to LAC. Embarked from New York, 8 July 1943. Disembarked in Britain, 16 July 1943. To No.431 Squadron, 28 July 1943. To No.64 Base, 16 September 1944. To No.1 Personnel Despatch Centre, 19 September 1944. To No.435 Squadron, 27 September 1944. Promoted Corporal, 1 December 1944; promoted back to Sergeant, 1 July 1945. Emplaned Karachi, 10 September 1945; arrived in United Kingdom, 14 September 1945. To Topcliffe, 19 October 1945. Repatriated 15 February 1946. Retired 7 April 1946. Died in Ottawa, 22 September 1993. Orderly Room Clerk, but no citation. Unit identified in AFRO as "Overseas"; DHist file 181.009 D2585 (RG.24 Vol.20626) gives unit.

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HUMPHREY, F/O Hugh John (J24929) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Toronto, 16 January 1923; home in Sudbury. Enlisted in North Bay, 1 June 1942 and posted to No.5 Manning Depot. To No.13 SFTS (guard), 9 July 1942. To No.5 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.9 AOS; graduated and commissioned 2 April 1943. To "Y" Depot, 17 April 1943. To RAF overseas, 15 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 9

November 1944. To No.1 WS, 15 December 1944. To No.4 Release Centre, 17 February 1945. Retired 22 February 1945. Living in Sudbury as of September 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 11 September 1944 when he had flown 35 sorties (188 hours 15 minutes), 3 May to 10 September 1944.

As a navigator, Flying Officer Humphrey has displayed great determination and ability. His ability is demonstrated by the fact that in 35 sorties, including Wesseling, Kiel, Stuttgart, Hamburg, Brunswick, Stettin and many French targets, his crew have never failed to reach and bomb the target successfully. On the ground Flying Officer Humphrey has shown a keen desire to be of service to his section and has furthered the interests of the squadron at all times.

For his great ability and exceptional service, I recommend the non-immediate award of the Distinguished Flying Cross with high priority.

The sortie list was as follows:

3 May 1944 - Gardening (5.15)
5 May 1944 - Gardening (5.05)
9 May 1944 - Gardening (5.05)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening (4.00)
14 May 1944 - Gardening (3.55)
27 May 1944 - Gardening (5.05)
31 May 1944 - Boulogne (3.15)
3 June 1944 - Gardening (3.40)
5 June 1944 - Merville (5.40)
6 June 1944 - Coutances (5.05)
10 June 1944 - Gardening (6.15)
11 June 1944 - Gardening (7.00)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (4.15)
24 June 1944 - Bamieres (4.10)
27 June 1944 - Ardouvale(4.25)
17 July 1944 - Caen (4.15, day)
18 July 1944 - Wesseling (5.55)
23 July 1944 - Kiel (5.30)
24 July 1944 - Stuttgart (8.35)
25 July 1944 - Stuttgart (9.35)
28 July 1944 - Hamburg (5.30)
1 August 1944 - Acquet (4.15, day)

3 August 1944 - Bois de Casson (4.50, day)
4 August 1944 - Bois de Casson (5.10, day)
5 August 1944 - St. Leu (4.45, day)
7 August 1944 - Mer de Magna (4.25, day)
8 August 1944 - Foret de Chantilly (5.25)
9 August 1944 - Coulon Villers (4.15)
12 August 1944 - Brunswick (6.25)
14 August 1944 - Falaise (4.25, day)
25 August 1944 - Russelheim (9.10)
29 August 1944 - Stettin (9.35)
10 September 1944 - Le Havre (4.15, day)

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HUMPHREY, FS Lyle Walker (R83615, later J17268) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Medicine Hat, Alberta, 28 August 1909; home in Toronto. Was a clerk prior to enlistment. Enlisted in Toronto, 26 November 1940 and posted to No.2 Manning Depot. To No.10 Repair Depot, 2 January 1941. To No.3 WS, 15 March 1941. Promoted LAC, 15 April 1941. Ceased wireless training and posted to Trenton, 16 May 1941. To No.6 BGS, 7 July 1941; graduated and promoted Sergeant, 4 August 1941. To Embarkation Depot, 8 August 1941; to RAF overseas, 23 August 1941. Commissioned 13 December 1942. Promoted Flying Officer, 13 June 1943. Promoted Flight Lieutenant, 1 December 1943. Repatriated 23 October 1945. Retired 11 March 1946. RCAF photo PL-46006 (ex UK-24199 dated 20 September 1945) taken during Battle of Britain Parade; caption says he had been overseas four years (less 20 days leave in Canada), flew as air gunner in Manchesters and Lancasters, and had lately served on Aircrew Re-Selection Board in Britain.

As air gunner Flight Sergeant Humphrey has set a splendid example of courage and efficiency to the other members of his squadron. He has taken part in a large number of operational sorties, many of which have been against the enemy's most heavily defended targets in Germany and Italy.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 15 April 1943. It stated he had flown 31 sorties (199 hours 20 minutes) although the sortie list names only 29 trips and gives his name as "Lionel". Sortie list and submission as follows:

8 April 1942	GARDENING (4.25)
27 April 1942	Trondheim (8.15)
28 April 1942	Trondheim (8.05)
7 May 1942	GARDENING
8 May 1942	Warnemunde (7.30)
16 May 1942	GARDENING (6.15)

19 May 1942	Mannheim (6.10)
22 May 1942	GARDENING (7.00)
26 May 1942	GARDENING (7.00)
26 August 1942	GARDENING (7.00)
27 August 1942	Kassel (5.25)
28 August 1942	Nuremburg (6.20)
8 September 1942	Frankfurt (6.05)
10 September 1942	Dusseldorf (4.20)
19 September 1942	Munich (7.20)
23 September 1942	Wismar (7.40)
2 October 1942	Krefeld (4.10)
12 October 1942	Wismar (6.30)
13 October 1942	Kiel (5.50)
22 October 1942	Genoa (5.45)
7 November 1942	Genoa (9.10)
10 November 1942	GARDENING (7.50)
22 November 1942	Stuttgart (7.45)
4 December 1942	GARDENING (9.30)
7 December 1942	GARDENING (9.30)
8 December 1942	Turin (8.35)
9 December 1942	Turin (7.35)
17 December 1942	Neustadt (4.10)
20 December 1942	Duisburg (4.10)
31 December 1942	GARDENING

This Non-Commissioned Officer has completed 200 hours operational flying. He has taken part in many attacks on the very heavily defended towns of the Ruhr and Western Germany and against Italy. Flight Sergeant Humphrey has been an example to other air gunners in the squadron.

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HUMPHRYS, S/L Francis James Bickford (C3309) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Winnipeg. Enlisted in Vancouver, 29 November 1940 in Aero Engineer Branch. Flying Officer as of 10 May 1941. At No.10 SFTS as of 21 May 1941. To "Y" Depot, 20 March 1942. To RCAF Overseas Headquarters, 30 March 1942. Promoted Flight Lieutenant, 10 November 1942. Promoted Squadron Leader, 15 November 1943. Repatriated 21 August 1945. Retired 5 October 1945.

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HUNKA, F/O Wasył (J37202) - **Distinguished Flying Cross** - No.428 Squadron - Award

effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born in Andrew, Alberta, 20 August 1923; home in Edmonton. Was a student prior to enlistment. Enlisted in Edmonton, 17 July 1942. To No.3 Manning Depot, 2 August 1942. To No.4 SFTS (guard), 23 October 1942. To No.7 ITS, 9 January 1943; graduated and promoted LAC, 19 March 1943; posted next day to No.6 EFTS; ceased training 8 April 1943 and posted next day to No.2 Manning Depot; to No.7 AOS, 29 May 1943; graduated and commissioned 15 October 1943. To "Y" Depot, 29 October 1943. Embarked from Canada, 1 November 1943; disembarked in Britain, 9 November 1943. To No.8 (Observer) AFU, 29 February 1944. Promoted Flying Officer, 15 April 1944. To No.22 OTU, 18 April 1944. To No.61 Base, 6 July 1944. Attached to Dalton Battle School, 6-11 July 1944. Attached to No.1666 Conversion Unit, 11 July to 19 August 1944. To Mo.428 Squadron, 19 August 1944. Repatriated 9 February 1945. Retired 17 April 1945. After the war lived in Fort St. John, B.C. Invested at Esquimault, 21 July 1956. RCAF photo PL-40054 (ex-UK-16319 dated 9 November 1944) is captioned as follows: "F/O Jack Humber, Los Angeles, California and Vancouver, skipper with the Ghost squadron, and Flying Officer Bill Hunka, Andrew, Alberta, navigator, came through the afternoon trip to Cologne with only one hit by flak on the leading edge of the starboard wing." Died 3 September 1997 in Calgary as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998. These entries indicate he had anglicised his name to "William"; they also erroneously give his number as J37022. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 18 January 1945 when he had flown 30 sorties (187 hours 35 minutes), 12 September 1944 to 6 January 1945.

Flying Officer Hunka has shown exceptional skill and ability as a navigator coupled with great determination and devotion to duty. His co-operation and coolness made him of incalculable value to his pilot and contributed in a large measure to the completion of a successful tour of operations by his crew.

He has participated in 30 sorties, the majority of which were on German targets, and he has navigated to each in a highly competent manner which allowed outstanding results in the bombing and established a fine record of achievement for his crew.

For his all-round ability and devotion to duty I recommend the Non-Immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

- 12 September 1944 - Dortmund (5.40)
- 14 September 1944 - Wilhelmshaven (4.10, recalled)
- 15 September 1944 - Kiel (6.20)
- 17 September 1944 - Boulogne (4.15)

18 September 1944 - Domburg (5.40)
19 September 1944 - Domburg (2.00, recalled)
20 September 1944 - Calais (3.50)
25 September 1944 - Calais (5.25)
27 September 1944 - Bottrop (5.50)
6 October 1944 - Dortmund (6.50)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (5.50)
14 October 1944 - Duisburg (6.50)
15 October 1944 - Wilhelmshaven (5.40)
19 October 1944 - Stuttgart (7.30)
23 October 1944 - Essen (6.35)
25 October 1944 - Essen (5.40)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (6.30)
1 November 1944 - Oberhausen (6.25)
16 November 1944 - Julich (5.10)
18 November 1944 - Munster (5.50)
21 November 1944 - Castrop (7.05)
27 November 1944 - Neuss (5.55)
30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (7.10)
4 December 1944 - Soest (6.55)
6 December 1944 - Osnabruck (6.00)
15 December 1944 - Ludwigshaven (6.45)
21 December 1944 - Cologne (6.20)
24 December 1944 - Dusseldorf (4.40)
6 January 1945 - Hanau (6.20)

Repatriation form dated 2 February 1945 stated he had flown 30 sorties (187 hours 25 minutes), the last on 6 January 1945. He had also flown 192 hours 30 minutes non-operational. Types experienced were Anson (32.05), Wellington (67.35), Halifax (35.40) and Lancaster (244.35).

Training: Course at No.7 ITS was 11 January to 19 March 1943. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 831 of a possible 1,000 points. Placed 81st in a class of 103. "Farm boy, fighter type, hard worker. Would have taken anything in aircrew. Should make average pilot material."

At No.6 EFTS, Prince Albert, 22 March to 14 May 1943. Tiger Moth aircraft - flew 13.40 dual (9.25 dual to first solo) and a total of 25 minutes solo when deemed "Not safe for further solo." Course at No.7 AOS was 31 May to 15 October 1943. Anson aircraft - 36.25 as first navigator by day, 23.25 as second navigator by day, 21.05 as first navigator by night, 23.25 as second

navigator by night. Air work graded as follows - Air Navigation by day (254/350), Air Navigation by night (148/200), Log Keeping (147/200), Reconnaissance (74/100), Photography (73/100) and Meteorological Observations (36/50). Ground School marks as follows - Elements of Air Navigation (165/200), Air Navigation Theory (130/200), Air Navigation Exercises (146/200), Meteorology (67/100), Signals, Practical (83/100), Aircraft Recognition (48/50), Reconnaissance (45/50), Photography (38/50) and Armament (32/50). "This airman has a good knowledge of theory and practices it with good results."

Training at No.8 (Observer) AFU was 29 February to 17 April 1944. Anson aircraft - 17 hours as first navigator by day, 15.10 as first navigator by night. Air work graded under Air Navigation, Day (253/350), Air Navigation, Night (265/350) and Air Navigation, Map Reading (140/200). Ground School grades were in Air Navigation Exercises (279/350), Air Navigation Test (225/300), Armament (180/200) and Signals (99/150). "Works hard, both in the air and in class. Ability average."

Course at No.22 OTU was 18 April to 26 June 1944. Flew 34.15 as First Navigator by day and 33.20 as First Navigator by night. Obtained 113 GEE Fixes and did five GEE Homings.

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HUNT, FS Dennis James (Can 2373) - **Mention in Despatches** - No.6401 Servicing Echelon - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born in Moosomin, Saskatchewan, 6 April 1916. Enlisted as Aero Engine Mechanic, 4 February 1938 in Regina. Promoted LAC, 1 July 1939. Promoted Corporal, 15 December 1939. To No.110 (Army Cooperation) Squadron, 16 December 1939. Proceeded overseas with that unit. Promoted Sergeant, 15 October 1940. Promoted Flight Sergeant, 1 May 1941. Repatriated 22 January 1945. To No.8 (BR) Squadron, 16 March 1945. To No. Repair Depot, date uncertain. To Sea Island, 25 November 1945. To Technical Training School, Aylmer, 5 February 1946. To No.2 Technical Training School, 15 May 1946. Reverted to Sergeant, 1 October 1946. Promoted Flight Sergeant, 1 October 1949. Promoted WO2, 1 August 1951. Promoted WO1, 1 April 1954. Commissioned as Flying Officer, Aero Engineer Branch, 15 April 1956. Later Flight Lieutenant. Retired after 28 years service. Died in Victoria, British Columbia, 10 May 2013., night of 7/8 October 1943; see entry for Stanley Enos Campbell for details.

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HUNT, F/L George Robinson Myers (C1471) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Home in Edmonton. Coastal Command Liberator Squadron. Royal Canadian Artillery Lieutenant before war. Enlisted in Regina, 4 February 1938. Queen's Coronation Medal, 23 October 1953 when WO2, No.2 (F) Wing. Photo PL-39600 is a portrait.

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HUNT, F/O Howard Switzer (J18053) - **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. Born in Loreburn, Saskatchewan, 13 June 1922; home in Ministimo, Saskatchewan. Enlisted in Saskatoon, 12 March 1941. To No.2 Manning Depot, 29 May 1941. To No.2 ITS, 26 July 1941; graduated and promoted LAC, 10 September 1941 when posted to No.8 EFTS; to No.15 SFTS, 15 November 1941; ceased training and posted to Trenton, 5 December 1941; to No.4 AOS, 3 January 1942; graduated 11 April 1942 when posted to No.4 BGS; graduated 23 May 1942 when posted to No. 1 ANS; graduated and promoted Sergeant, 3 July 1942. To "Y" Depot, 4 July 1942. To RAF overseas, 6 August 1942. Commissioned 12 July 1943. Promoted Flying Officer, 12 January 1944. Repatriated 22 December 1944. Retired 26 March 1945. Died in Yorkton, Saskatchewan, 1978. 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 39 sorties (203 hours 40 minutes), 4 April to 3 July 1943 (16 trips, 82 hours ten minutes) and 12 August to 2 November 1944 (23 trips, 121 hours 30 minutes).

This Bomb Aimer has completed two operational bombing tours against the enemy. At all times his work has been of a very high calibre and his coolness and devotion to duty a splendid example, not only to his crew but to the entire squadron.

The sortie list read as follows:

First Tour

4 April 1943 - Kiel (6.25)
11 April 1943 - Frankfurt (5.25)
14 April 1943 - Stuttgart (6.45)
16 April 1943 - Mannheim (6.10)
20 April 1943 - Rostock (8.15)
12 May 1943 - Duisburg (4.50)
21 May 1943 - Gardening (4.30)
23 May 1943 - Dortmund (4.10)
11 June 1943 - Dusseldorf (3.50)
13 June 1943 - Gardening (6.25)
19 June 1943 - Le Creusot (6.45)
21 June 1943 - Krefeld (3.20)
24 June 1943 - Elberfeld (4.00)
25 June 1943 - Gelsenkirchen (3.35)

28 June 1943 - Cologne (3.40)
3 July 1943 - Cologne (4.05)

Second Tour

12 August 1944 - diversion (6.35)
25 August 1944 - St. Mathias (5.20)
27 August 1944 - Mimoyeques (4.10)
28 August 1944 - Foret de Forestal (4.10)
31 August 1944 - Cezanes (5.30)
3 September 1944 - Volkel (3.35)
6 September 1944 - Emden (4.20)
11 September 1944 - Le Havre (4.15)
12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (4.00)
20 September 1944 - Calais (3.00)
25 September 1944 - Calais (4.20)
27 September 1944 - Sterkrade (5.30)
28 September 1944 - Cap Gris Nez (4.20)
9 October 1944 - Bochum (6.45)
12 October 1944 - Wanne Eickel (5.30)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (5.45)
22 October 1944 - Gardening (6.35)
25 October 1944 - Gardening (5.10)
30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.25)

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HUNT, F/L Lloyd Edward (J15831) - **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 10 September 1922. Home in Allenford, Ontario. Enlisted in Toronto, 27 February 1941. Trained at No.3 ITS (graduated 27 July 1941), No.11 EFTS (graduated 12 September 1941) and No.8 SFTS (graduated 5 December 1941). Retired 20 November 1945. Rejoined RCAF, 9 April 1951 (39428), retiring 20 December 1969 to live in Ottawa.

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

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HUNT, FS (now WO2) Lyndon Aynsley (R74841) - **Mention in Despatches** - No.5 (BR) Squadron - Award effective 5 October 1943 as per **Canada Gazette** and **London Gazette** of that date and AFRO 2258/43 dated 5 November 1943. Born at Brandon, Manitoba, 4 November 1914. Educated there and Winnipeg. Worked in gold mines, Malarctic and Brabone (British Columbia). Enlisted in Vancouver, 22 October 1940. To Trenton, 10 November 1940. To No.1 ITS, 27 January 1941; to No.1 Manning Depot, 5 March 1941; promoted LAC, 2 April 1941; to No.1 AOS, 28 April 1941; to Trenton, 21 June 1941; to No.4 AOS, 3 August 1941; to No.4 BGS, 25 October 1941; to Trenton, 9 December 1941; to No.6 BGS, 28 February 1942; graduated and promoted Sergeant, 11 April 1942 when posted to No.2 ANS; graduated 11 May 1942 and posted next day to "Y" Depot. To No.5 (BR) Squadron, 30 May 1942. Promoted Flight Sergeant, 11 October 1942. Promoted WO2, 11 April 1943. Promoted WO1, 11 October 1943. To Eastern Air Command Headquarters, 5 February 1944. To No.1 ITS, 24 September 1944. To No.23 EFTS, 26 January 1945. To No.18 SFTS, 31 March 1945. Qualified as pilot; posted to No.3 ANS, 8 June 1945. To No.1 CNS, 18 August 1945. To Release Centre, 3 September 1945. Retired 14 September 1945. Died in Thunder Bay, 4 June 1985 as per **Legion Magazine** of October 1985. See DFC entry for S/L B.H. Moffit for details of attack on **U-630**, sunk 4 May 1943.

This NCO has been a navigator on patrol duties on the east coast for over a year and was so employed when three enemy submarines were sighted, one of which was destroyed with depth charges. Flight Sergeant Hunt contributed in no small way by his steadiness and skill as a navigator to the efficiency of this crew which finally resulted in a successful operation.

Notes: Application for Operational Wing dated 15 October 1943 stated he had flown 71 sorties (833 hours 25 minutes), June 1942 to September 1943.

A further application for Operational Wings dated 5 May 1944 listed the following sorties on Canso aircraft with No.5 (BR) Squadron:

21 June 1942 - sweep (11.20)
23 June 1942 - sweep (13.30)
26 June 1942 - sweep (8.20)
8 July 1942 - Outer Anti-Sub patrol (17.00)
12 July 1942 - Harbour Entrance Patrol (12.00)
13 July 1942 - Outer Anti-Sub patrol (18.05)
16 July 1942 - Harbour Entrance Patrol (13.10)
18 July 1942 - Harbour Entrance Patrol (16.55)
22 July 1942 - Outer Anti-Sub patrol (13.05)
24 July 1942 - Outer Anti-Sub patrol (6.00)
26 July 1942 - Outer Anti-Sub patrol (15.20)
28 July 1942 - Outer Anti-Sub patrol (15.15)
31 July 1942 - Outer Anti-Sub patrol (6.15)

1 August 1942 - Outer Anti-Sub patrol (13.45)
3 August 1942 - Outer Anti-Sub patrol (7.20)
5 August 1942 - Outer Anti-Sub patrol (16.10)
7 August 1942 - Outer Anti-Sub patrol (14.35)
13 August 1942 - Outer Anti-Sub patrol (6.10)
21 August 1942 - Outer Anti-Sub patrol (7.00)
25 August 1942 - Outer Anti-Sub patrol (15.30)
27 August 1942 - Outer Anti-Sub patrol (12.05)
31 August 1942 - Outer Anti-Sub patrol (9.05)
4 September 1942 - Outer Anti-Sub patrol (7.05)
6 September 1942 - Outer Anti-Sub patrol (16.00)
12 September 1942 - Sweep (10.20)
16 September 1942 - Outer Anti-Sub patrol (11.10)
6 October 1942 - Harbour Entrance Patroll (5.45)
8 October 1942 - Harbour Entrance Patrol (12.55)
24 November 1942 - Sweep (10.30)
12 December 1942 - Sweep (8.50)
24 December 1942 - Sweep (11.40)
4 January 1943 - Convoy (6.20)
27 January 1943 - Sweep (5.40)
4 February 1943 - Sweep (13.00)
8 February 1943 - Sweep (1.00)
9 February 1943 - Sweep (4.55)
18 February 1943 - Sweep (7.40)
27 February 1943 - Escort (9.00)
9 March 1943 - Convoy (35 minutes)
9 March 1943 - Convoy (9.35)
11 March 1943 - Sweep (6.20)
15 March 1943 - Sweep (1,55)
15 March 1943 - Sweep (8.20)
20 March 1943 - Sweep (9.25)
23 March 1943 - Convoy (10.30)
27 March 1943 - Convoy (12.00)
15 April 1943 - Sweep (12.35)
21 April 1943 - Convoy (10.00)
26 April 1943 - Sweep (11.30)
4 May 1943 - Convoy (15.00 - U-Boat)
10 May 1943 - Convoy (8.20)
15 May 1943 - Sweep (13.30)
21 May 1943 - Sweep (10.20)
29 May 1943 - Convoy (5.00)
9 June 1943 - Convoy (14.45)
13 June 1943 - Convoy (10.20)

18 June 1943 - Sweep (7.25)
21 June 1943 - Search (15.00)
24 June 1943 - Convoy (11.20)
30 June 1943 - Convoy (8.20)
5 July 1943 - Convoy (13.40)
9 July 1943 - Convoy (10.15)
21 July 1943 - Convoy (10.20)
1 August 1943 - Convoy (11.00)
3 August 1943 - Convoy (14.00)
1 September 1943 - Sweep (8.15)
8 September 1943 - Convoy (5.35)
11 September 1943 - Convoy (12.35)
13 September 1943 - Convoy (13.30)
15 September 1943 - Sweep (9.30)
2 October 1943 - Convoy (12.05)
7 October 1943 - Sweep (13.30)
10 October 1943 - Convoy (7.10)
12 October 1943 - Convoy (12.00)
28 October 1943 - Convoy (10.40)
31 October 1943 - Sweep (4.45)
28 November 1943 - Escort (11.25)
17 December 1943 - Convoy (8.00)

Training: Interviewed at Fort William, 21 May 1940 by F/O H. Carnegie. "Candidate very enthusiastic and alert and should make a reliable and aggressive pilot."

Course at No.1 AOS, 28 April to 21 June 1941 was not completed. He fell badly behind, although he was commended for working hard and persevering. Course at No.4 AOS (5 August to 25 October 1941) was more successful - Anson aircraft -24.05 as first navigator by day, 26.55 as second navigator by day, 7.15 as first navigator by night, 7.50 as second navigator by night. Ground courses in DR Plotting (106/150), DR and DF written tests (116/200 on supplemental), Compasses and Instruments (85/150), Signals (98/100), Maps and Charts (57/100), Meteorology (62/100), Photography (72/100) and Reconnaissance (81/100). Placed 40th in a class of 41. "Older than the average, slow to learn, needs a great deal of assistance to keep him up to standard."

Course at No.4 BGS was 27 October to 6 December 1941. Battle aircraft - 20.15 bombing by day, 6.45 day gunnery. Dropped 42 bombs high level, 12 bombs low level.

In gunnery scored 4.7 percent hits in Beam Test, two percent hits in Beam Relative Speed Test and 4.5 percent hits in Under Tail Test. Assessed in Bombing, written (64/150), Bombing, practical (60/150), Gunnery, written (54/100) and Gunnery, practical (53/100). Was 40th in a class of 40. "This man worked very hard but was unable to grasp sufficient knowledge to

become an observer, It is felt he would do well in some other branch of the Service.”

Course at No.6 BGS was 2 March to 11 April 1942. Battle aircraft - 18.10 bombing by day, 6.55 bombing by night, 13.15 day gunnery. Dropped 66 bombs high level and 13 low level. In gunnery scored four percent hits in Beam Test, nine percent hits in Beam Relative Speed Test and three percent hits un Under Tail Test. Assessed in Bombing, written (81/100), Bombing, practical (117/150), Gunnery, written (64/100) and Gunnery, practical (60/100). Average bomb aimer and fair air gunner.

Course at No.2 ANS was 13 April to 11 May 1942. Anson aircraft - 3.20 as first navigator by day, 9.25 as second navigator by day, 9.05 as first navigator by night, 8.30 as second navigator by night. “Very industrious and conscientious but a bit slow and not a fast thinker. Should be watched.” Examined on ground in Astro Navigation, Plotting (86/100) and Astro Navigation, Written (79/100). Tied for 80th place in a class of 141. “Conscientious and hard worker. His ability to learn is below average but the extra effort he makes compensates in part for this deficiency. His usefulness as an astro navigator on operations is questionable. He is honest, sincere and popular.”

In pilot training he was at No.1 ITS, 12 November to 8 December 1944; he took the usual ground courses, scored 751 points of a possible 1,000 and was described as “Good aircrew, took a keen interest in his course.” At No.23 EFTS, 8 January to 16 March 1945, he flew Cornells (10.15 dual to first solo, 43.45 total dual, 26.30 solo, of which 8.30 were on instruments; logged 12 hours in Link). “Rather impulsive but sure of himself. Works very hard. Very good character; cooperation and attitude of high standard. Very willing and keen to forge ahead. “He was average in Link, good but not exceptional in ground school. At No.18 SFTS, 2 April to 21 May 1945; flew Anson II (10.10 dual to first solo, 21.15 dual, 7.35 solo). Was 30 minutes on instruments and 11 hours in Link. He was a poor pilot, deemed not suitable for Service duties.

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HUNT, F/O Philip Francis (J88072) - **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 in Saint John, New Brunswick, 13 December 1924; home there. Was an assistant foreman prior to enlistment. Enlisted in Moncton, 9 January 1943. Trained at No.6 ITS (graduated 23 July 1943) and No.9 BGS (graduated 29 October 1943). Commissioned 1944. Postwar service in RCAF as Flying Control Officer (214551). RCAF photo PL-31646 (ex UK-13584 dated 14 August 1944) is captioned as follows: “Peeking out from the rear turret of his Halifax is Flight Sergeant P.F. Hunt of West Saint John, N.B. who shot down a Ju,88 recently while flying with the Bison Squadron of RCAF Bomber Group overseas.” Photo PL-31647 (ex UK-13585 dated 14 August 1944) is captioned as follows: “Flight Sergeant P.F. Hunt of West Saint John, N.B., atop the rear turret of his Bison squadron Halifax is congratulated by his skipper, Flying Officer Duncan McNaughton, Kelowna, B.C., for shooting down a Ju.88 recently. He got the Nazi in an RCAF Bomber Group smash at rail yards near Paris.” 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 (229 hours 30 minutes), 22 May 1944 to 14 February 1945.

22 May 1944 - Le Mans (5.30)
31 May 1944 - Cherbourg (5.15)
7 June 1944 - Paris (4.50)
10 June 1944 - Versailles (5.15)
16 June 1944 - Sautrecourt (4.35)
21 June 1944 - Oisemont-Neuville-au-Bois (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 (4.25)
19 July 1944 - Wesseling (5.30)
20 July 1944 - Ferme de Grande Bois (3.35)
24 July 1944 - L'Hey (3.30)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Caen/St.Lo (4.05)
1 August 1944 - L'Hey (3.05)
3 August 1944 - Foret de Nieppe (3.30)
27 August 1944 - Homberg (3.05)
29 August 1944 - Stettin (8.35)
6 September 1944 - Emden (3.55)
12 September 1944 - Wanne Eickel (3.25)
27 September 1944 - Bottrop (3.25)
30 September 1944 - Bottrop (3.10)
6 October 1944 - Sterkrade (3.05)
11 October 1944 - Fort Frederick Hendrik (2.10)
14 October 1944 - Duisburg (4.00)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.15)
23 October 1944 - Essen (4.15)
25 October 1944 - Homberg (3.25)
28 October 1944 - Walcheren (2.00)
16 November 1944 - Julich (3.45)
18 November 1944 - Wanne Eickel (4.30)
21 November 1944 - Castrop (4.20)
2 December 1944 - Hagen (5.30)
4 December 1944 - Urft Dam (4.10)

6 December 1944 - Merseburg (6.15)
17 December 1944 - Ulm (5.55)
5 January 1945 - Hannover (5.05)
14 January 1945 - Saarbrucken (4.45)
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 Hunt is a veteran of operations, having completed many operational sorties. The targets which this officer has attacked have been varied and many include such heavily defended fortifications as Essen, Kiel, Stettin and Stuttgart. The precision and skill with which this officer carries out his duties in the air and on the ground has had a definite bearing on the high standard of efficiency of the Gunnery Section of this squadron.

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). Hunt fired 100 rounds on 400-yard range, ten at clay pigeons and took part in two fighter affiliations. Examined in Sighting (30/400, Browning Guns (16/20), Boulton Paul turrets (24/30), Tactics (40/50), Aircraft Recognition (32/40), Harmonization (18/20) and spent four hours in Turret Manipulation. Rated above average - "A reliable gunner, keen and interested."

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HUNT, F/O Reginald George Frederick (J11498) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 12 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Verdun, Quebec, 29 March 1918 in Montreal (RAF Ferry Command records). Enlisted in Quebec, 24 May 1941 and posted to No.1 Manning Depot. To Technical Training School, 10 June 1941. To No.1 ITS, 20 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.7 EFTS; ceased training, 15 September 1941 when posted to Trenton; to No.8 AOS, 25 October 1941; graduated 31 January 1942 when posted to No.9 BGS; graduated 28 March 1942 when posted to No.2 ANS; graduated and commissioned 27 April 1942. Reported to Ferry Command, Montreal, 15 May 1942. Proceeded to Bermuda on 29 May 1942 as passenger in aircraft AL614. Left on 23 July 1942 in

Catalina FP106 to Goose Bay; to Britain on 26 July 1942. Reported from 23 OTU to 426 Squadron. 22 October 1942. Bomb aimer to F/L J.B. Millward. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.13 EFTS, 8 June 1945. To No.2 Release Centre, 27 June 1945. Retired 3 July 1945. To No.13 EFTS, 8 June 1945. To No.2 Release Centre, 27 June 1945. Retired 3 July 1945. Shown in RCAF photo PL-32553 (ex UK-13678 dated 26 August 1944) shows him. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Postwar he worked for the Export Development Corporation in Ottawa and as a Branch Manager in Toronto, Montreal and Vancouver. Died in Richmond, British Columbia, 15 January 2002. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation by W/C W.H. Swetman dated 16 September 1943 when he had flown 18 sorties (104 hours 50 minutes) as follows:

This officer joined his unit at its formation and his work since then has been of a constantly high order. He has taken part in numerous attacks on Germany and France and his many successful photographs have proven his ability as an air bomber. The great success of his crew has in no small way been attributed to this officer. I recommend the award of the Distinguished Flying Cross.

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HUNT, LAC William James (R59226) - **Air Force Medal** - No.13 (Operational Training) Squadron, Patricia Bay - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 15 April 1912. Enlisted in Winnipeg, 15 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 28 August 1940. Promoted AC1, 13 January 1941. To No.111 (Fighter) Squadron, 15 January 1941. To No.6 (BR) Squadron, 15 February 1941. Promoted LAC, 1 July 1941. To No.13 (Operational Training) Squadron, 21 September 1941. Promoted Corporal, 1 October 1942. To No.1 Aeronautical Inspection District, 29 December 1942. Promoted Sergeant, 13 March 1943. To No.13 Aeronautical Inspection District, 13 August 1943. Promoted Flight Sergeant, 1 December 1944. To No.8 Release Centre, 6 February 1946. Retired 12 February 1946. Appears to have been on strength of RCAF Auxiliary after the war (120281) but no details. See also AFC for F/O R.L. Rizon. There were five on aircraft; he helped LAC A.A. Norridge.

On 2 November 1941, while acting as crewman on Stranraer 932 which caught fire from the port engine while taking off in Patricia Bay, LAC Hunt abandoned the aircraft on Flying Officer Rizon's orders. He gave his life-saving jacket to LAC Norridge, who, in the excitement, could not find his own. He crawled back on board again and assisted Flying Officer Rizon to extinguish the flames, which by this time were burning both upper and lower wings. LAC Hunt showed complete disregard of personal safety. His action in assisting Flying Officer Rizon saved the aircraft from complete destruction, and also possible loss of life

of some members of the crew.

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HUNTER, F/O Arthur Gordon (J3994) - **Distinguished Flying Cross** - RAF Squadron, Middle East - Award effective 22 February 1943 as per **London Gazette** dated 23 February 1943 and AFRO 513/43 dated 26 March 1943. Born in Hamilton, 20 July 1920; home there. Enlisted in Hamilton, 2 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940; to No.4 EFTS that date; to No.6 SFTS, 24 November 1940. Graduated 10 February 1941 and promoted Sergeant that date. Commissioned 11 February 1941. To Embarkation Depot and RAF overseas, dates not shown. Promoted Flying Officer, 11 February 1942. Repatriated 25 November 1943. To "Y" Depot, 7 January 1944; to overseas again, 21 January 1944. Repatriated 22 January 1945. To No.7 OTU, 6 March 1945. To No.2 Air Command, 18 June 1945. To No.4 Release Centre, 13 August 1945. Released 20 August 1945. Re-engaged in postwar RCAF (service number 120068), 27 May 1947 to 29 July 1949, serving in Hamilton with No.424 (Auxiliary) Squadron. Died 29 August 2002 in Beamsville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003.

During the last five months Flying Officer Hunter has taken part in very long flights in single-engined aircraft over sea and heavily defended areas. He has had to come down low to photograph enemy targets on several occasions. By his skill and personal bravery most valuable information has been obtained.

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HUNTER, WO Arthur Richardson (R68534) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 26 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born in Fort William, Ontario, 12 June 1917; home there. Was a bookkeeper and stenographer prior to enlistment. Enlisted at Fort William, 29 June 1940. To No.1 ITS, 22 July 1940. Promoted LAC, 16 September 1940 and posted to No.3 AOS; to No.2 BGS, 9 December 1941; graduated Mossbank, and promoted Sergeant, 19 January 1941; to No.1 ANS, Rivers that date; graduated and posted on 12 March 1941 to Embarkation Depot. To overseas, 8 April 1941. Promoted Flight Sergeant, 1 October 1941. Commissioned 2 December 1942. Promoted Flying Officer, 2 June 1943. Shot down and taken prisoner, 9 August 1943. Promoted Flight Lieutenant, 2 December 1944. Repatriated 6 July 1945. Released 24 September 1945. RCAF photo PL-1494 shows LAC N.F. Durban (Portage la Prairie), LAC G.P. Fowler (Victoria, New Brunswick), LAC A.R. Hunter (Fort William) and LAC C.D.R. Rousseau (Trois Pistoles, Quebec).

This observer has participated in numerous sorties, three of which have been in daylight. He also took part in the attack on the Renault Works in Paris. In addition he has laid mines in enemy waters. Warrant Officer Hunter has shown exceptional skill and ability as navigator and his determination and devotion to

duty have contributed to the success of his operational sorties.

NOTE: Public Records Office Air 2/8755 has recommendation dated 23 April 1942 and sortie list which are more detailed; compiled when he had flown 34 sorties (182 hours ten minutes).

* sortie described as "unsuccessful"

25/26 August 1941 - Mannheim
28/29 August 1941 - Duisburg
10/11 October 1941 - Essen*
12/13 October 1941 - Huls*
16/17 October 1941 - Duisburg*
29/30 October 1941 - Schipol*
31 Oct/1 Nov - Hamburg
23/24 November 1941 - Lorient
27/28 November 1941 - Dusseldorf
11/12 December 1941 - Cologne*
13 December 1941 - Brest (daylight)*
14/15 December 1941 - Brest*
17/18 December 1941 - Brest
23/24 December 1941 - GARDENING, Kiel Bay*
27/28 December 1941 - Dusseldorf
28/29 December 1941 - Huls
2/3 January 1942 - GARDENING, La Rochelle*
15/16 January 1942 - Hamburg*
6 February 1942 - GARDENING, Frisians (day)
22/23 February 1942 - Wilhelmshaven*
26/27 February 1942 - GARDENING, Heligoland
3/4 March 1942 - Paris (Renault works)
8/9 March 1942 - Essen
13/14 March 1942 - Cologne
6/7 April 1942 - Essen*
8/9 April 1942 - Hamburg
10/11 April 1942 - Essen
13/14 April 1942 - GARDENING, Heligoland*
15/16 April 1942 - Dortmund*
17/18 April 1942 - Hamburg

This observer has taken part in 34 operational sorties involving 182 hours flying. Included in these sorties are three in daylight. He has attacked several targets in the Ruhr area, and participated in the attack on the Renault Works in Paris. In addition, he has laid mines in enemy waters. During his tour of duty he has shown exceptional skill and ability as navigator, and by his determination and

devotion to duty he has contributed very materially to the success of several operational sorties.

The website "Lost Bombers" has the following on his being shot down. Halifax JD408, No.102 Squadron (DY-R), target Mannheim, 9/10 August 1943. JD408 was one of two No.102 Squadron Halifaxes lost on this operation; the other was JB782. Airborne at 2250 hours, 9 August 1943 from Pocklington. Shot down by a night-fighter and abandoned west Mannheim. Crew were S/L L.J.Pestridge (POW), P/O J.Burdon (POW), P/O A.R.Hunter, DFC, RCAF (POW, held in Cams L.3 and 344, POW number 2018), F/O L.Bays (killed; believed to have struck a propellor as he made his exit), Flight Sergeant K.P.Walker (POW), Sergeant L.G.Dunn (POW), Flight Sergeant F.A.Sherrington (killed) .

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HUNTER, F/O Bertram Fairbourn (J10650) - **Mention in Despatches** - No.162 (Bomber Reconnaissance) Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 10 December 1919. Enlisted in Vancouver, 14 June 1941 and posted to No.2 Manning Depot. To No.7 Equipment Depot, 14 July 1941. To No.2 ITS, 7 August 1941; graduated and promoted LAC, 24 September 1941; to No.2 EFTS that date; to No.2 SFTS, 21 November 1941; graduated and commissioned on 13 March 1942. To No.31 GRS, 3 April 1942. To No.1 GRS, 29 August 1942. Promoted Flying Officer, 1 October 1942. To No.3 OTU, 17 January 1943. To Eastern Air Command, 29 May 1943. To Iceland, December 1943. Promoted Flight Lieutenant, 4 February 1944. Repatriated March 1945. To Moncton, 7 March 1945. To No.1 RLNS (whatever that is), 8 May 1945. Released 30 September 1945. Died in Summerside, Prince Edward Island, 4 November 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. Co-pilot to F/O T.C. Cooke when Canso 9767, S/162 sank **U-342**, 17 April 1944. He was the first person in the crew to sight the submarine. No citation.

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HUNTER, Sergeant (now P/O) Charles Arthur (R73046/C52454) - **Mention in Despatches** - 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 20 January 1919. Home in Saint John, New Brunswick. Enlisted in Moncton, 16 September 1940. Released 31 October 1945. Served again in RCAF, 19 November 1948 to 4 August 1969 (service number 17686), retiring to Halifax.

This non-commissioned officer has flown hundreds of operational hours over the North Atlantic and Gulf of St.Lawrence areas on anti-submarine sweeps and on convoy duties. His work as flight engineer has been of the highest quality and he has at all times shown a keenness and enthusiasm for his duties that is worthy of the highest praise.

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HUNTER, F/O Edward (J23461) - **Croix de Guerre (France)** - No.150 Squadron (AFRO gives unit only as "Overseas") - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 19 October 1913. Home in Ottawa; enlisted there 5 May 1942. To No.1 Manning Depot, 10 May 1942. To No.6 ITS, 29 August 1941; graduated and promoted LAC on 23 October 1942; to No.4 BGS, 24 October 1942; to No.9 AOS, 27 December 1942; graduated and commissioned 4 February 1943. To Mountain View, 6 February 1943. To No.1 BGS, 22 February 1943. To "Y" Depot, 2 August 1943. Promoted Flying Officer, 5 August 1943. To United Kingdom, 25 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 23 March 1945. To No.16 SFTS, 6 May 1945. Released 29 May 1945. Public Records Office Air 2/9645 gives citation.

Flying Officer Hunter, in his capacity as bomb aimer, was the leading aircraft despatched on a special invasion patrol on the eve of D Day. He has made a most gallant and valuable contribution towards the invasion operations. By his careful bomb aiming he has ensured that the maximum damage was done to the enemy and the minimum harm to Frenchmen and French property. He is gallant, skilled in action and shows a fine offensive spirit.

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HUNTER, F/O Herald Edward (J37175) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born in Brockville, Ontario, 31 December 1916; home in Kingston. Was a mail clerk prior to enlistment. Enlisted in Ottawa, 7 August 1942 and posted to No.5 Manning Depot. To No.13 SFTS, 25 September 1942. To No.5 ITS, 27 December 1942; graduated and promoted LAC, 6 March 1943 when posted to No.10 EFTS; ceased training and posted to No.5 Manning Depot, 6 May 1943; to No.4 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, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 23 April 1945. Released 7 June 1945, returning to Kingston. 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 15 April 1945 when he had flown 37 sorties (214 hours three minutes), 6 October 1944 to 20 March 1945.

6 October 1944 - Sterkrade (3.53) - Duty carried out
14 October 1944 - Duisburg (4.45) - Bombed in cloud
23 October 1944 - Essen (5.30) - ditto
16 November 1944 - Julich (4.46) - Bombed on aiming point
18 November 1944 - Munster (5.39) - Bombed in cloud
29 November 1944 - Essen (5.38) - Successful attack
5 December 1944 - Soest (6.20) - Many fires in target area

12 December 1944 - Essen (5.21) - Bombed in cloud
17 December 1944 - Duisburg (6.11) - ditto
21 December 1944 - Koln/Nippes (5.50) - ditto
26 December 1944 - St.Vith (4.36) - Bombed aiming point
28 December 1944 - Opladen (5.27) - Bombed in cloud
29 December 1944 - Koblenz (5.57) - Bombed aiming point
1 January 1945 - Dortmund (4.45) - ditto
5 January 1945 - Hanover (4.47) - Cloud over target
6 January 1945 - Hanau (6.48) - ditto
14 January 1945 - Saarbrucken (6.37) - 3,000 yards from A/P.
16 January 1945 - Magdeburg (5.51) - Concentrated fires
4 February 1945 - Gelsenkirchen (5.35) - Bombed through clouds
7 February 1945 - Goch (6.23) - Turned back by Master Bomber over target.
9 February 1945 - Wanne Eickel (5.47) - Fires in target area.
20 February 1945 - Reisholz (6.26) - Bombed in cloud
21 February 1945 - Worms (6.48) - Many fires; good attack.
23 February 1945 - Essen (5.38) - Bombed through clouds
24 February 1945 - Kamen (5.57) - ditto
27 February 1945 - Mainz (6.21) - ditto
2 March 1945 - Cologne (5.35) - Duty carried out
3 March 1945 - Kamen (6.08) - Cloud
5 March 1945 - Chemnitz (8.27) - Bombed as ordered
7 March 1945 - Hemmingstedt (5.53) - Fires in target area
11 March 1945 - Essen (5.16) - Bombed in cloud
12 March 1945 - Dortmund (5.43) - ditto
13 March 1945 - Wuppertal (5.26) - ditto
14 March 1945 - Homburg (6.05) - Concentrated fires
15 March 1945 - Hagen (6.11) - Bombed target; fires
18 March 1945 - Witten (6.32) - Many fires
20 March 1945 - Recklinghausen (5.11) - Bombed target; hit by flak and aircraft badly damaged.

Flying Officer Hunter has completed a tour of 37 operational sorties as a navigator of Halifax III aircraft with this squadron. It has been a tour distinguished by consistently good work and much of the success achieved by his crew was due to his accurate navigation.

All his sorties have been against the most heavily defended targets in Germany and the demand made upon him has been for courage as well as navigational skill. Flying Officer Hunter has supplied both and has faced the heaviest fire with the greatest coolness.

An officer with a natural sense of leadership, Flying Officer Hunter has revealed

determination and initiative in a number of hazardous circumstances and his actions have been worthy of the highest commendation.

It is strongly recommended that this officer's consistently excellent work, his determination to press home the attack upon the enemy at all times and his fearlessness in times of danger be recognized by the award of the Distinguished Flying Cross.

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HUNTER, Sergeant Joseph Taylor (R72886) - **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 25 November 1914. Home in Charlottetown, Prince Edward Island; enlisted there 6 April 1941 as Radio Mechanic; to No.119 Squadron, 7 May 1941; Under Training, Radar Mechanic, 30 May 1941; to No.1 Manning Depot, 25 October 1941; to No.31 Radar School, 30 October 1941; to RAF overseas, 9 February 1942; repatriated 7 August 1945. Remained in postwar RCAF as Radar Technician to at least 1954.

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HUNTER, F/L Ralph Harvey (J13178) - **Distinguished Flying Cross** - No.28 Squadron (deceased) - Award effective 18 May 1945 as per **London Gazette** dated 4 June 1946 and AFRO 781/46 dated 9 August 1946. Born in Botha, Alberta, 18 November 1912. Home in Edmonton, Alberta. Served in Non-Permanent Active Militia, 2 May 1930 to 28 September 1939. Enlisted in Edmonton, 17 October 1939 as Aero Engine Mechanic and sent to No.1 Manning Depot, Toronto. Posted to Camp Borden, 9 January 1940. Promoted AC1, 1 April 1940. Promoted LAC, 25 May 1940. To No.1 AMD, Picton, 25 November 1940. Remustered to aircrew 9 November 1941. To Station Rockliffe, 27 November 1941. To No.5 ITS, Belleville, 8 December 1941; graduated 13 February 1942 and promoted LAC; to No.13 EFTS, St. Eugene, 1 March 1942; course completed 24 April 1942 but not posted to No.2 SFTS, Uplands until 10 May 1942. Graduated 28 August 1942 and commissioned. To No.123 (Army Cooperation) Squadron, 11 September 1942; promoted Flying Officer, 28 February 1943; to "Y" Depot, 18 April 1943; to RAF Trainee Pool, 8 May 1943; embarked from Canada, 9 May 1943; disembarked in Britain, 23 May 1943 and immediately sent to No.3 PRC, Bournemouth; to India, 17 July 1943; to No.28 Squadron, 30 November 1943 or 12 December 1943. Promoted Flight Lieutenant, 28 August 1944. Killed 19 February 1945 in Hurricane JZ670; widow in Alberta. Reported to have taken off at 0430 hours for a reconnaissance of Myotha and area south of Irrawaddy, and to have been shot down while attacking a truck filled with Japanese soldiers and crashed into tall trees. He had flown approximately 270 operational hours. Name on Singapore Memorial. Presented to widow by Governor-General, Ottawa, 17 April 1947. RCAF photo PL-60244 (ex UK-19174 dated 28 February 1945, when caption was approved) has the following caption - "Ralph Hunter, veteran tactical reconnaissance pilot, shows Army Liaison Officer on Burma front just where those supply dumps down near the Irrawaddy are located. Soon afterwards, up go the dumps as

Hurricane bomber squadrons directed to the dump do their stuff. F/O Hunter of Edmonton is a veteran recce pilot. He has flown many low-level hours searching for gen on the Kohima and Imphal fronts and now is in central Burma. Captain Gilbert Uren, of Daltonian Furness, Lancs, (centre) is debriefing Hunter. Waiting their turn are F/L Earl Ross of Pictou, Nova Scotia (centre, standing) and P/O Robert Farquarson (Glasgow). Tactical recce pilots flying Hurricanes on this front. Hunter usually brings back so much valuable information that, says the A.L.O. 'it usually takes an hour to debrief him.'"

Throughout a large number of operational sorties this officer has shown outstanding ability, determination and brilliant leadership. The majority of his sorties have been flown in monsoon weather. Nevertheless he has achieved excellent results. He has brought back detailed and accurate information about enemy movements.

Public Record Office Air 2/9078 has recommendation drafted 7 February 1945 when he had flown 129 sorties (276 hours 15 minutes) on operations. These comprised the following: Tactical Reconnaissance - 95 sorties (206.35), Photo Reconnaissance - 19 sorties (39.15), Contact Reconnaissance - three sorties (6.55), Offensive Reconnaissance - seven sorties (12.55); Supply/Message, two sorties (3.05), Searches, three sorties (7.30):

This officer has completed 276 hours on operations involving 129 sorties of which 30 have been flown in the last two months. He has carried out these operations with extraordinary skill and daring and never has failed to bring back detailed and accurate information about the enemy. He is the finest example of a tactical reconnaissance pilot and with this skill and utter disregard for personal safety this work has been invaluable and an example not only to pilots of his squadron but in Fighter Reconnaissance generally. He is an inspired leader. The immediate award of the DFC is most strongly recommended.

On 9 February 1945 this was endorsed by the Officer Commanding, No.906 Wing, as follows:

I endorse the Squadron Commander's remarks, and strongly recommend the award. Flying Officer Hunter has shown outstanding ability, determination, and leadership in the carrying out of his tasks. Much of his flying was carried out in the Burma-Assam area, over mountainous country in monsoon weather and he continually achieved outstanding results in conditions which might well have been pronounced impossible.

On 16 February 1945 the Air Officer Commanding, No.221 Group, added his remarks:

Strongly recommended but for a non-immediate award of the DFC. This officer has done well in a good squadron, and the continuous repetition of extremely

arduous tasks, with the difficulties to be overcome on every sortie, marks his achievement as very distinguished flying.

On 4 March 1945 the Air Officer Commanding, RAF Bengal Burma Force (Compton ? Coryton ?) endorsed it ("Strongly recommended"). Air Marshal Keith Park also wrote, "Strongly recommended" on 11 April 1945.

On 27 February 1945 the Commanding Officer of No.28 Squadron, writing to his mother, stated:

Ralph had been with my squadron for over 14 months. During that time he had shown himself to be tremendously keen to perform any possible task that was asked of him. His reconnaissances over enemy territory were brilliant and secured him glowing praise and grateful thanks from the Army formations for which the squadron operated.

He was, in addition, an excellent officer, devoting himself wholeheartedly to the welfare of the squadron personnel, an interest for which he was held in the highest esteem.

RCAF photo PL60244 (taken 28 February 1945) has the following caption: "Ralph Hunter, veteran tactical reconnaissance pilot, shows Army Liaison Officer on Burma Front just where those supply dumps down near the Irrawaddy are located. Soon afterwards, up go the dumps as a Hurricane-bomber squadron directed to target does its stuff. F/O Hunter, of Edmonton (10819 - 107th Avenue), Alberta (right) is a veteran recon pilot. He has flown many low level hours searching for gas on the Kohima and Imphal fronts and now is in Central Burma. Captain Gilbert Uren of Dalton in Furness, Lancs (centre) is debriefing Hunter. Waiting their turn are F/L Earl Ross of Pictou, Nova Scotia (centre standing) and P/O Robert Farquharson (85 Holeburn Road) Glasgow. Tactical recon pilots fly Hurricanes on this front. Hunter usually brings back so much valuable information 'that', says A.L.O. with a moan, 'it usually takes an hour to debrief him.'"

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HUNTER, Sergeant (now P/O) Robert Oliver (R69301/J91066) - **Distinguished Flying Medal** - No.186 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Balmoral, Manitoba, 6 August 1916; home in Vancouver. Labourer and stockman with CPR and CNR. Enlisted in North Bay, Ontario, 9 December 1940 as Equipment Assistant. To Technical Training School, 17 January 1941. To No.3 Repair Depot, 28 February 1941; promoted AC1, 9 March 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 November 1942. Remustered for aircrew, 30 November 1942. Posted to No.4 ITS, 5 December 1942; graduated 19 February 1943 but not posted to No.2 AOS until 6 March 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943. To RAF overseas, 25 August 1943, embarking from Canada, 26 August 1943 and disembarking in Britain, 1 September 1943. Posted from No.3 PRC, Bournemouth to No.9

(Observer) AFU, 2 November 1943. To No.26 OTU, 11 January 1944. To No.31 Base, 2 June 1944. Attached to No.3 Group Aircrew School, 2-23 June 1944. Attended No.1651 Conversion Unit, 24 June to 2 August 1944 where he was in the crew of a P/O Powell. Attached to No.3 Lancaster Finishing School, 7-17 August 1944. To No.90 Squadron, 17 August 1944. Commissioned 21 September 1944. To No.186 Squadron, 9 October 1944. Repatriated 28 February 1945; to Western Air Command, 13 March 1945; promoted Flying Officer, 21 March 1945; to No.5 OTU, 1 June 1945; released 25 September 1945. Rejoined RCAF as an LAC, 20 September 1946 (Met Observer, trained at No.1 Composite Training School, Mountain View, 9 October to 7 December 1946. Served from 8 December 1946 to 12 August 1947 at Patricia Bay when retired with the intention of transferring to the Royal Air Force. Died in Saanich, British Columbia, 22 February 1964 as per British Columbia Vital Statistics.

Sergeant Hunter has completed many operations, most of these being against heavily defended targets. In October 1944 he was navigator in an aircraft detailed to attack Wesselling. Before reaching the target area the aircraft was hit by heavy anti-aircraft fire wounding the rear gunner and damaging the control surfaces of the aircraft. Sergeant Hunter helped to administer first aid to the wounded gunner and then calmly continued to navigate the aircraft to the target. His navigation has always been of a very high order whilst his keenness and devotion to duty have instilled complete confidence in his captain and crew.

Note: On repatriation (5 February 1945) he reported he had flown 138.40 operationally, 215.00 non-operationally, 30 sorties (last on 1 January 1945). He gave flying times as Anson (58.35), Wellington (83.45), Stirling (43.20) and Lancaster (168.00).

At the time of his leaving the RCAF in September 1946, his prospects were deemed good, having shown outstanding learning ability in graduating as navigator with only Grade VIII education.

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HUNTER, F/L Roy Heath (J5037) - **Distinguished Flying Cross** - No.42 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Strathcona, Kings County, Prince Edward Island, 26 April 1920. Attended Prince of Wales College and Normal School. Taught school for one year. Enlisted in Charlottetown, Prince Edward Island, 22 August 1940. To No.3 Training Command, 3 September 1940. To No.1 ITS, 9 November 1940; promoted LAC, 10 December 1940; to No.11 EFTS, 10 December 1940; to No.2 SFTS, 28 January 1941; graduated and commissioned 10 April 1941. To "Y" Depot, 12 May 1941; to RAF overseas, 19 May 1941. To No.25 OTU, 12 June 1941. To Wastage Pool, 29 August 1941, proceeding by HMS **Ark Royal** to Middle East. To No.274 Squadron, 18 September 1941 (Hurricanes, 255 hours 20 minutes). Promoted Flying Officer, 11 April 1942. Hospitalized, 18 September 1942 (infectious hepatitis). To No.1413 Meteorological Flight, 16 November 1942 (Gladiators, 75 hours). To No.22 Personnel Transit

Centre, 22 March 1943. Engaged in Takoradi-Sudan ferry work, March and April 1943. To No.4 Air Delivery Unit, June 1943 (ferry work including Spitfires). Promoted Flight Lieutenant, 11 April 1943. To No.42 Squadron, 21 December 1943, serving there to 10 October 1944 (Hurricanes, 248 hours 25 minutes, last sortie on 26 September 1944). To No.435 Squadron, 25 October 1944. Repatriated to Canada 14 January 1945; to Western Air Command, 26 January 1945. Released 14 April 1945. Died in Vancouver, 18 December 1989 as per British Columbia Vital Statistics.

This officer has a long record of operational flying, having first served in the Middle East theatre of war and more recently in the Far East. He has flown on reconnaissance escorts, low level attacks, convoy patrols and fighter bomber sorties. At all times considerable enemy air opposition was encountered and during air combats Flight Lieutenant Hunter probably destroyed at least two enemy aircraft and damaged others. Since March 1944 he has been flight commander and has led his flight on many successful sorties over jungle covered mountainous country in adverse weather, consistently displaying great courage and determination.

NOTE: Public Records Office Air 2/9043 has recommendation dated 27 September 1944 when he had flown 344 sorties and 401 operational hours. This was accompanied by a summary of operations as follows:

September 1941 to September 1942, Middle East, Hurricane IID
Western Desert Battle Area

Day scrambles	32 sorties	Day Sweeps	24 sorties
Tactical Recce Escorts	7 sorties	Day Strafing	16 sorties
Day Fighter-Bomber	70 sorties	Convoy patrols	4 sorties

April 1942 one Bf.109 probably destroyed, Gazela
May 1942 one Macchi 202 probably destroyed, El Adem
July 1942 one Bf.109 damaged, El Alamein
August 1942 one Ju.87 damaged, El Alamein

January 1944 to September 1944, Hurricane IV
Imphal Valley

Fighter Bomber (Day)	180 sorties
Fighter Bomber (Night)	11 sorties

Flight Lieutenant R.H. Hunter commenced operations in the Middle East in September 1941, and had carried out 153 sorties by September 1942. He resumed operations over Burma in January 1944 and since then has completed a further

191 sorties making a total of 344 sorties and 401 operational hours.

From September 1941 until September 1942, Flight Lieutenant Hunter carried out 153 sorties in Hurricanes which comprised scrambles, fighter sweeps, tactical reconnaissance escorts, low level strafing attacks, convoy patrols and fighter bomber sorties. At all times considerable enemy air opposition was encountered. Flight Lieutenant Hunter always showed great keenness to engage the enemy. During these sorties he probably destroyed one ME.109 at Gazala in April 1942, and one Macchi 202 in May 1942 at El Adem. In July 1942 he damaged one ME.109 and in August 1942, one JU.87, both over El Alamein.

From January 1944 until the present date Flight Lieutenant Hunter has operated with this squadron and since March 1944 has been "A" Flight Commander. During this time he has completed 180 sorties by day and eleven by night. Most of these sorties have been in close support of the Army and demanded a very high degree of navigational skill and extreme accuracy in bombing for the success of the operation.

By his outstanding leadership many successful sorties have been carried out under very difficult monsoon conditions. He has always pressed home his attacks with great determination and by his skill, devotion to duty and courage has been a constant inspiration to all officers and airmen in the squadron.

To this the Air Officer Commanding, No.221 Group, adds (17 October 1944):

A total of over 400 hours operational flying, of which nearly half has been carried out over the jungle covered mountainous country where his squadron now operates, and often in extremely bad monsoon weather conditions, is a very fine achievement well worthy of the award of the Distinguished Flying Cross. No.42 Squadron has a reputation for bombing accuracy second to none, and the work of the Flight Commanders has a direct bearing on this. Strongly recommended.

Notes: Assessment from No.274 Squadron dated 22 September 1942 when he had flown 490 hours (160 in previous six months) - "A very fine character and a good leader. Possesses tact and sound judgement." (Major John R. Wells).

Tried by Summary Trial, 24 October 1942 for offence on night of 10/11 October 1942, "Conduct to the Prejudice of Good Order and Air Force Discipline." At Alexandria, intoxicated, carried a loaded revolver into the Anglo-Hellenic Club, threatened a waiter and when confronted by service police, "became abusive, using obscene language." Although initially accused of drawing his revolver, it was found in its holster (but holster unbuttoned). Reprimanded.

Accident, 21 December 1942, Lydda, Gladiator K7926. "Quite dark at time of takeoff. Circled

aerodrome twice, set course 110 approximately. Had forgotten to load Verey Pistol on ground. While loading pistol, inadvertently pushed stick forward, saw telephone wires and pulled up suddenly. Felt a slight jar and thought that undercarriage had been damaged. Carried out Met climb. Aircraft performed normally but slightly rough at high revs." Uninjured. At the time he had flown 446 hours 20 minutes (32.05 on type).

On repatriation he claimed to have flown 400 hours 15 minutes on operations and a total of 731 hours 15 minutes overseas.

Application for Operational Wing dated 11 January 1945 defines first tour as 13 September 1941 to 5 November 1942 (153 sorties, 181 hours) and second tour as 1 January to 26 September 1944 (189 sorties, 22 hours).

Training: He attempted to enlist in Moncton, December 1939 but was deferred. Interviewed in Moncton, 10 July 1940 - "Good husky lad, intelligent, observant, keen on flying. Would like to be pilot, if not suitable air gunner. Should be good material after training."

Course at No.1 ITS was 11 November to 9 December 1940. Courses in Mathematics (59/100), Armament, practical and oral (83/100), Drill (80/100), Law and Discipline (93/100), and rated 78/100 in Visual Link. Placed 171st in a class of 198. "Should make good pilot material. Dependable and takes things seriously, very capable."

Course at No.11 EFTS was 11 December 1940 to 28 January 1941. Fleet Finch - 25.10 dual, 28.20 solo. "Very keen, shows no sign of fear, very quiet and reserved. His flying ability improves steadily. He is very dependable. Instrument flying is very good. His acrobatics are fair. Ideal type of student. Should really make a good service pilot and should go far." (P.M. Boisvert, Chief Flying Instructor). Ground courses in Airmanship (140/200), Airframes (181/200), Aero Engines (166/200), Signals, practical (50/50), Theory of Flight (77/100), Air Navigation (169/200), Armament, oral (178/200), rated 190/200 on "Qualities as an NCO." Placed tenth in a class of 32. "Above average in ability. Quiet and unassuming. Conduct very good."

Course at No.2 SFTS was 28 January to 4 May 1941. Yale aircraft (3.10 day dual, 6.15 day solo) and Harvard (37.35 day dual, 51.20 day solo, 2.55 night dual). "Fair average pilot, skids in turns." Ground courses in Airmanship (150/200), Armament, written (71/100), Armament, practical (69/100), Air Navigation (145/200) and Signals (136/150). "Low average, inclined to be childish." Placed 24th in a class of 63.

Press Release No. 729, August 1942 from one "Johnson" reads as follows:

Directorate of Public Relations, RCAF Overseas Headquarters

FLIGHT LIEUTENANT ROY H. HUNTER

“You live, sleep, breathe and eat the stuff, but I guess we flourish on sand anyway,” said Flight Lieutenant Roy H. Hunter, of Dundas, P.E.I., who figures that he is quite an expert on the subject. Hunter has well qualified himself, for this Royal Canadian Air Force fighter pilot has spent more than a year in the Middle East, most of his operations being over the sun parched Western desert.

“Heat, sand and all, I like it, and prefer to be fighting here,” added Hunter, who was a school teacher at Strathcona, P.E.I. before enlisting in the R.C.A.F. He gained his wings at Uplands, after having done his elementary training at Cap de la Madeleine, Quebec.

Hunter’s brushes with the Axis forces have resulted in two probables and a damaged to his credit, and have found him returning from action with flak and bullet holes in his aircraft.

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HUNTING, F/O Peter Richard (J44128) - **Distinguished Flying Cross** - No.356 Squadron - Award effective 2 October 1945 as per **London Gazette** of that date and AFRO 1822/45 dated 7 December 1945. See **War Service Records 1939-1945** (Canadian Bank of Commerce, 1947). Born in England, 9 June 1925. Enlisted in Vancouver, 26 April 1943 and posted to No.3 Manning Depot. To No.10 Repair Depot, 31 May 1943. To No.2 ITS13 June 1943; graduated and promoted LAC, 17 September 1943 but not posted to No.5 BGS until 2 November 1943; graduated 26 February 1944 when posted to No.7 AOS; graduated and commissioned, 7 April 1944; to No.2 Aircrew Graduate Training School, 21 April 1944; to No.5 OTU, Boundary Bay, 19 May 1944. To “Y” Depot, 12 September 1944; taken on strength of No.3 PRC, Bournemouth, 8 October 1944. Promoted Flying Officer, 7 October 1944. Posted to India; to Cocos Islands, June 1945. Bombed Japanese troop concentrations and supply dumps, Burma-Siam Railway, took part in invasion of Rangoon, dropped supplies to guerrillas in Sumatra and Malaya, and also to POWs. Repatriated 25 January 1946. Released 26 March 1946.

In August 1945, Flying Officer Hunting was bomb aimer in an aircraft detailed to attack Benkoelan airfield in Sumatra. During the bombing run, at low level, intense and accurate anti-aircraft fire was encountered. As a result, the navigator was killed. Flying Officer Hunting thereupon assumed the responsibility of navigating the aircraft home. To reach base, a small island, many hundred of miles over the sea at night had to be flown. Nevertheless, Flying Officer Hunting plotted his way home with great accuracy. His fine work undoubtedly contributed much to the safe return of the aircraft.

NOTE: Circumstantial Report re Liberator KN752 of No.356 Squadron, 7 August 1945 (J.44088 F/O J.L. McBride, navigator, killed). Pilot was J6404 F/L H.L. Bray:

On 7th August 1945, Liberator Heavy Bomber KN752 of this squadron based on Cocos Islands, piloted by F/L H.L. Bray, Can J.6604, made a low level attack on an enemy airfield near BENKOELAN. A certain amount of machine gun Anti-Aircraft fire was experienced, several bullets entering the aircraft. F/O McBride, the navigator, was killed instantly by one of these bullets which passed right through his body. F/O P.R. Hunting, J.44128, Air Bomber successfully navigated the aircraft back to base without further trouble.

The Air Gunner newsletter **Short Bursts** of June 1985 had recollections of a crewman, Lloyd Fife of Ottawa, who stated:

When you're 900 miles from base with no navigator and your instruments shot away, you tend to worry. Pete navigated us home and Harry flew us....The Cocos was only seven miles long and a mile wide and the next land was the Antarctic...I'd say we were more than tense - we were scared.

The editor of **Short Bursts** then took up the story himself:

But hit that needle-in-a-haystack island they did, even though one of the four engines caught fire - but luckily righted itself - and there was a fire stirring in the wireless room. But Hunting finally picked up the radio beam from the Cocos base and that saved their skin.

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HUNTLEY, F/O Frank Joseph (J13816) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Toronto 12 August 1918; home there. Attended De La Salle to 1934, and Jarvis Collegiate, 1935-1936. Enlisted in Toronto 23 August 1939 as Service Police, initially with No.110 (Army Cooperation) Squadron. To No.120 (BR) Squadron, 3 January 1940. Promoted AC1, 1 June 1940 when remustered to Equipment Assistant. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. To No.3 Manning Depot, Edmonton, 23 July 1941. Remustered to aircrew, 4 January 1942 when posted to No.4 ITS, reverting to AC2; graduated 27 February 1942 and promoted LAC; posted next day to No.5 EFTS; ceased training 27 March 1942 and posted to Trenton, 7 April 1942; to No.4 AOS, 25 April 1942; graduated and commissioned 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 22 October 1942; disembarked in Britain 9 November 1942. To No.9 (Observer) AFU, 19 April 1943 (Anson aircraft, 19 hours 35 minutes). Promoted Flying Officer, 28 February 1943. To No.23 OTU, 18 May 1943 (Wellington aircraft, 102 hours 25 minutes). To No.1664 Conversion Unit, 15 August 1943 (Halifax aircraft, 31 hours five minutes). To No.434 Squadron, 10 September 1943 (294 hours). To No.24 OTU, 3 July 1944 (radar navigation instructor. Promoted Flight Lieutenant, 28 August 1944. Repatriated 27 November 1944. Released 19 February 1945. Postwar insurance agent. From 1 May 1961 to 21 October 1969 he

was an Air Cadet Officer (159262) with No.700 Air Cadet Squadron, Weston, Ontario (instructor and supply officer). Died in Toronto, 30 October 1997 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1998. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 22 June 1944 when he had flown 36 sorties (213 hours 30 minutes), 3 October 1943 to 16 June 1944. Recommendation gives name as Francis Joseph (as does his obituary notice).

This officer has been on the squadron since September 1943, and is one of its outstanding navigators. he has completed thirty-six sorties, twelve of them against heavily defended German targets,, including four to Berlin. He has at all times displayed the highest degree of courage, and his keenness and efficiency is an inspiration to his section. His outstanding ability, great zeal and devotion to duty have contributed in no small measure to the successful tour of his crew. His keenness and efficiency have inspired confidence in those who have worked with him. His determination and outstanding courage are a magnificent example to all who know him.

The sortie list was as follows:

3 October 1943 - Kassel (6.35)
8 October 1943 - Hanover (5.55)
22 October 1943 - Kassel (6.55)
18 November 1943 - Mannheim (7.10)
22 November 1943 - Berlin (7.00)
25 November 1943 - Frankfurt (7.45)
3 December 1943 - Leipzig (8.10)
29 December 1943 - Berlin (7.35)
20 January 1944 - Berlin (7.35)
15 February 1944 - Berlin (7.00)
25 February 1944 - Gardening (5.05)
2 March 1944 - Meulan (5.05)
13 March 1944 - Le Mans (5.40)
15 March 1944 - Amiens (5.40)
16 March 1944 - Amiens (5.10)
22 March 1944 - Gardening, Kiel Bay (6.40)
23 March 1944 - Laon (5.00)
25 March 1944 - Aulnoye (5.50)
26 March 1944 - Courtrai (4.50)
29 March 1944 - Vaires (6.15)
9 April 1944 - Lille (5.00)
10 April 1944 - Ghent (4.50)
20 April 1944 - Lens (4.30)

23 April 1944 - Gardening (6.35)
24 April 1944 - Gardening (3.40)
26 April 1944 - Gardening (3.05)
27 April 1944 - Montzen (5.05)
30 April 1944 - Gardening (5.25)
1 May 1944 - St. Ghislain (4.35)
11 May 1944 - Boulogne (4.10)
31 May 1944 - Lewbringhen (3.55)
5 June 1944 - Merville (5.20)
6 June 1944 - Cone sur Noireau (5.45)
9 June 1944 - Le Mans (5.55)
14 June 1944 - Cambrai (4.30)
16 June 1944 - Sterkrade (5.40)

Notes: Application for Operational Wing dated 17 July 1944 stated he had flown 36 sorties (213 hours), 10 September 1943 to 3 July 1944.

Repatriation form dated 15 November 1944 gave operational time as 213 hours 25 minutes (36 sorties), non-operational time overseas as 233 hours 40 minutes. Last sortie was 16 June 1944.

Assessed 17 November 1944 at No.24 OTU - "Works steadily but lacks imagination and drive. Has not the qualities necessary to make him a good Flight Lieutenant." (W/C H.H.J. Miller).

Training: Course at No.4 ITS was 5 January to 27 February 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 858 points on a possible 1,000. Placed 19th in a class of 94. "Self educated. Cool, determined, hard worker. Average type. Brother in RCAF."

At No.5 EFTS, 2 February to 27 March 1942. Flew ten hours dual in Tiger Moth but did not solo. "A very nervous type of student who has worked hard but failed to reach the standard necessary. Has leaning towards navigation and seems to be quite keen and bright, Conduct and deportment excellent. A member of the Auxiliary Air Force."

Course at No.4 AOS was 26 April to 28 August 1942. Anson aircraft - 33.10 as first navigator by day, 28.35 as second navigator by day, 17.50 as first navigator by night, 18.35 as second navigator by night. Graded in Navigation air work (427/700). Photography air work (78/100), Elements of Navigation (423/500), Magnetism and Compasses (92/100), Instruments (44/50), Signals, practical (100/100), Signals, written (32/50), Maps and Charts (43/50), Meteorology (70/100), Photography (37/50), Reconnaissance (63/100) and Aircraft Recognition (73/100). Placed eleventh in a class of 25. "Logs and charts need improvement. Learns easily and is a hard worker. Lacks self-confidence."

Course at No.23 OTUI was 18 May to 30 July 1943. Flew 32.45 as first navigator by day, 30.50

as first navigator by night, 21.15 as second navigator by night. "Keen and quite conscientious, very steady when things not going well. Needs driving at times."

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HURD, P/O Eric James (C18877) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Sawyerville, Quebec, 20 May 1920; home there. Joined the Canadian Forestry Corps, 5 September 1939 and went overseas. Transferred to RCAF in London, England, 27 March 1942. Promoted Sergeant, 3 March 1943 when classified as Navigator. Commissioned 18 September 1943. Promoted Flying Officer, 18 March 1944. Repatriated 14 May 1945. Retired 26 June 1945. RCAF photos PL-28027 (ex UK-8934) and PL-28028 (ex UK-8935), both dated 18 March 1944, show him; captions say he had flown eleven times to Berlin. Photo PL-32549 (ex UK-13874 dated 26 August 1944) also 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 2/8780 has recommendation by W/C D.S. Jacobs dated 23 February 1944 when he had flown 24 sorties (159 hours nine minutes), 24 July 1943 to 15 March 1944.

24 July 1943 - Hamburg (5.25)
25 July 1943 - Essen (5.00)
27 July 1943 - Hamburg (6.05)
29 July 1943 - Hamburg (5.55)
30 July 1943 - Remscheid (5.30)
2 August 1943 - Hamburg (6.25)
18 November 1943 - Berlin (6.57)
22 November 1943 - Berlin (7.21)
26 November 1943 - Berlin (7.06)
2 December 1943 - Berlin (6.35)
16 December 1943 - Berlin (6.57)
20 December 1943 - Frankfurt (5.49)
29 December 1943 - Berlin (6.17)
1 January 1944 - Berlin (6.57)
5 January 1944 - Stettin (7.30)
14 January 1944 - Brunswick (5.04)
20 January 1944 - Berlin (7.07)
21 January 1944 - Magdeburg (6.24)
27 January 1944 - Berlin (7.12)
30 January 1944 - Berlin (6.14)
15 February 1944 - Berlin (6.44)
19 February 1944 - Leipzig (7.18)
24 February 1944 - Schweinfurt (9.29)
15 March 1944 - Stuttgart (7.48)

Pilot Officer Hurd has nearly completed his first tour of operations. As a navigator he has been responsible for directing his aircraft on many occasions to very distant targets in enemy territory, including over eleven trips to Berlin. He has at all times displayed great keenness and devotion to duty. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

Involved in crash of Lancaster DS724; see entry for Stanley Enos Campbell for details.

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HURFORD, F/O Frank Walter (J24147) - **Commended for Valuable Services in the Air** - No.1 Instrument Flying School - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born 22 May 1915. Enlisted in Vancouver, 17 February 1942. To No.3 Manning Depot, 16 March 1942. To No.3 SFTS (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 12 September 1942; graduated 6 November 1942 and posted next day to No.4 SFTS; graduated and commissioned 5 March 1943. To No.2 Flying Instructor School, 19 March 1943. To No.12 SFTS, 17 May 1943. Promoted Flying Officer, 15 September 1943. To No.1 Flying Instructor School, 10 September 1944. To No.1 CNS, 4 August 1945. To No.1 Instrument Flying School, 24 August 1945. To No.8 Release Centre, 29 October 1945. Retired 30 October 1945. Postwar Chartered Accountant with Burnaby School Board. A music lover; upon retiring, he located his old violin in a trunk where it had been since before the war. Not satisfied with the condition or sound of his instrument, Frank decided to make a new one himself, became a member of the BC Violin Makers Association, and crafted in excess of 50 violins over the next 30 years. Died in Delta, British Columbia, 7 March 2015.

A quiet, steady but very capable and reliable flying instructor who has been doing an excellent job. This officer has been untiring in his efforts in helping to organize the Instrument Rating Courses at this unit and his services have been invaluable in this connection. He is consistently searching for ways to improve the training at this unit and has brought forward many ideas and suggestions which have been used at this unit. Much of the detail in this unit's syllabus is due entirely to this officer's hard and enthusiastic efforts.

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HURLBUT, F/L Ernest Eugene (J26230) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September and AFRO 1704/45 dated 9 November 1945. Born 28 November 1920 in Stettler, Alberta; home in Fort Saskatchewan, Alberta. Was a teacher prior to enlistment. Enlisted in Edmonton, 7 March 1942. Trained at No.7 ITS (graduated 10 October 1942), No.6 EFTS (graduated 27 December 1942) and No.10 SFTS (graduated 21 May 1943). Commissioned May 1943. Remained in postwar

RCAF (20058) until 29 May 1970, retiring to Kingston, Ontario. Died in Cataraqui, Ontario, 16 December 1999.

This officer has completed his first operational tour. As captain of aircraft he has set an excellent example of skill and courage. On several occasions his aircraft has been damaged by anti-aircraft fire. After an attack on Essen in November 1944, whilst leaving the target area, his aircraft was attacked by an enemy fighter four times. During each attack the aircraft sustained further damage, making control very difficult. Fire broke out in the port wing. In spite of extensive damage Flight Lieutenant Hurlbut retained control and made a landing at Jouvincourt airfield. This officer has proved himself to be a most reliable pilot and captain throughout, and his determination and untiring devotion to duty have been of a very high order.

RCAF Press Release No. 7653 dated 1 December, 1, 1944 read as follows:

With Canadians flying in the R.A.F. – A desperate struggle for survival against a persistent, sharpshooting enemy night fighter in the brilliantly moonlit skies over Germany was reported by five Canadian members of a Halifax crew when they returned to base in England.

The Halifax, one of hundreds which attacked Essen early November 29, was skippered by F/L Ernie Hurlbut, tall, blond, former school teacher, of Fort Saskatchewan, Alta., whose brilliant work at the control saved the lives of all members of his crew despite a fire which blazed in one of the aircraft's petrol tanks and the extensive damage done to navigation instruments and other parts of the plane.

Hurlbut's aircraft had turned away from the target and had travelled for about 10 minutes on the homeward course when a German night fighter, an Me 110, "jumped" the Halifax out of the moon. The enemy was not seen until he was about 500 yards from the Halifax.

The German was coming in dead astern and his cannon and machineguns were blazing when the Canadian rear gunner caught sight of him. Only one burst was fired from the Canadian's guns before a German cannon shell crashed into the tail of the Halifax and exploded, rendering the rear gun turret unserviceable, but the gunner had seen some of his tracer plowing into the night fighter fuselage.

Shells and bullets from the German chewed away half of the Halifax's port elevator and rudder before the enemy broke off the attack and turned away.

A few moments later the Me 110 renewed the attack coming in again from the brilliance of the moon. The Canadian mid-upper gunner or the Halifax managed to get in a short burst before the enemy got out of his range, but the German's guns were spewing steel which ripped away part of the starboard flap and aileron before he broke off the attack.

Hurlbut, throughout the two attacks, was weaving and diving his cumbersome aircraft, but his efforts failed to shake off his persistent pursuer who started the third attack.

Enemy steel smashed into the port wing of the wounded Halifax and started a fire in one of the fuel tanks, a second before Hurlbut dived his aircraft into a mass of cloud.

Hurlbut sailed around in the cloud for more than a minute, but evidently the fire in his port wing tank was a beacon for the enemy, for when Hurlbut pulled his Halifax out of the protective cloud the German was waiting for him.

Again the enemy's guns blazed, but luck was with Hurlbut and his crew. All the shells and bullets missed the Halifax and the skipper dived to 3000 feet, finally losing his enemy.

Navigation instruments were unserviceable as a result of the beating taken by the Halifax, but Hurlbut and his Canadian navigator got the aircraft into French territory.

Friendly ground troops saw Hurlbut pop down through a hole in the clouds to 500 and fired mortar bombs to indicate the location of an airfield. They also set out lights at the end of a runway and Hurlbut brought his battered aircraft safely in, the fire still blazing in the port wing.

American soldiers swarmed all over the Halifax and finally extinguished the flames and it was only then that the crew discovered the 2000-pound bomb they had carried to the target had failed to leave the aircraft and was brought through the fight intact.

"The crew was grand – the way they co-operated," said Hurlbut, who was recently promoted to his present rank. Meanwhile, crew members had the highest praise for the cool manner in which Hurlbut handled his badly damaged aircraft.

RCAF Press Release No. 7677 dated 5 December 5, 1944, emanating from a No.4 Group field, read as follows:

The crew of a RAF Halifax, which contained five RCAF airmen who attacked Essen on the night of November 28th, had a bitter fight back to base lasting most of the way from the target. Soon after they had bombed, the rear gunner, Flight Sergeant C.E. Essex of Montreal, (3467 Rosedale Avenue, N.D.G.) Quebec, saw a Messerschmitt 110 about 800 yards away. At first, it turned away, but a few seconds later, it returned to the attack and Flight Sergeant Essex opened fire and hit the starboard wing. Almost at the same time, a cannon shell from the fighter burst right under the bomber's rear turret and put it out of action. The starboard flaps and ailerons were also damaged. The pilot, Flight Lieutenant E.E. Hurlbut of Fort Saskatchewan, Alberta, dived to escape but the fighter followed and with another burst shot off the Halifax's port elevator and port rudder and also peppered the fuselage with holes.

There was cloud near but before Flight Lieutenant Hurlbut could get into it, the Messerschmitt attacked again, this time setting one of the petrol tanks on fire. The mid-upper gunner, Sergeant W.R. Dobson of Ninga, Manitoba, did his best to beat the fighter off. "In the third attack," he said, "I fired several bursts and I am sure that I hit the wing pretty hard. But the damage was not severe enough to drive the fighter away, and it came back two minutes later, and again we were hit in the starboard wing. But we were now only a few feet from cloud and before the Messerschmitt could attack once more we had shaken him off for good. We flew on through cloud for some time, and we got back home without further trouble."

Public Record Office Air 50/194 has a Combat Report for 30 November 1944 describing the incident. Halifax "G", 0555 hours, height 17,500 feet, heading 251 degrees true, 50 degrees 59 minutes North, 06 degrees 25 minutes East. There was a full moon, 10/10 cloud at 8,000 feet below. First visual was by Rear Gunner (Sergeant Essex, who fired 50 rounds, 400 yards down to 300 yards; trained at No.3 BGS); Sergeant Dobson (Mid-Upper Gunner) fired 70 rounds, 400 yards down to 250 yards (trained at No.3 BGS, No.19 OTU and No.1663 Heavy Conversion Unit). During the combat the crew saw another Halifax to port plus one to starboard. Their machine lost 11,000 feet during the action. All guns and instruments in rear turret with the exception of the intercom shot away by enemy first burst. Gunners claimed strikes seen ("Damaged"). Narrative as follows:

Me.110 sighted by rear gunner when about 1,000 yards away and climbing out of cloud on starboard quarter down. When he had decided fighter was concentrating on their Halifax, the rear gunner ordered the pilot to corkscrew, and the fighter broke away on the port quarter up and was lost to sight. About two minutes after the fighter was sighted again on the starboard quarter up, and only about 400 yards away. The rear gunner opened fire, and the fighter replied closing to about 300 yards, knocking out the rear turret with his first burst. As the Halifax rolled, the fighter broke away to starboard down, and came in again almost immediately

from that position firing his guns, and closed to about 250 yards before the bomber entered the cloud. On this attack the mid-upper managed to get two short bursts at the fighter, As soon as the Halifax entered the cloud the pilot levelled out, and very soon came out into a clear patch of sky to find the fighter sitting up on the port quarter at about 500 yards. The fighter dived to attack with guns firing, and the rear gunner again ordered a corkscrew to port. The mid-upper was searching to starboard and did not see the fighter. The fighter was lost to sight as the bomber again entered cloud. Fighter is claimed as damaged.

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HURLEY, Sergeant Charles Augustus (R138876) - **Mention in Despatches** - No.436 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 16 May 1912. Home in Amhurst, Nova Scotia. Enlisted in Moncton, New Brunswick, 6 January 1942 for General Duties and posted to No.5 Manning Depot. Promoted AC1, 6 April 1942. Promoted LAC, 1 July 1942. To No.164 (Transport) Squadron, 23 January 1943. Promoted Corporal, 1 June 1943. To "Y" Depot, 23 August 1944; taken on strength of No.3 PRC, Bournemouth, 29 August 1944. Repatriated 15 February 1946. Released 6 April 1946. No citation. Unit identified in AFRO as "Overseas"; DHist file 181.009 D2585 (RG.24 Vol.20626) gives unit.

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HURLEY, S/L Frank (J22662) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Brandon, Manitoba, 13 March 1914; home in Winnipeg. Enlisted in Winnipeg, 24 August 1940. To "E", 14 October 1940. Appointed Sergeant, 7 December 1940. To No.14 EFTS, 12 December 1940, apparently to instruct as civilian. Taken on strength at No.2 EFTS, 9 June 1942. To No.5 Manning Depot, 14 September 1942. Posted on 10 October 1942 to No.6 EFTS, apparently to upgrade him to RCAF wings standard. Commissioned 31 December 1942. To "Y" Depot, 13 January 1943; to RAF overseas, 2 February 1943. Promoted Flying Officer, 1 July 1943. Promoted Flight Lieutenant, 11 January 1944. Promoted Squadron Leader, 5 April 1944. Repatriated 6 January 1945. To No.3 Air Command, 16 January 1945. Retired 7 June 1945.

This officer is a flight commander who has maintained his flight at a high standard of efficiency. His brilliant leadership and captaincy have set a fine example both to his flight and to the squadron. He has pressed home his attacks with courage and coolness under all hazardous circumstances. In June 1944, he led a formation of aircraft in a daylight attack on Noyelle. His aircraft was severely damaged by anti-aircraft fire. Despite great difficulty he continued to the target, dropped his bombs on the aiming point and led the formation back to this country.

* * * * *

HURLY, P/O John Robert (J88936) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born in North Bay, Ontario, 10 October 1921; home there. Was a bank clerk prior to enlistment. Enlisted in North Bay, 16 August 1940. To No.1 BGS (guard), 31 August 1940. To No.1 ITS, 8 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.1 AOS; graduated 2 March 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 12 April 1941 when posted to No.1 ANS. To RAF overseas, 18 June 1941. Promoted Flight Sergeant, 1 January 1942. Promoted WO2, 1 June 1942. Promoted WO1, 1 July 1942. Commissioned 6 August 1944. Repatriated 1 February 1945. Promoted Flying Officer, 6 February 1945. To No.16 SFTS, 15 April 1945. To No.4 Release Centre, 25 April 1945. Retired 2 May 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.5526 (RG.24 Vol.20667) has recommendation dated 15 October 1944 when he had flown 19 sorties (102 hours 55 minutes) on second tour, 21 June to 6 October 1944. First tour was with No.45 Squadron in Burma, but logbook lost due to enemy action and no sortie records available.

This officer, an Air Bomber, has now completed 19 sorties on his second tour, including such heavily defended areas as Kiel, Brest, Dortmund and Brunswick. An expert Air Bomber, Pilot Officer Hurly has been greatly responsible for his crew inflicting telling blows against the enemy. A cool, calm member of air crew under fire, his precision bombing has been an outstanding example to his squadron. Pilot Officer Hurly has displayed undaunted courage at all times and in recognition of such devotion to duty I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list for his second tour was as follows:

21 June 1944 - Oisemont (5.10)
24 June 1944 - Bonnetot (4.25)
25 June 1944 - Gorenflos (5.05)
27 June 1944 - Wizernes (4.15)
29 June 1944 - Metz (7.45)
4 July 1944 - Villeneuve St. George (6.35)
18 July 1944 - Vaires (5.05)
24 July 1944 - Donges (6.10)
4 August 1944 - Bois de Casson (5.05)
5 August 1944 - St. Leu d'Esserent (5.15)
10 August 1944 - La Pallice (7.05)
12 August 1944 - Brunswick (5.50)

16 August 1944 - Kiel (5.40)
25 August 1944 - Brest (4.00)
31 August 1944 - Ile de Cezembre (5.15)
10 September 1944 - Le Havre (4.40)
13 September 1944 - Osnabruck (4.30)
18 September 1944 - Dornberg (4.55)
6 October 1944 - Dortmund (6.10)

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HURLEY, A/C Joseph Louis (C131) - **Mention in Despatches** - Station Tholthorpe (No.61 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 24 February 1907 in Fredericton. Educated in Fredericton Public Schools, New Brunswick Normal School, and University of New Brunswick. As COTC Cadet, appointed Provisional Pilot Officer, Camp Borden, 4 June 1928 to 31 August 1928 for first year of training. To be Provisional Pilot Officer, 4 June 1929 to 31 August 1929 for second year of training. Appointed Provisional Pilot Officer, 2 June 1930 to 31 August 1930. Entitled to pilots wings, 27 August 1930. Commissioned as Pilot Officer, Permanent List, Camp Borden, 6 July 1931. Transferred from Camp Borden to Trenton, 19 October 1931. Attended Instrument and Aerobatic Flying Course, Station Trenton 18 April to 30 June 1932. Promoted Flying Officer, 6 July 1932. Returned to Camp Borden, 13 November 1932. Assigned to Army Cooperation Course, Camp Borden, 1 February to 31 May 1933. Those taking the course were S/L G.R.Howsam, F/Ls K.M. Guthrie and W.W. Brown, F/Os J.L. Hurley, H.L. Campbell and J.G. Kerr, and Pilot Officers W. Thornber, J.L. Plant, R.A. Cameron, W.I. Clements and F.R. Miller. To Trenton again, 31 May 1933. A member of the Siskin flight, 1933. To Station Ottawa and AFHQ, 31 December 1933. To be Assistant Staff Officer, Technical Development, 1 April 1934. To Camp Borden, 31 March 1935 for Flying Instructor Course. To command No.10 Detachment (Auxiliary Support unit, later No.110 Detachment), 31 May 1936, succeeding F/L A.D. Ross. Promoted Flight Lieutenant, 1 July 1936. Promoted Squadron Leader, 1 April 1939. To courses abroad, 16 August 1938 (RAF School of Aeronautical Engineering, Henlow for two-year specialist course). To No.1 Training Command, March 1940. Promoted Wing Commander, 1 December 1940. To No.12 Technical Detachment, Toronto, 5 January 1941. To Station Rockcliffe, 3 May 1941. Promoted Group Captain, 1 April 1942. To AFHQ, 8 November 1942 as Director of Organisation. To No.5 Manning Depot, 9 January 1944. Attached to No.45 Group, 10 January 1944. Commanded No.62 Base. Taken on strength of No.3 PRC, Bournemouth, 17 January 1944. On strength of RCAF Overseas Headquarters, 1-16 February 1944. On strength of Station Dishforth (non-operational), 17-28 February 1944. Station Commander, Tholthorpe, 29 February to 31 August 1944. Base Commander, No.61 Base (non-operational), 1-18 September 1944; Base Commander, No.62 Base (operational), 19 September 1944 to 29 May 1945. Base Commander, No.63 Base, 30 May to 18 June 1945. To Headquarters, No.6 Group, 19 June 1945. Reported to have taken part in a raid on Lemans railway junction, 7 March 1944 in crew of F/L William Vanexan, DFC (J.G. Bryans also flew, with S/L George Lair, DFC). Further reported to have flown with W/C Bill Pleasance, 7 March

1944. In memo dated 11 October 1945 he also claimed sorties flown on 14 August 1944 and 21 February 1945. These were sufficient for him to qualify for the CVSM, 1939-1945 Star, Aircrew Europe Star (with France and Germany Clasp), War Medal and Defence Medal. Repatriated 4 November 1945. To AFHQ, 9 December 1945. To No.2 Air Command, 2 March 1946. Promoted Air Commodore, 1 April 1946. To Station Winnipeg, 1 March 1947. To Northwest Air Command, 30 August 1947 as Chief Staff Officer. To Canadian Joint Staff, London, 2 June 1948. To RCAF Staff College, to command, 20 June 1951. Awarded Queen's Coronation Medal, 23 October 1953 (Air Commodore commanding RCAF Staff College). Retired 4 June 1955. Later with Department of Transport and CIDA airport advisor to Ceylon. Died in Montreal, 28 May 1971. RCAF photo PL-2495 is head-and-shoulders portrait, 1941. RCAF photos PL-28046 (ex UK-8864) and PL-28047 (ex UK-8865), both dated 17 March 1944 show him soon after taking over base command, RCAF photo PL-40162 (ex UK-16731 dated 21 November 1944) shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.L. Hurley (present commander, No.62 Base), Air Commodore A.D. Ross (former commander of base), and Air Commodore J.E. Fauquier (former commander, No.62 Base, holding official crest of base newly presented). RCAF photo PL-40163 (ex UK-16732 dated 21 November 1944 shows (left to right), A/V/M C.M. McEwen (AOC No.6 Group, Air Commodore J.E. Fauquier (former commander, No.62 Base), Air Commodore J.L. Hurley (present commander, No.62 Base, holding official crest of base newly presented) and Air Commodore A.D. Ross (former commander of base). RCAF photo PL-44646 (ex UK-22048 dated 12 June 1945) shows him greeting Colonel W. Woodward, Lieutenant-Governor of British Columbia on visit to base. PL-44650 (ex UK-22052) shows Hurley and Woodward, taken at dinner in officers' mess; PL-440651 (ex UK-22053 dated 12 June 1945) taken during visit of Colonel W. Woodward, Lieutenant-Governor of British Columbia to Beaver Base; left to right are G/C W.P. Pleasance, DFC (Calgary), Colonel Woodward, A/C J.L. Hurley (Ottawa), and Mr. Gromack (secretary to Woodward). Photo PL-45148 (ex UK-22658 dated 16 July 1945) taken during a golf tournament organized by No.6 Group at Knaresborough Golf Club; he is chatting with Mr. A.H. Kitching (club captain). PL-45676 (ex UK-23101 dated 11 August 1945) shows Air Commodore J.L. Hurley presenting No.424 Squadron crest to W/C R.W. Norris (Saskatoon and Toronto). Photo PL-45677 (ex UK-23102 dated 11 August 1945) shows Air Commodore J.L. Hurley (commanding what was left of No.6 Group) and G/C N.W. Timmerman, DSO, DFC (commanding Skipton station), preparing to take salute at presentation of crest to No.424 Squadron; in the back row of Hurley's party are F/L C.W. Briggs (Skipton Adjutant, from Ottawa), S/L P. Janz (chaplain, Winnipeg) and F/L N.R. Odell (Edmonton, Group Intelligence). Photo PL-45737 (ex UK-23331 dated 31 August 1945 show Hurley and Leading Airwoman Joan Douglas (Victoria), volleyball player. Photo PL-45738 (ex UK-23330 dated 31 August 1945) shows Hurley complimenting F/L Earl Weber (Kitchener) of the Bournemouth volleyball team. Photo PL-45739 (ex UK-23329 dated 31 August 1945) shows Hurley congratulating Flight Sergeant Jack Cain (Lindsay, Ontario), captain of Station Leeming volleyball team and RCAF overseas champions (defeated Bournemouth team). No citation to MiD in AFRO or biographical file; recommendation found in DHist file 181.009 D.1719 (PAC RG.24 Volume 20606).

Prior to posting overseas, Group Captain Hurley commanded RCAF Station

Rockcliffe, and later was Director of Organization at Air Force Headquarters, Ottawa. On arrival in the United Kingdom he assumed command of RCAF Station Tholthorpe in February 1944, and since that time his foresight, tact and initiative have produced beneficial results which have been most noticed in the increased standard of efficiency of the station and squadrons under his command. His participation in operational sorties over enemy territory has been an inspiration to all personnel serving at his station.

HURLEY, A/C Joseph Louis (C131) - **Commander, Order of the British Empire** - No.62 Base (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. See MiD entry for biographical details. No citation to CBE in Canadian sources. Public Records Office Air 2/9121 has recommendation.

This officer has commanded RCAF Stations Dishforth, Tholthorpe, and is now in command of No.61 Base. His extremely capable handling of the numerous and intricate operational problems has contributed much to the total bombing effort of the Group in strenuous months of operations. He has accompanied air crews on operational sorties and has created an exceptional **esprit de corps** indicative of the highest type of leadership. Air Commodore Hurley has a wide experience in administration and organization and has filled positions of great importance with much success.

Assessments: Throughout most of his career, he was assessed in generally favourable terms. The following were notable:

14 September 1936, Air Commodore Croil wrote of him with No.110 Squadron - "a very good pilot and flying instructor.." Generally satisfactory. Previously at Camp Borden - Had flown 106 hours 40 minutes, 1 January to 16 May 1936 as instructor. Another figure of 182 hours 45 minutes solo is cited (includes time with No.110 Squadron)

1937 : While with No.110 Squadron he had flown 137 hours as pilot, 1.50 as passenger. Assessed for the year by S/L E.G. Fullerton - "Is a capable flying instructor and well qualified to instruct in all theoretical subjects connected with flying training." Initiative and enterprising. "This officer takes an enthusiastic and conscientious interest in all his duties and he is hard working. He is a capable flying instructor, a competent lecturer and has very good administrative ability. His tactful manner makes him popular with the officers of his unit."

31 August 1944 - G/C Hurley has, by his quiet and impressive manner, demonstrated his capabilities as a Station Commander. He is keen and conscientious and possessed all the qualities of leadership which are required to bring his station to a high degree of operational efficiency. He has had considerable flying experience and interests himself intensely in the operational side of the picture. Should do very well as an operational station commander."

(A/V/M C.M. McEwen).

Nevertheless, towards the end of his career, concerns were expressed about his suitability for Air rank. On 12 September 1947, A/V/M Ken Guthrie (Northwest Air Command) praised his discipline, bearing and deportment as an example to juniors. "The early training he received as a P/P/O at Camp Borden is readily evident." Nevertheless, he had some shortcomings, "possibly due to lack of staff training" from his junior rank days. "Specific limitations which I have noted include range of vision in planning, coordination of staff work, initiative and driving force; and in adaptability to meet ever-changing problems and conditions. These are serious limitations for an officer of air rank, particularly in the case of one holding the appointment of Chief Staff Officer of a large Command, who has to deal with a vast amount of administration and make decisions in the absence of the AOC." Guthrie further noted that he had raised concerns with Air Member for Personnel about Hurley, and that his concerns had been fortified by events since then, including "unnecessary delay in making minor administrative decisions and getting things done."

On 18 February 1954, Air Marshal C.R. Slemon was brutally blunt in a letter to the Minister of National Defence:

Air Commodore Hurley received overly rapid promotion during World War II. These promotions were due partly to luck of postings and partly to the extensive wartime expansion. He has now held his present rank for over nine years. He is quite unfit for promotion and, because of his limited capabilities, it is becoming increasingly difficult to find proper employment for him.

There are a number of young and well qualified Group Captains who are capable of filling Air Commodore positions and who are considered as potential Air Vice Marshals. It is important for the future of the Air Force that these younger officers be given an opportunity of gaining experience in more responsible posts. Their advancement should not be blocked for too long by mediocre officers who are not qualified to advance further. The limit for permitting such a block to exist has, in this instance, now been reached.

Air Commodore Hurley was transferred to his present position as Commandant of the RCAF Staff College on 19 June 1951. Although I am prepared to accept his retention in the Service until the completion of the current Staff College course in June 1954, I and all the Air Members are of the opinion that further employment cannot be found for the officer without seriously prejudicing the future health of the Service.

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HURREN, WO1 (now P/O) George Cecil Vincent (R91023/C27770) - **Air Force Cross** - No.20

EFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born in Belsover, Ontario, 28 December 1909. Educated at Eldon Separate School and Mount Sterling High School. Home in Bowmanville, Ontario. He was employed for two and one-half years as an Electrician's Helper (Steel Company of Canada, Hamilton) and for ten years as a hotel chef. Enlisted at Toronto, 17 January 1941 as Pilot Instructor. To Central Flying School, Trenton, 31 March 1941; to No.1 EFTS, Malton, 5 May 1941; appointed Sergeant, 6 May 1941 and then granted Indefinite Leave Without Pay to be a civilian instructor at No.1 EFTS. Transferred to No.20 EFTS, date uncertain but before autumn of 1941.. Promoted WO2, 6 May 1942. Attached to No.5 SFTS, Brantford, early September 1942 where he was given Anson instruction; a letter dated 14 December 1942 stated he had flown 34 hours 25 minutes there. On the completion of that he was given the prescribed final flying and instrument test and was assessed as a high average pilot; he was deemed to have "successfully completed all flying requirements" for the RCAF Pilot's Flying Badge; see Notes for more detail. Promoted WO1, 6 November 1942 while on strength of No.20 EFTS. Recalled to RCAF and commissioned 11 December 1942, at which point he was authorized to wear RCAF wings. Promoted Flying Officer, 1 August 1943. Promoted Flight Lieutenant, 1 April 1944. To Trenton, 15 November 1944. To No.4 Release Centre, 15 January 1945. Retired 8 February 1945. Was Instructor-Manager, Oshawa Flying Club, June 1945 to June 1949 when he moved to Kingston, Ontario. On 28 November 1950 he wrote to AFHQ, inquiring as to whether he might rejoin the RCAF, age notwithstanding. He wrote on the letterhead of the Kingston Flying Club, stating that he was instructing at that club. Living in Ottawa in 1955. Died in Bolsover, Victoria County, Ontario, 31 October 1986.

This Warrant Officer employed as an elementary flying instructor for the past two years has, by his zeal and devotion to duty, set an example that is worthy of the finest traditions of the Service. By the skilful application of his long experience, hard and conscientious work, he has been of inestimable value as an Instructor and an inspiration to all ranks.

Recommendation raised 1 July 1943 by F/L W.V. Whitaker as follows:

This airman, engaged in elementary instruction for more than two years has, by his zeal, devotion to duty and skilful application of his long experience, set an example worthy of the finest traditions of the service and the highest purpose of his calling that is an inspiration to all ranks in his squadron. He has completed 1,810 hours of which 1,646 hours have been spent as flying instructor. During the past six months he has flown 349 hours on elementary types.

This was supported (date uncertain) by S/L C.H. Carscadden (Senior RCAF officer at the school) and by the civilian manager (name illegible) - "WOII Hurren is a hard working, conscientious instructor with above average ability whose remarkable devotion to duty merits recognition."

Endorsed 6 September 1943 by Air Officer Commanding, No.1 Training Command - "A fine

example of our Non-Commissioned pilot instructors whose exemplary work merit the fullest recognition.”

Approved at AFHQ, 24 September 1943.

Notes: Course at Central Flying School was 21 March to 4 May 1941, Reported previous (civilian) flying was 90 hours single engine solo and 60 hours single engine dual. At CFS flew Moth and Fleet, 20.55 solo and 11.40 dual. “This pilot has a very good knowledge of pattern and coordinate it very well. But voice is slightly weak. Flies very well.” (Sergeant F. McTavish). Ground training in Airframes (94/100), Engines (92/100), Airmanship (98/100) and Air Navigation (76/100). Tested on 4 May 1941 by F/L J.W. Reid in a Fleet, Assessed under following headings - Sequence (Good), Voice (Good), Manner (Interesting), Ability to Impart Knowledge (Average) and Ability as Pilot (Average). “Should make a capable instructor with experience.” Given a Class II (Temporary) rating.

Tested on Tiger Moth by No.2 Visiting Flight, 18 November 1941. By then he had flown 490 instructional hours at Nos.1 and 20 EFTS. Assessed under following headings - Sequence (Average), Voice (Strong), Manner (Enthusiastic), Ability to Impart Knowledge (High Average) and Ability as Pilot (Above Average - instrument flying a high degree). “This instructor flew a high average test but has a tendency to include too much irrelevant detail.” (S/L William M. Foster). Confirmed as Class II Permanent Instructor.

Tested again on Tiger Moth, 29 April 1942. Assessed under following headings - Sequence (Good), Voice (Good), Manner (Ernest, Convincing), Ability to Impart Knowledge (High Average) and Ability as Pilot (Above Average). “Somewhat inclined to be abrupt and choppy in pattern but has very good knowledge of Sequence and airmanship excellent.” (F/L G.L. Ingram). Rated Class IIA.

Course at No.5 SFTS, September to December 1942 (Anson II and III, dates not specifically given) involved 16.10 day dual, 12.55 dual solo, and 2.20 instrument flying. His previous flying at EFTS was given as 72.00 day dual, 1,283.45 day solo, 2.15 night dual and 46.10 night solo. “A very steady, reliable, hard average pilot. Use of ancillary controls above average. Determination and initiative above average. Instrument flying a good average and should be definitely above average with more time on type.” (F/L H.S. Smith, 14 December 1942).

By November 1944 he had logged 2,000 instructional hours,

Selected Assessments: “This officer’s efforts in the interests of improved training standards are exemplary. His corporation and initiative have been responsible to a large degree for the organization and successful operation of General Club at this Unit, Qualities as an officer displayed in service interests warrant the recommendation for promotion.” (F/L C.M. Cawker, 13 March 1944).

“This officer is outstanding in the discharge of his duties, His long experience and mature appreciation of training problems mark him as a most valuable asset to this Unit, For the past six months he has performed the duties of Squadron Commander in a most efficient manner.” (F/L W.O. Brown, 10 August 1944).

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HURST, WO Harvey Roy (R58023, later C86242) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1944 as per **London Gazette** of that date and AFRO 1296/44 dated 16 June 1944. Born in Grimsby, Ontario, 12 February 1910; home there. Was a sheet metal worker prior to enlistment. Enlisted in Vancouver, 12 June 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 24 July 1940. Promoted AC1, 30 November 1940. To No.7 SFTS, 4 December 1940. Promoted LAC, 1 April 1941. To “Y” Depot, 21 January 1942. To RAF overseas, 8 February 1942. Promoted Corporal, 1 July 1942. Remustered to aircrew and qualified as Flight Engineer, 28 October 1942; promoted Sergeant that date. Promoted Flight Sergeant, 28 April 1943. Commissioned 25 April 1944. Repatriated 17 September 1944. To Flight Engineer School, 19 October 1944. Retired 27 February 1945. Living in Whitehorse as of January 1951. Photo PL-32421 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."

Note: For a Combat Report from his career (3/4 December 1943) see entry for G.D. Hirschfield.

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HURST, Sergeant Richard Neil (R151677, later J19040) - **Distinguished Flying Medal** - No.10 Squadron (RAF) - Award effective 10 August 1943 as per **London Gazette** dated 24 August 1943 and AFRO 2049/43 dated 8 October 1943. Born in Edmonton, 27 June 1922; home in Vancouver. Was a lumber grader and loader prior to enlistment. Enlisted in Vancouver, 29 January 1942. To No.3 Manning Depot, Edmonton, 9 March 1942. To No.4 ITS, Edmonton, 7 June 1942; graduated and promoted LAC, 31 July 1942 but not posted to No.3 BGS, Macdonald until 16 August 1942; graduated and promoted Sergeant, 20 November 1942. To “Y” Depot, 5 December 1942; to RAF Trainee Pool, 11 December 1942. Disembarked in Britain, 18 December 1942. To No.20 OTU, 15 February 1943; promoted Flight Sergeant, 20 May 1943; to No.1658 Conversion Unit, Riccall, 24 May 1943. To No.10 Squadron, 19 June 1943. Commissioned 15 October 1943. To No.42 Base, 31 January 1944 (sick); to No.1664 Conversion Unit, 27 March 1944 to instruct. Promoted Flying Officer, 15 April 1944. Embarked for Canada, 21 January 1945. Taken on strength of Repatriation Depot, Lachine, 22 January 1945. To Western Air Command, 2 February 1945. To No.8 Release Centre, 3 April 1945. Retired 20 April 1945. Died in Duncan, British Columbia, 8 July 1987 as per British Columbia Vital Statistics, Royal Canadian Legion “Last Post” website and **Legion Magazine** of November 1987. Cited with a F/O J.G. Jenkins (RAF, awarded DFC).

Flying Officer Jenkins and Sergeant Hurst were pilot and rear gunner respectively of an aircraft detailed to attack Hamburg one night in August 1943. During the operation the bomber was intercepted by a fighter which attacked from close range. Flying Officer Jenkins took the necessary evading action and when the enemy aircraft attacked the second time Sergeant Hurst delivered accurate bursts of fire causing the attacker to spiral slowly down in flames. The bomber sustained extensive damage, both elevators were shot away while the rudders were pierced in many places and much superficial damage sustained. In spite of this Flying Officer Jenkins, displaying superb airmanship, flew the damaged bomber to base. This officer and airman displayed great courage in harassing circumstances.

NOTE: Public Record Office Air 2/4995 has recommendation drafted 3 August 1943 when he had flown ten sorties (59 operational hours).

On 2 August 1943, Sergeant Hurst was air gunner of a Halifax aircraft detailed to attack Hamburg.

Shortly after crossing the enemy coast on the way to the target Sergeant Hurst sighted a Junkers 88 approaching from fine port quarter, about 600 feet below and 500 yards range. He coolly gave evasive instructions to the captain who immediately dived to port, and the Junkers 88 opened fire with cannon and machine gun at 400 yards range and broke away still firing. Sergeant Hurst had opened fire with a long burst at approximately 300 yards range, claiming strikes.

The Junkers 88 attacked 30 seconds later from fine starboard quarter 400 feet below and closed to 400 yards range, opening fire at this range. The rear gunner noticed that the enemy aircraft was afire on both wings inboard from the engine. Sergeant Hurst opened fire at 400 yards range, claiming more strikes - the Junkers 88 then slowly spiralled down in flames and disappeared in cloud. The aircraft was claimed as destroyed.

The damage to the Halifax was extensive and includes both elevators shot away, cannon shells in both wings, port wheel and bomb door punctured, two large holes in nose and numerous small holes in rudders and fuselage of the aircraft. This air gunner displayed outstanding fighting qualities and his complete coolness during the combat was undoubtedly responsible for saving the aircraft and crew. His magnificent courage and coolness has inspired the whole squadron with the confidence and eagerness to emulate this splendid achievement and I have no hesitation in recommending that his fine fighting spirit be recognised by the immediate award of the Distinguished Flying Medal.

Bomber Command Monthly Summary of Operations, August 1943 has the following report of

the events of 2/3 August 1943.

4 Group. Aircraft Halifax "O" of 10 Squadron in position 54° 00' North, 08° 01' East at 0153 hours, height 17,000 feet, sighted a Junkers 88 which opened fire. The rear gunner opened fire at 300 yards, claiming strikes. The enemy aircraft came in to make another attack and the rear gunner saw that the enemy aircraft was afire in both wings inboard of the engines. The rear gunner fired again, claiming more strikes, and saw the enemy aircraft spiral down in flames into cloud. The destruction of this enemy aircraft was seen by another aircraft of the same squadron. The Junkers 88 is claimed as destroyed.

Public Record Office Air 50/180 has the following Combat Reports:

28/29 June 1943: Target Cologne. Pilot was F/O J.G. Jenkins; Hurst was tail gunner; Sergeant Fuller (Australian) was mid-upper gunner:

Halifax 2 Type M, JD198, No.10 Squadron. Aircraft letter "M". Running up on target, position 50.50 North by 06.53 East. Heading 038 Magnetic; T.A.S. 200 m.p.h. Height 19,000 feet. Time 0203 hours. No searchlights, moderate flak, 10/10 cloud below.

Enemy aircraft identified as a Ju.88 heard on Monica and sighted by both Mid Upper and Tail Gunners on starboard quarter above, flying on parallel course 600 yards range. Enemy aircraft closed in on curve attack. Own aircraft turned into the attack and Tail Gunner [Hurst] opened fore with a three second burst at approximately 400 yards range range, claiming no strikes, and enemy aircraft broke away and was lost to sight.

At 021 hours [sic] north of target area, an Me.109 (clearly heard on Monica) approached from starboard bow, passed our aircraft and turned to attack from fine starboard quarter above, 350 yards range. Tail gunner gave evasive action, sharp turn to starboard and opened fire with a five second burst, strikes were observed on enemy aircraft, and Mid-Upper gunner saw enemy aircraft dive steeply down into cloud below. This enemy aircraft is claimed as possible damaged. Neither of these enemy aircraft opened fire. Tail Gunner fired approximately 650 rounds.

2/3 August 1943: Incident as described in citation. Halifax Z/10, DT692, O/10; target Hamburg; position 54.00 N 08.01 E; heading 143 degrees Magnetic; height 17,000 feet; true air speed 201 m.p.h.; 0153 hours. No searchlights or flak; visibility moderate; 8/10 - 9/10 cloud, tops about 14,000 feet.

First indication of enemy aircraft given by Monica. About four seconds later Rear Gunner sighted a Ju.88 approaching from fine port quarter, about 600 feet below

and 500 yards range; our aircraft immediately dived to port and Ju,88 opened fire with cannon with cannon and machine gun at 400 yards range and broke away below still firing.

Our Rear Gunner had opened fire with long burst at approximately 300 yards range claiming strikes. 30 seconds later Ju.88 attacked with from fine starboard quarter, 400 feet below and closed to 400 yards opening fire at this range; our Rear Gunner noticed that enemy aircraft was afire in both wings inboard of the engines. Rear Gunner also opened fire at 400 yards range claiming more strikes and Ju.88 then slowly spiralled down in flames and disappeared in cloud. Mid-Upper Gunner was dropping window at the time of the combat. Enemy aircraft is claimed as destroyed.

Damage to our aircraft was fairly extensive, and included both elevators shot away, cannon shells in both wings, port wheel and bomb door punctured. Two large holes in nose of aircraft, and numerous small holes in rudders and fuselage of aircraft. No casualties to crew. Rear Gunner fired approximately 200 rounds.

22/23 September 1943: Halifax HR924, N/10; target Hannover; combat in target area; heading 137 degrees true; height 19,100 feet; indicated air speed 216 m.p.h.; time 2135 hours; visibility fair, no cloud. No flak. Numerous searchlights. F/L Jenkins was pilot; Hurst was rear gunner.

Rear Gunner first sighted enemy aircraft identified as Me.110 on fine starboard quarter below at 400 yards range. Enemy aircraft and our Rear Gunner opened fire simultaneously, our aircraft turning to starboard. Our Rear Gunner continued firing until Me.110 broke away at 150 yards range, claiming strikes. Enemy aircraft was not seen again and is claimed as damaged. Damage to our aircraft - starboard wind screen shot away, hydraulics rendered unserviceable. H2S equipment and GEE rendered unserviceable. Rear starboard side of fuselage bomb bay and electrical accumulators heavily hit. Rear turret rendered unserviceable - bullets entered feed assister. No casualties to crew. Enemy aircraft not heard on Monica. Rear Gunner fired approximately 300 rounds.

2/3 October 1943: Halifax HR921, M/10. Target Munich. Position 55.35 North 09.30 East, heading 305 degrees magnetic; height 10,000 feet; indicated air speed 196 m.p.h.; time 2115 hours. Visibility good. No searchlights or flak. Pilot was F/L Jenkins. Rear Gunner was Hurst; Mid-Upper Gunner was Sergeant Fuller (Australian).

Enemy aircraft was first sighted by Rear Gunner on fine port quarter at 600 yards range, burning white light in nose. Our aircraft dived steeply to port and enemy aircraft, identified as Do.217, opened fire at approximately 500 yards range, his tracer going to starboard of our aircraft. Rear Gunner opened fire at approximately 400 yards with five-second burst and tracer was seen to hit enemy

aircraft by our Mid-Upper. Enemy aircraft broke away under starboard tailplane. Rear Gunner had all guns jammed owing to links, but as enemy aircraft approached from port quarter 600 yards range, Rear Gunner fired burst with one gun, but enemy aircraft held off and did not press home his attack - it was lost to sight and is claimed as probably damaged. Heard on Monica. No damage to our aircraft. Rear Gunner fired approximately 400 rounds.

The website "Lost Bombers" details two sorties with combats in which he was involved. The first involved Halifax DT791, No.10 Squadron ZA-O), target Hamburg, 2/3 August 1943. Airborne at 2345 hours, 2 August 1943 from Melbourne. Badly shot about by a Ju88 and crash-landed 0415 hours on return to base. F/O J.G. Jenkins and Sergeant R.N. Hurst, RCAF, awarded an immediate DFC and DFM respectively, Sergeant Hurst being credited with the destruction of their would-be assailant. Others in crew were Sergeant J.Ollerton, Sergeant W.D.Ryan, Sergeant E.Saddington, Sergeant J.Whatley, Flight Sergeant A.L.Fuller.

The next incident involved Halifax HR924, No.10 Squadron (ZA-N), target Hanover, 22/23 September 1943. HR924 was initially issued to No.102 Squadron. Airborne at 1850 hours, 22 September 1943 from Melbourne. Badly shot about by a night-fighter and after regaining the Yorkshire coast, was abandoned 0140 in the vicinity of Patrington. Crew were F/L J.G.Jenkins, DFC; Sergeant J.H.Banks; Sergeant W.D.Ryan; Sergeant E.Saddington; Sergeant J.Whatley; Sergeant R.N.Hurst, DFM, RCAF; Flight Sergeant A.L.Fuller.

Other Notes: On 6 June 1943 he was in crew of Halifax W7908, No.1658 Conversion Unit, Riccall. Time was 1750 hours, daylight instructional flight, instructor 64284 S/L P. Dobson, Crew were 130667 F/O J.G. Jenkins (pilot), 1387936 Sergeant J. Ryan (navigator), 1330479 Sergeant J. Whatley (WOP), 1218578 Sergeant E. Saddington (air bomber), Hurst (gunner), 524222 Sergeant J.Banks (flight engineer) and 800476 Sergeant Matthews (gunner). Student pilot made a heavy landing with a bounce; horn sounded. Instructor did not allow a second bounce but climbed to 1,500 feet to inspect aircraft. Found port undercarriage radius rods had collapsed and whole undercarriage hanging down. Dobson expected port undercarriage to collapse on landing so elected to make a bell landing with starboard retracted. Crew took up crash positions. Came over boundary with all engines feathered. Unfortunately the port gear jammed half-way and he was unable to hold it straight. No injuries.

On repatriation he reported he had flown 80.55 hours at No.20 OTU, 45.50 at No.1658 HCU, 146 hours with No.10 Squadron (23 sorties) and 9.10 hours at No.1664 HCU. Application for Operational Wing stated 23 sorties but 151.40 hours, 20 June 1943 to 21 January 1944.

Assessments: "This NCO has completed twelve operational sorties, and has shown himself to be a thoroughly capable member of his crew. He was awarded the DFM for destroying an enemy aircraft in the face of heavy fire." (F/L D. Fagan, No.10 Squadron, 24 September 1943.)

"A robust personality, not aggressive but dependable. A solid, reliable officer." S/L E. Cook,

No.1664 HCU, 10 January 1945, noting he had flown 376.10 hours of which ten were in previous six months.

Training: Interviewed 29 January 1942. Described as "Young for his years. Will mature with training. Very keen to fly."

At No.4 ITS he had been graded in Armament, oral (85/100), Armament, written (246/300), Anti-Gas (81/100), Aircraft Recognition (77/100), Navigation (69/100), Mathematics, Hygiene and Administration (109/150), Signals (90/100) and Drill (76/100).

At No.3 BGS, 31 August to 20 November 1942 on Fairey Battle aircraft. Used Vickers Gas Operated gun in air, Vickers Gas Operated and Browning on ground. No turret work in air, Frasher Nash, Boulton Paul and Bristol turrets on ground. In the air he flew 17.45 hours, exposed two and one-half films; spent 12 hours on ground in turret manipulation and one hour in practical harmonization and arming. Fired 20 rounds at skeet, 600 on 25-yard range, 900 on 200-yard range, 700 air-to-ground and 2,180 air-to-air (4.4 percent hits in air). Assessed in Armament, written (117/150), Armament practical and oral (163/200), Aircraft Recognition (79/100); ability as firer set at 77/100.

At No.20 OTU (16 February to 11 May 1943) flew 30.45 by day and 45.00 by night. Fired 3,800 rounds air-to-air and 500 air-to-ground. Assessed as "Average but good in the air." Took part in eight air-to-air exercises and one air-to-sea session; Fraser Nash turrets.

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HURTUBISE, P/O Jacques Louis Charles (J48216) - **Commended for Valuable Services** - No.45 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 1 June 1918 in Bourget, Ontario (RCAF press release 4910 announcing award); home there (source: RAF Ferry Command crew cards). Enlisted in Ottawa, 4 August 1941 and posted to No.1 Manning Depot. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941 when posted to No.15 EFTS; graduated 2 January 1942 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 8 May 1942. To No.31 OTU, 23 May 1942. Reported to No.45 Group in Montreal, 28 May 1942. First delivery flight commenced 12 July 1942 when he was in Hudson FH237 to Goose Bay; departed there 14 July when he arrived in Britain. Returned to Canada by boat. Late in July 1942 went to Nashville, Tennessee for deliveries to Africa, and later that year to Nassau, making numerous deliveries to Baltimores, Dakotas, and Venturas until March 1944. On 9 April 1944 he commenced his first Mosquito delivery (KB191 via Goose Bay, Bluie West I, Reykjavik and Britain, where he arrived 24 April 1944. He subsequently delivered Mosquito KB205 (7-26 May 1944), Mosquito KB394 (16-23 September 1944) and Mosquito KB508 (18 November to 4 December 1944), as well as Lancaster KB855 (2-4 November 1944) plus various Liberators. In the meanwhile he was promoted Flight Sergeant, 8 November 1942 and Warrant Officer 2, 8 May 1943; promoted WO1, 8 May 1944. Commissioned 12 June 1944. Promoted Flying Officer, 12 December 1944.

Repatriated from overseas, 17 July 1945. To No.1 SFTS, 20 August 1945. Retired 4 October 1945. Postwar service with No.438 (Auxiliary) Squadron flying Vampires, 6 January 1947 to 1 July 1956 (120111, Flying Officer as of 6 January 1947; Flight Lieutenant, 1 June 1949 and Squadron Leader, 1 April 1951). No citation in Canadian sources. Public Records Office Air 2/9036 has recommended citation drafted when he had flown 700 hours, 165 in previous six months.

This officer joined No.45 Group in July 1942, before his appointment to a commission and he has made 22 delivery flights over the North and South Atlantic routes. He was commissioned in August 1944, and he is qualified in all types of aircraft in current use. He has carried out his duties in a quiet and efficient manner and has been an example to other aircrews.

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HUSBAND, F/L Douglas Franklin (J17192) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 18 January 1945 as per **London Gazette** dated 26 January 1945 and AFRO 471/45 dated 16 March 1945. Born in Toronto, 5 November 1920. Enlisted there, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To No.3 Training Command, 14 January 1941 and assigned to No.19 EFTS. To No.1 Manning Depot again, 18 March 1941. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 21 April 1941 when posted to No.10 EFTS; graduated 9 June 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941. To RAF overseas, 14 September 1941, arriving in Britain 29 September 1941. To No.61 OTU, 21 October 1941. To No.52 OTU, 18 November 1941. To No.81 Squadron, 10 February 1942. Promoted Flight Sergeant, 1 March 1942. To No.41 Squadron, 10 July 1942. To No.81 Squadron again, 13 July 1942. To Station Digby, 22 October 1942. To No.81 Squadron again, 8 November 1942 for service in North Africa. Commissioned 30 December 1942. To United Kingdom, 28 June 1943. Promoted Flying Officer, 30 June 1943. Repatriated to Canada, 25 August 1943; to No.1 OTU, 24 September 1943 to 7 April 1944 when posted to "Y" Depot, Lachine. Taken on strength of No.3 PRC, 3 May 1944. Served in No.401 Squadron, 14 May 1944 to 1 March 1945; promoted Flight Lieutenant, 30 December 1944. To Canada, 8 April 1945, released 2 June 1945. Aerial victories: **14 November 1942**, one Bf.109E destroyed near Bone, (shared with two other pilots); **28 November 1942** one Ju.88 destroyed near Bone; **3 April 1943**, one FW.190 damaged, Souk el Khemis; **25 April 1943**, one Bf.109 damaged, Tunisia; **7 June 1944**, one Ju.88 destroyed; **20 August 1944**, one FW.190 destroyed; **29 September 1944**, two Bf.109s destroyed; **21 November 1944**, one FW.190 damaged. RCAF photo PL-15326 shows him as NCO pilot. RCAF photo PL-15900 (ex UK-3929 dated 18 May 1943) , shows A/V/M Curtis talking to P/O Doug Husband; P/O Harry Fenwick, DFC of Sioux Lookout listens. Left foreground is G/C G.R. Hicks, DFC (former commercial pilot in Canada) and right foreground is S/L Colon Gray, DFC and Bar, CO of the Spitfire squadron to which Fenwick and Husband belong. See also photos PL-15326 (NCO pilot), PL-29902 (by Spitfire),

PL-35901 is a portrait.

Now on his second tour of operational duty, this officer completed his first tour in Africa where he destroyed an enemy aircraft and shared in the destruction of another. During the first three months of Normandy Flight Lieutenant Husband destroyed another enemy aircraft. More recently this officer has been engaged on low level operations and against some of the enemy's most heavily defended targets. Throughout he has displayed fearlessness in the face of the enemy and great devotion to duty.

NOTE: Public Records Office Air 2/9045 has recommendation dated 14 November 1944 when he had flown 171 sorties (320 operation hours); text much more detailed than that published:

This officer is now on his second tour of operations, having completed his first tour in Africa where he destroyed one enemy aircraft and assisted in the destruction of a second. Flying Officer Husband joined this squadron on June 4th, 1944. His ability and daring were soon recognized by his fellow pilots and his eagerness to attack the enemy both in the air and on the ground, no matter what the odds, was admired by all.

During the first three months of the invasion he destroyed another enemy aircraft, and through his persistent attacks against ground targets destroyed or damaged over 50 enemy vehicles, often against extremely heavy flak opposition. During the hectic days of the Arnhem parachute dropping operations, he destroyed a further two enemy aircraft on one sortie, bring his total number of aircraft destroyed to 4 1/3. Latterly, this officer has been engaged in dive-bombing railway communication and ground staffing locomotives, which are among the most heavily defended enemy targets. However, his fearlessness and dauntless courage have again come to the fore and he pressed home his attacks with absolute disregard for his personal safety, achieving remarkable results.

Flying Officer Husband's devotion to duty, regardless of the task, has been an inspiration and an example to the other pilots in the Wing.

Notes: Flew 143 sorties (196 hours 15 minutes) with No.81 Squadron.

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HUSBAND, P/O Max Lewis (J88082) - **Distinguished Flying Cross** - No.578 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Saskatchewan, 13 April 1921; home in Robsart, Saskatchewan. Enlisted in Vancouver, 13 April 1942. To No.3 Manning Depot, 6 July 1942. To No.15 SFTS (guard), 14 August 1942. To No.4 ITS, 10 October 1942; graduated and promoted

LAC, 30 December 1942 but not posted to No.3 AOS until 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Commissioned 20 July 1944. Repatriated 9 November 1944. To No.1 CNS, 22 December 1944. Promoted Flying Officer, 20 January 1945. Date of retirement uncertain. Rejoined RCAF again, 13 September 1949 as Flying Officer and Navigator (60172); promoted Flight Lieutenant, 1 January 1956. Pharmacist in Nepean-Kanata. Died in South March, Ontario, 5 April 2012. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 22 August 1944 when he had flown 36 sorties (165 hours two minutes).

(* denotes daylight sortie)

20 April 1944 - Ottignes (4.43)
22 April 1944 - Dusseldorf (4.44)
24 April 1944 - Karlsruhe (6.56)
26 April 1944 - Ville Neuve (5.26)
27 April 1944 - Aulnoye (4.37)
30 April 1944 - Acheres (4.50)
22 May 1944 - Orleans (5.22)
24 May 1944 - Aachen (4.27)
27 May 1944 - Bourg Leopold (4.46)
31 May 1944 - Trappes (5.28)
2 June 1944 - Harinzeles (3.24)
4 June 1944 - Boulogne (3.40)
5 June 1944 - Mont Fleury (4.55)
6 June 1944 - Chateaudun (5.48)
8 June 1944 - Alencon (6.41)
11 June 1944 - Massy Palaiseau (4.47)
12 June 1944 - Amiens (4.24)
15 June 1944 - Foulliard Dump (5.15)
22 June 1944 - Siracourt (4.02)*
4 July 1944 - St.Martin l'Hortier (3.49)*
6 July 1944 - Croixdale (3.54)*
9 July 1944 - Les Cartelliers (3.50)*
12 July 1944 - Thiverny (4.39)*
15 July 1944 - Nucourt (4.32)
17 July 1944 - Bois de la Haie (3.46)*
18 July 1944 - Vaires (4.35)*
20 July 1944 - Bottrop (4.21)
24 July 1944 - Stuttgart (7.48)
28 July 1944 - Foret de Nieppe (3.40)*
30 July 1944 - Battle area (4.12)*

1 August 1944 - Anderbelke (3.11)*
2 August 1944 - Le Nieppe (3.22)*
3 August 1944 - Foret de Nieppe (3.24)*
5 August 1944 - Hazelbrouck (3.00)*
9 August 1944 - Foret de Mormal (4.01)*
18 August 1944 - Sterkrade (4.43)

Pilot Officer Husband has carried out 36 operations totalling 165.02 hours, taking part in many attacks upon many industrial, strategical and tactical targets in Germany and the occupied countries.

This navigator has displayed an extremely high standard of work throughout his varied operational career which has involved journeys to many strongly defended targets over considerable distances, many of which were carried out under difficult weather conditions and in the face of bitter and sustained opposition. Sergeant [sic] Husband never allowed himself to be discouraged in any way and has coped with every task set him with skill and accuracy.

In addition, his quiet, confident nature and calmly resourceful manner have been maintained consistently throughout each operation. He has contributed a vital part towards the success of his crew which he led unerringly to the destinations for which they set out.

It is recommended that he should receive the award of the Distinguished Flying Cross.

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HUSBAND, Sergeant Robert Patrick (R143172) - **Mention in Despatches** - Station Leeming (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 1 September 1920. Enlisted in Vancouver, 24 November 1941 as Clerk/Stenographer and posted to No.3 Manning Depot. To Trenton, 10 December 1941. To Western Air Command, 19 January 1942. Promoted AC1, 24 February 1942. Promoted LAC, 1 July 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, 16 September 1942. To RAF overseas, 27 October 1942. Promoted Sergeant, 11 March 1943. Repatriated 22 December 1945. Retired 7 February 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for a BEM dated 30 August 1944. Recommended for BEM again, 30 January 1945 (same file). NCO in charge of Station Orderly Room.

Enlisting 24.11.41, Sergeant Husband was posted overseas 28.10.42. Since 19.11.42 he has been at Leeming. During this period he has shown himself to be an outstanding tradesman and NCO of the highest order. His administrative and organizing ability is extremely efficient, and his knowledge of service matters is

remarkable. Changing staff personnel, new regulations and organization, sudden demands - all have been met by Sergeant Husband and problems thus created have been overcome so smoothly that their existence was difficult to detect. Respected and admired by all with whom he works, Sergeant Husband has made an outstanding contribution to the life of this Station. Already Mentioned in Despatches in the New Years Honours List of 1944, he is strongly recommended for the award of the British Empire Medal for Meritorious Service.

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HUSTON, F/L Samuel (J19887) - **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 in Toronto, 25 December 1918; home there. Enlisted in Toronto, 4 April 1942. To No.1 Manning Depot, 12 May 1942. To No.4 Manning Depot, 2 July 1942. To No.6 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942 but not posted to No.20 EFTS until 5 December 1942; graduated 5 February 1943 and posted next day to No.16 SFTS; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. To United Kingdom, 22 June 1943. Commissioned 5 February 1944. Promoted Flying Officer, 5 August 1944. Repatriated 28 December 1944. To No.1 Air Command, 15 January 1945. To No.1 SFTS, 6 February 1945. Retired 14 May 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 16 November 1944 when he had flown 33 sorties (193 hours 55 minutes), 24 May to 4 November 1944.

As captain of aircraft this officer has shown exceptional coolness, great courage and determination coupled with fine leadership. His calm confidence and obvious ability have maintained a high degree of morale in his crew and he has set a praiseworthy example to all. On one occasion his Flight Engineer was injured immediately prior to take-off. He received a spare and, despite the loss of time, took off and bombed the target on time. His sorties include many major targets including Wesseling, Kiel, Stuttgart, Hamburg, Bremen, Russelheim, Stettin, Emden, Domburg, Dortmund, Duisburg, Cologne, Oberhausen and Bochum as well as many targets requiring great precision and timing such as St.Leu, Foret de Chantilly, Caen and Bois de Cassan.

The sortie list was as follows:

24 May 1944 - Trouville (4.45)
1 June 1944 - Gardening (4.15)
2 June 1944 - Gardening (4.30)
5 June 1944 - Merville (5.30)
6 June 1944 - Coutances (5.20)

10 June 1944 - Gardening (6.25)
11 June 1944 - Gardening (6.40)
17 June 1944 - Caen (4.20, day)
18 June 1944 - Wesseling (5.50)
23 July 1944 - Kiel (5.10)
24 July 1944 - Stuttgart (8.55)
25 July 1944 - Stuttgart (8.40)
28 July 1944 - Hamburg (5.05)
3 August 1944 - Bois de Casson (4.55, day)
4 August 1944 - Bois de Casson (4.50, day)
5 August 1944 - St. Leu (5.10, day)
7 August 1944 - Mer de Magna (4.50)
8 August 1944 - Foret de Chantilly (4.50)
18 August 1944 - Bremen (6.10)
25 August 1944 - Russelheim (8.40)
27 August 1944 - Mimoyecques (5.25, day)
29 August 1944 - Stettin (8.50)
6 September 1944 - Emden (4.20, day)
10 September 1944 - Le Havre (4.25, day)
17 September 1944 - Boulogne (3.50, day)
18 September 1944 - Domburg (4.45, day)
28 September 1944 - Cap Gris Nez (4.30, day)
4 October 1944 - Bergen (6.10, day)
6 October 1944 - Dortmund (6.15)
14 October 1944 - Duisburg (5.15)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (6.05)
4 November 1944 - Bochum (5.20)

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 Wombledon 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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HUSTON, Sergeant William Leonard Ross (R85380) - **British Empire Medal** - No.436 Squadron (AFRO identifies unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 28 April 1919. Home in Regina. Enlisted in Regina, 6 February 1941 for General Duties and posted to No.2 Manning Depot. To No.2 BGS, 12 February 1941. Promoted AC1, 8 May 1941. Promoted LAC, 6 August 1941. Reverted to AC2, 15 August 1941 when reclassified as "F.F." (Fire Fighter). Promoted AC1 again, 8 December 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 May 1942. Promoted Sergeant, 1 January 1943. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 3 December 1945. Retired 18 February 1946. Died in Calgary, 13 October 2009 as per **Legion Magazine** "Last Post" column, September/October 2010. Public Records Office document Air 2/9139 gives unit and citation. There is no mention on pay card of his transferring from "Fire Fighter" to any other trade, which makes his citation especially intriguing.

This airman has been largely responsible for the improved field kitchen facilities at many units in the Burma theatre. As NCO in charge of an advance party on a forward airfield he has displayed keen initiative and resourcefulness in directing the construction of field kitchens, and a high standard has been reached such as has never been attained in this theatre. By his untiring efforts much of the credit for the perfection of easily constructed and simple jet ranges, which have been adapted to stoves, water boilers, dishwashers and ovens, is due to Sergeant Huston. The design of his field kitchens has been acclaimed by the highest catering authorities in ACSEA. He has shown untiring energy and great devotion to duty.

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HUTCHEON, F/O Angus (J86648) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 28 September 1922 in Port Arthur, Ontario; home there. Educated at Prospect Avenue School, 1929-1935 and Port Arthur Technical and Commercial School, 1935-1941. Was hardware sales clerk (Marshall Wells) and shoe salesman (Eatsons) prior to enlistment. Enlisted in Port Arthur, 24 June 1942 and remained on strength of Recruiting Centre,

Winnipeg. To No.3 Manning Depot, Edmonton, 5 August 1942. To No.4 ITS, Edmonton, 11 October 1942. Graduated and promoted LAC, 30 December 1942; To No.5 EFTS, High River, 23 January 1943; may have graduated 19 March 1943 but not posted to No.3 SFTS, Calgary until 4 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, Halifax, 7 August 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943. To No.18 (Pilots) AFU, 2 November 1943. Attached to No.1533 Beam Approach Training Flight, 4-17 January 1944. To No.23 OTU, 29 February 1944. To No.22 OTU, 15 March 1944. Promoted Flight Sergeant, 23 April 1944. Commissioned 24 May 1944. To No.61 Base, 11 June 1944. Attached to No.1659 Heavy Conversion Unit, 11 June to 13 July 1944. Promoted Flying Officer and posted to No.425 Squadron, 13 July 1944. To Repatriation Depot, Warrington, 2 January 1945. Embarked for Canada, 14 January 1945. Taken on strength of Repatriation Depot, Lachine, 15 January 1945. To No.2 Air Command, Winnipeg, 26 January 1945. To No.5 Release Centre, Winnipeg, 23 March 1945. Released 28 March 1945. Returned to business with Marshall Wells and Salada Tea (salesman and manager; described as "a natural born salesman...has the ability to meet people and makes friends immediately." Rejoined RCAF, 1 September 1951 for Chipmunk training, Thunder Bay Flying Club. Transferred back to Special Reserve, 3 March 1952. "This reservist does not have sufficient time due to business reasons to carry on with refresher training." Died in Port Arthur, Ontario, late 1962 as per **Legionary** of January 1963. 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 14 November 1944:

On a daylight operation over the strongly defended city of Gelsenkirchin in the Ruhr Valley on 6th November 1944, Flying Officer Hutcheon encountered severe difficulties when the port outer engine of his Halifax bomber failed shortly before reaching the target. Undaunted by the fact that he could hardly hold his operational height and airspeed, this officer pressed home his attack with the utmost determination. The successful completion of this operational flight was due to Flying Officer Hutcheon's fine offensive spirit and keen desire to come to grips with the enemy, no matter how great are the odds against him. His cheerful confidence and cool courage have inspired a high standard of morale in his crew.

The sortie list was as follows:

24 July 1944 - Ferfay (4.00)
25 July 1944 - Stuttgart (8.35)
7 August 1944 - La Hogue (4.45)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Foret de Nieppe (4.10)
10 August 1944 - La Pallice (6.35)
25 August 1944 - Brest/Cornouailles (4.40)
3 September 1944 - Volkel (3.50)

9 September 1944 - Le Havre (4.25)
10 September 1944 - Le Havre (4.25)
11 September 1944 - Castrop Rauxel (5.05)
12 September 1944 - Wanne Eickel (5.00)
13 September 1944 - Osnabruck (4.30)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (3.45)
25 September 1944 - Calais (4.25)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.45)
28 September 1944 - Cap Gris Nez (3.35)
30 September 1944 - Sterkrade (5.10)
4 October 1944 - Bergen (7.15)
9 October 1944 - Bochum (6.40)
12 October 1944 - Wanne Eickel (5.15)
23 October 1944 - Essen (6.25)
25 October 1944 - Homburg (5.25)
28 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (5.35)
1 November 1944 - Oberhausen (5.05)
4 November 1944 - Bochum (5.15)
8 November 1944 - Gelsenkirchen (5.00)

Notes: Application for Operational Wing dated 22 November 1944 stated he had flown 32 sorties (169 hours 15 minutes), 24 July to 21 November 1944.

Assessment dated 14 January 1945 stated he had flown 704 hours 15 minutes as a pilot, 287 hours 35 minutes in previous six months. "Keen, conscientious, an average pilot and captain with pleasant personality."

Training:

At No.5 EFTS he flew 31 hours 55 minutes day dual, 31.35 day solo, 3.45 night dual, 1.50 night solo.

At No.3 SFTS he flew Cranes and Ansons - 77 hours day dual, 66.20 day solo, 12.30 night dual, 101.10 night solo. Of these hours, twelve were flown in formation and 34.10 on instruments. Also logged 18 hours in Link.

Course at No.18 (P) AFU was 2 November 1943 to 29 February 1944 (including attachment to BAT Flight). Flew Oxford aircraft - 17.30 day dual (7.05 day dual to first day solo) and 28.25 day solo; 5.25 night dual (55 minutes to first night solo) and 8.50 night solo. Of this, 3.20 on instruments. Also logged 14 hours in Link. Flying tests as follows: General Flying (220/400),

Applied Flying (135/200), Instrument Flying (150/250), Night Flying (60/100), Link (33/50).
“Only just an average pilot who requires a lot of experience before he masters an exercise. At his stage of flying he lacks initiative to readily grasp a situation. Not suitable as a Flying Instructor.”

At No.1533 Beam Approach Training Flight, course was 4 January to 17 January 1944. Flew in Oxford aircraft (18 hours five minutes, all of it beam flying on instruments, plus seven hours 30 minutes in Link.) Flying Tests as follows: Beam Approach Procedure and “Q” Code in Link Trainer (128/200), Receiver Operation (67/100), Instrument Flying (165/250), Cloud and Night Flying (160/250), General Application of Beam Approach Procedure, Flying (130/200).
“Average - I.F. and S.B.A. flying quite sound. No special faults.” (S/L A. Woode).

At No.22 OTU, course was 12 March to 30 May 1944. All flying on Wellington III aircraft - four hours 50 minutes day dual (4.40 to first solo), 7.50 day with a captain at controls, 33.25 day as captain himself, five hours ten minutes night dual (five hours to first night solo), 9.25 at night with another captain, 33.35 at night as captain himself. A final tally stated he had flown 96 hours 15 minutes and been at the controls, in one capacity or another, 86 hours 15 minutes. Of these times, 32 hours 55 minutes on instruments; also logged 15 hours 15 minutes in Link. Carried out six day cross-country flights and five night cross-country flights (no nickels or Bullseye exercises). Had four fighter affiliation exercises and one night interception exercise. Ground courses and tests as follows: Airmanship (216/300), Armament (294/300), Meteorology (63/100), Navigation (144/200), Signals (51/100). Flying Tests as follows: General Flying (235/400), Applied Flying (115/200), Instrument Flying (138/250), Night Flying (65/100), Link (38/50). “Ex-AFU pilot. Puts his back into flying and is quite capable. Had no trouble converting to Wellingtons. Has worked hard during the course, and the crew has seemed to follow his lead. Fighter pilot reported that this pupil’s corkscrews are very effective. Takes a keen interest in pre-flight planning. Specially recommended for a commission.”

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HUTCHEON, F/O Donald Robert (J21893) - **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 in Davidson, Saskatchewan, 11 August 1922 (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home there. Enlisted in Regina, 31 October 1941. To No.3 Manning Depot, 21 November 1941. To No.3 SFTS (guard), 31 January 1942. To No.4 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942; posted next day to No.2 AOS; graduated and commissioned, 11 September 1942. To “Y” Depot, 25 September 1942. To RAF overseas, 27 October 1942. Promoted Flying Officer, 11 March 1943. Promoted Flight Lieutenant, 11 September 1944. Repatriated 3 November 1944. To No.2 Air Command, 11 December 1944; to No.23 EFTS, 19 December 1944. To No.6 Release Centre, 4 April 1945; retired 5 April 1945. Living in Toronto as of 1950.

This officer has participated in many sorties, the majority of which have been against heavily defended German targets. On one occasion his aircraft was

attacked by an enemy night fighter and the petrol tanks holed, causing a serious shortage of petrol. Flying Officer Hutcheon worked out a shorter course back for the return flight which enabled the crew to leave the aircraft by parachute over this country. Throughout his tour this officer has maintained a high standard of courage, cheerful confidence and devotion to duty.

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HUTCHINGS, FS (now P/O) Frederick John (R167566/J88139) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Beaford, Devon, England, 7 April 1913; home in Leader, Saskatchewan. Educated in Saskatchewan including Normal School. 1931-1932. Was a teacher, 1933-1942 prior to enlistment. Enlisted in Regina, 1 June 1942. To No.2 Manning Depot, 3 July 1942. To No.11 SFTS (guard), 14 August 1942. To No.7 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.2 BGS until 23 January 1943; to No.7 AOS, 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; Embarked from Canada, 23 June 1943; disembarked in United Kingdom, 1 July 1943. To No.6 (Observer) AFU, 20 July 1943. To No.81 OTU, 17 August 1943. To No.1656 Conversion Unit, 8 November 1943. To No.103 Squadron, 17 February 1944. Promoted Flight Sergeant, 22 February 1944. To No.1656 Conversion Unit, 10 July 1944. Commissioned 21 July 1944. Attached to No.1 Air Armament School, 12 August to 23 September 1944. To No.24 OTU, 25 September 1944. Promoted Flying Officer, 21 January 1945. To No.27 OTU, 22 January 1945. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. Retired 8 September 1945. Re-engaged as an Air Cadet Officer, Leader, Alberta, 1 September 1951 in rank of Flying Officer (300768). To Station Abbotsford, 19 July 1953. Reclassified as Personnel (Education), 1 September 1953. Promoted Flight Lieutenant, 1 November 1955. Retired 30 November 1963. Teacher and postmaster, Leader, Saskatchewan. Died in Swift Current, Saskatchewan, 21 August 1993. No citation other than "completed...numerous operations against the enemy in the course of which they have invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9026 has recommendation by W/C J.H. St. John dated 17 July 1944 when he had flown 28 ½ sorties (152 hours 55 minutes), 15 March to 24 June 1944.

15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
18 April 1944 - Rouen
20 April 1944 - Cologne
22 April 1944 - Dusseldorf
24 April 1944 - Karlsruhe
26 April 1944 - Essen
27 April 1944 - Friedrichshafen

1 May 1944 - Lyons
9 May 1944 - Mardyck
10 May 1944 - GARDENING
12 May 1944 - GARDENING
15 May 1944 - GARDENING
22 May 1944 - Duisburg
23 May 1944 - Dortmund
24 May 1944 - Aachen
27 May 1944 - Aachen
2 June 1944 - Calais
3 June 1944 - Wimerauk
5 June 1944 - Crisbecq
14 June 1944 - Le Havre
16 June 1944 - Sterkrade
17 June 1944 - Aulnoye
22 June 1944 - Calais
23 June 1944 - Saintes
24 June 1944 - Flers

Flight Sergeant Hutchings, a Canadian, joined No.103 Squadron on 17th February 1944, since when he has completed 28 ½ operational sorties totalling 152 hours 55 minutes.

Loyal to a degree, and serious minded, this Non-Commissioned Officer has shown to a very high degree those qualities of courage, tenacity and coolness under fire so essential to a successful Bomb Aimer.

This Non-Commissioned Officer's tour of operations has included attacks on some of the most important and heavily defended operational targets in enemy territory in addition to several successful attacks on railway marshalling yards and operations in support of the invasion of France.

By his dogged determination, skill and enthusiasm, he has been of the greatest assistance to his Captain and an inspiration to the crew.

I strongly recommend that his fine achievements be recognized by the non-immediate award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 21 July 1944 claimed 28 sorties (152 hours 55 minutes), 18 February to 10 July 1944.

Form on repatriation dated 27 April 1945 claimed 29 sorties (152 operational hours), last sortie on 24 June 1944. Also 175 non-operational hours, Types experienced were Anson (25 hours), Whitley (75.00), Halifax (15.00), Wellington (15.00) and Lancaster (197.00).

Training: Course at No.7 ITS was 12 October to 18 December 1942. Courses in Mathematics (143/150), Armament (43/50), Signals (150/150). Navigation (105/150), Visual Link (43/50). Airmanship, Theory of Flight, Engines (74.100), Drill (78/100), Law and Discipline (68/100), Meteorology (34/50), Aircraft Recognition (72/100) and Anti-Gas (46/50). Placed 91st in a class of 124. "Steady, reliable type of airman. Looks young considering his age. Appears to be capable of figuring things out for himself."

Course at No.2 BGS was 24 January to 8 April 1942. Anson aircraft for bombing (21.10 by day and 16.10 by night); Bolingbroke aircraft for gunnery (12.55 by day). Also spent 7.55 on turret manipulation. Dropped 48 bombs high level, 21 low level, and 22 high level grouping. In gunnery scored eight percent hits in Beam Test, eleven percent hits in Beam Relative Speed Tests as 5.1 percent hits in Under Tail Test. Also graded in Bombing, written (161/250), Bombing, oral (202/250), Gunnery, written (66/100), Gunnery, oral (76/100), Aircraft Recognition (31/50 on supplemental) and Signals (47/50). Proficiency as Bomb Aimer rated Below Average (173/400), Proficiency as Air Gunner rated as Above Average (164/200). Placed 13th in a class of 15. "Capable, alert, mature, reliable worker. Should improve with practice."

Course at No.7 AOS was 19 April to 28 May 1943. Anson aircraft - 20.25 by day, 9.25 by night. Examined and rated in Navigation, air work (70/100), Bombing , air work (68/100), Photography, air work (73/100), Elements of Navigation (35/50). Signals, practical (75/75). Photography (28/50), Reconnaissance (35/50) and Aircraft Recognition (57/75 on supplemental). Placed 20th in a class of 20. Under Air Navigation" described as follows - "Reconnaissance in logs is very good. Pinpointing just average. Is a hard worker and seems to enjoy the work." Described as an average bomb aimer. "Cheerful, reliable and steady. Makes a good class senior and seems to have the respect of the rest of the course. Strongly recommended for a commission in the field."

Course at No.6 (Observer) AFU was 20 July to 16 August 1943. Aircraft type not mentioned - 2.45 day bombing, 11.35 day combined exercises; 2.15 by night on combined exercises. Dropped twelve bombs medium level by day and flew four night infra-red exercises. Air Work rated under Bombing, Day (135/150), Map Reading by Night (110/150), and Phonography (65/100). Ground Work rated as follows - Bombing Theory (118/150), Bombing, Practical (136/200), Air Sighting (44/50), Gunnery, Practical (74/100), Map Reading (140/200), Signals (23/50) and Aircraft Recognition (77/100)..

Course at No.81 OTU was 16 August to 22 October 1943. Flew in Anson and Whitley aircraft - Daylight (2.45). Night Flying listed as Local Bombing (4.30), Local Gunnery (3.00), Cross Country Exercises (26.35) and Other (10.10). In Day Bombing took part in three Medium Level exercises (24 bombs), one Low Level exercise (eight bombs), four Stick exercises (eight bombs) and one Live exercise (two bombs). Also nine day photographic exercises. In Night Bombing took part in three Medium Level exercises (18 bombs), five Stick exercises (ten bombs) and six infra-red simulations. In Day Gunnery took part in two air-to-air exercises (500 rounds, 2.5

percent hits) two air-to-sea exercises (1,000 rounds). Took part in two night air-to-sea exercises (1,000 rounds). In Air Work rated under Bombing, Day (110/150), Bombing, Night (120/150), Map Reading by Day (172/200), Map Reading by Night (145/200), and Gunnery (60/100). Ground Work rated as follows - Bombing Theory (40/50), Bombing Drill, Panel Manipulation (125/200), Map Reading, AMBT (120/200), Photography (21/50), Operational Bomb Loads (21/50), Air Sighting (65/100), Gunnery, Practical (90/150), Aircraft Recognition (44/50), Signals (20/50) and Emergency Crew Drills (40/50). Had three hours instruction on Mark XIV bomb sight. "Average plus. Has a good knowledge of his work."

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HUTCHINS, F/O Arthur William (J89308) - **Distinguished Flying Cross** - No.426 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, 31 December 1920; home there. Was a costing clerk prior to enlistment. Enlisted in Toronto, 25 August 1941. To No.1 Manning Depot, 9 September 1941. To No.13 Explosive Depot, 27 October 1941 (guard). To No.5 ITS, 13 November 1941; graduated and promoted LAC, 30 January 1942 when posted to No.21 EFTS; may have graduated 27 March 1942 but posted to No.5 Manning Depot, 11 April 1942; to No.8 SFTS, 23 May 1942; graduated and promoted Sergeant, 11 September 1943. To No.3 Flying Instructor School, 10 October 1942; to No.17 EFTS, 20 November 1942. To No.10 EFTS, 1 March 1943. Promoted Flight Sergeant, 11 March 1943. To No.2 SFTS, 3 July 1943. To "Y" Depot, 24 August 1943. To United Kingdom, 12 September 1943. Commissioned 21 August 1944. Promoted Flying Officer, 21 February 1945. Repatriated 3 May 1945. To No.1 Air Command, 7 May 1945. To No.1 SFTS, 17 June 1945. To No.6 Repair Depot, 11 August 1945. To No.1 Composite Training School, 4 October 1945. To No.6 OTU, 6 December 1945. Retired 23 December 1945. Died in Toronto, 24 August 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". DHist file 181.009 D.2818 (RG.24 Vol.20627) has recommendation by W/C C.M. Black dated 1 April 1945 when he had completed 36 sorties (219 hours 50 minutes) between 14 October 1944 and 21 March 1945.

Flying Officer Hutchins has completed a strenuous tour of operations during which he has attacked many important tactical targets in Germany. This officer has an excellent record of successful bombing on all his missions and the outstanding success of his crew on operations has been largely due to the efficient and determined manner in which he has carried out his duties as a captain of aircraft. Such devotion to duty should, I feel, be recognized and I therefore strongly recommend the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

- 14 October 1944 - Duisburg (4.55)
- 14 October 1944 - Duisburg (5.00)
- 4 November 1944 - Bochum (5.00)

6 November 1944 - Gelsenkirchen (4.45)
25 November 1944 - Dusseldorf (5.55)
30 November 1944 - Duisburg (6.35)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (7.05)
5 December 1944 - Soest (6.50)
6 December 1944 - Osnabruck (6.00)
17 December 1944 - Duisburg (6.50)
24 December 1944 - Dusseldorf (4.20)
13 January 1945 - Saarbrucken (7.10)
14 January 1945 - Cologne (6.00)
2 February 1945 - Wanne Eickel (5.55)
4 February 1945 - Osterfeld (5.50)
17 February 1945 - Wesel (5.55)
20 February 1945 - Monheim (6.55)
21 February 1945 - Worms (7.00)
23 February 1945 - Essen (5.55)
24 February 1945 - Kamen (6.00)
27 February 1945 - Mainz (6.25)
1 March 1945 - Mannheim (6.55)
5 March 1945 - Chemnitz (8.45)
7 March 1945 - Hemmingstadt (6.05)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (5.45)
12 March 1945 - Dortmund (6.00)
14 March 1945 - Zweibrucken (6.30)
15 March 1945 - Hagen (6.50)
18 March 1945 - Witten (7.00)
21 March 1945 - Rheine (5.00)
22 March 1945 - Dorsten (4.35)
24 March 1945 - Gladbach (6.25)
25 March 1945 - Munster (5.35)
31 March 1945 - Hamburg (5.15)

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HUTCHINSON, F/O Albert Hewitson (J95266) - **Distinguished Flying Cross** - No.435
Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and
AFRO 497/46 dated 17 May 1946. Born 2 November 1907 in Durham, England. Educated at
County School, Cockfield, Durham, and Grammar School at Aukland, Durham. Owned his own
store in Alberta, 1932-to 1934; managed a grocery in Drumheller, 1934-1937. When he enlisted
his home was in Trail, British Columbia where he had been a clerk (stick keeper and book
keeper, 1937 to 1941). Enlisted in Calgary, 27 May 1941. To No.2A Manning Depot, Penhold,

Alberta. 28 May 1941. To No.7 SFTS, McLeod, Alberta, 23 June 1941 (guard duty). To No.3 WS, Winnipeg, 3 August 1941; promoted LAC, 4 September 1941; to No.8 BGS, Lethbridge on 20 December 1941; to No.3 WS again, 18 January 1942; graduated and promoted Sergeant, 2 February 1942. To "Y" Depot, Halifax, 4 February 1942. To RAF Trainee Pool, 27 February 1942. Disembarked in Britain, 9 March 1942. Taken on strength of No.3 PRC, Bournemouth, 10 March 1942. Attached to No.1 Signal School, 8 April 1942. To No.14 OTU, 2 June 1942. Overseas he had severe ear problems, partial deafness following a steep dive at OTU. Keen to fly but taken off flying after some 150 hours overseas training. Repatriated to Canada, 17 October 1942; disembarked Halifax, 23 October 1942 and posted to Repatriation Depot at Rockcliffe. To No.2 WS, Calgary, 8 December 1942. Promoted directly to WO2, 3 February 1943. To No.2 AOS, Edmonton, 13 March 1943. Promoted WO1, 2 August 1943. To Western Air Command, 16 October 1943. To No.147 Squadron, 14 November 1943. To Station Tofino, 16 March 1944. To "Y" Depot, Lachine, 11 May 1944. Embarked from Halifax, 25 May 1944. Disembarked in Britain, 2 June 1944. Attached to No.6 (O) AFU, 4 July to 1 August 1944. To Station Doncaster, 10 August 1944. To No.229 Group, 16 August 1944. To Transport Support Training Unit, 16 August 1944. Taken on strength of No.435 Squadron, 9 December 1944. Commissioned 9 January 1945. To Base Repatriation Depot, Worli, 22 July 1945. Repatriated to Canada, 23 October 1945. Retired in Vancouver, 17 December 1945. Died in Oliver, British Columbia, May 1981 as per **Legion Magazine** of November 1981.

Throughout a large number of operational sorties this officer has proved to be a wireless operator (air) of outstanding ability and skill. He has completed a tour of duty flying on transport support operations over Burma. At all times Flying Officer Hutchinson has set a high standard of keenness and devotion to duty.

Training: Interviewed on 28 May 1941 by F/O G.W.C. Kinney, Calgary, who wrote, "Looks good type, intelligent, clear eye, not nervous, well spoken. Should be OJ air gunner."

Course at No.3 WS described as 4 August to 18 December 1941. Spent one hour in Flying Classroom as sole operator, three hours ten minutes on Listening Watch. Also flew six hours 55 minutes in two-seater aircraft as sole operator. Courses and marks as follows: Theory (41/50), Radio Equipment (133/250), Morse, buzzer and lamp (150/200), Procedure (189/200), Signals Organization (84/150), Armament (80/100), Drill and PT (40/50). Passed prescribed signalling tests after two weeks of extra instruction. Placed 19th in a class of 41.

Course at No.8 BGS described as 22 December 1941 to 19 January 1942. Flew nine hours six minutes in Fairey Battle plus three hours 54 minutes as passenger. Fired 307 rounds on ground, 200 rounds air-to-ground, 2,000 rounds air-to-air. Air Gunnery results were as follows - Beam Test (3.5 percent hits), Beam Relative Speed Test (3.3 percent), Under Tail Test (4.5 percent). Written test scored 54 percent, practical and oral exam scored 68 percent, rated 130/250 as "ability as firer." Placed 21st in a class of 21; described as "Refined type, quiet disposition, cooperative and easy to get along with."

Note: On a form dated 29 June 1946 he stated he had flown 400 hours in Anson, 200 hours in Blenheim, 300 hours in Hampdens, 1,100 hours in Dakotas. Another form (28 September 1945) specified 842 hours ten minutes on Dakotas and stated he had taken overseas courses in supply dropping, plus a jump master course.

Assessments (selected):

“Since arrival on this unit this airman has displayed keenness in all he has undertaken both in the air and on the ground. His overseas service has been beneficial for the purpose of lecturing to WAGs on organization and procedure.” (P/O M.G.K. Sveinson, Officer in Charge of Signal Section, No.2 AOS, Edmonton, 2 August 1943).

“Very high calibre Non-Commissioned Officer. Has excellent ideas and is very cooperative in all squadron activities.” (S/L J.M. Stroud, No.147 Squadron, Tofino, 12 March 1944).

A form signed by W/C T.P. Harnett, No.435 Squadron, stated he had commenced his tour on 21 December 1944, completed his tour 13 July 1945, had flown on 206 sorties (705 hours 50 minutes. “A keen and competent Wireless Operator.”

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HUTCHINSON, F/L Bertrand (J5063) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 15 June 1917 at Wallhill, New York (RCAF press release 2659 announcing award). Enlisted in Montreal, 2 October 1940. To No.2 ITS, 24 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.8 EFTS; graduated 15 January 1941 when posted to No.3 SFTS; graduated and commissioned, 5 May 1941. To No.10 (BR) Squadron, 29 August 1941; ORB notes him as “reporting for duty” on 31 August 1941, in company with P/O J.C. Redmond (later F/L Joseph C. Redmond, killed 8 November 1943 in crash of Canso 9834, No.116 Bomber Reconnaissance Squadron; name on Ottawa Memorial). First sortie recorded is 7 September 1941 (Digby 755, second pilot to F/L A.G. Kenyon). Second sortie was 12 September 1941 (Digby 754, second pilot to F/L S.D. Turner; sortie was escort related to visit of Duke of Kent). Promoted Flying Officer, 1 July 1942. Promoted Flight Lieutenant, 1 November 1942. To Eastern Air Command, 29 March 1944. Promoted Squadron Leader, 1 June 1944. To No.5 OTU, 1 October 1944. To “Y” Depot, 15 March 1945. To United Kingdom, 18 March 1945. Repatriated 3 December 1945. Retired 14 January 1946. The Press Release at time of MiD mentioned his having a "Croix de Guerre, awarded during this war." Was this before his enlistment in the RCAF ?

This officer has been engaged on anti-submarine operational duties over the North Atlantic for the past twenty-five months. He was one of the first captains who bore the load of mid-ocean operations during exceedingly bad weather conditions, when the performance, endurance and range of aircraft and the employment of

communication and search equipment were still experimental. Flight Lieutenant Hutchinson has displayed courage and ability as an operational captain.

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HUTCHINSON, F/O Edgar Bruce (J16831) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Anderdon, Ontario, 29 August 1921; home in Amherstburg, Ontario. Educated at University of Toronto. Enlisted in Windsor, Ontario, 15 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To No.5 FTS (guard), 2 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 8 June 1941 when posted to No.4 AOS; graduated 1 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 11 October 1941 when posted to No.2 ANS; graduated 10 November 1941 and posted next day to "Y" Depot. To RAF overseas, 12 December 1941. Commissioned 4 January 1943. Promoted Flying Officer, 4 July 1943. Repatriated 7 October 1944. Retired 16 November 1944. 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). Flew two tours. 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.1730 (PAC RG.24 Vol.20607) has recommendation (May 1944).

This officer has completed a large number of sorties in an exemplary manner against nearly all the major targets in Germany. He completed his first tour last summer and is now well into his second tour. As a navigator, he has done an excellent job and has inspired his crew with great confidence. His cheerfulness, devotion to duty, and excellent work as navigator over a long period and against such heavily defended targets is a fine example for the rest of this squadron.

NOTE: DHist file 181.009 D.5526 (RG.24 Vol.20667) has another recommendation for DFC dated 20 July 1944 when he was with No.431 Squadron and had completed 47 sorties (239 hours 30 minutes) in tours lasting 17 June 1942 to 25 May 1943 (29 sorties) and 6 March to 7 July 1944. The submission on that occasion was as follows:

7 June 1942 - St. Nazaire-Cherbourg (6.35)
18 June 1942 - Scheermonikoog
25 June 1942 - Bremen (4.25)
27 June 1942 - Bremen (5.00)
30 June 1942 - Bremen (5.10)
6 July 1942 - Lorient (5.50)
8 July 1942 - Wilhelmshaven (4.25)

9 July 1942 - Frisians (4.50)
13 July 1942 - Duisburg (4.00)
25 July 1942 - Duisburg (3.45)
26 July 1942 - Hamburg (5.45)
28 July 1942 - Hamburg (5.35)
31 July 1942 - Dusseldorf (5.05)
6 August 1942 - Duisburg (3.00)
9 August 1942 - Osnabruck (4.05, turned back)
13 September 1942 - Bremen (4.50)
2 October 1942 - Krefeld (5.35)
6 October 1942 - Osnabruck (3.05)
21 January 1943 - Gardening off Juist Island (5.15)
23 January 1943 - Lorient (6.30)
29 January 1943 - Lorient (3.10, turned back)
20 April 1943 - Stettin (8.05)
26 April 1943 - Duisburg (4.40)
27 April 1943 - Gardening, Frisians (4.35)
30 April 1943 - Essen (5.00)
4 May 1943 - Dortmund (4.40)
12 May 1943 - Duisburg (5.00)
13 May 1943 - Bochum (5.35)
23 May 1943 - Dortmund (4.50)
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6 March 1944 - Trappes (4.50)
7 March 1944 - Le Mans (4.55)
15 March 1944 - Stuttgart (7.40)
19 March 1944 - Frankfurt (5.20)
9 April 1944 - Villeneuve St. George (5.40)
10 April 1944 - Ghent (4.05)
18 April 1944 - Paris-Noisy-le-Sec (5.10)
20 April 1944 - Lens (4.10)
1 May 1944 - St. Ghislain (4.30)
8 May 1944 - Haine St. Pierre (4.00)
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 (5.15)
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)
4 July 1944 - Biennais (3.55)

This officer, a navigator, has successfully carried out forty-seven operational sorties over enemy territory, including such heavily defended targets as Stuttgart, Hamburg, Bremen, Cologne and Essen. Through his outstanding ability and keenness he has accurately navigated his aircraft to some of the most distant targets, thus enabling his crew to successfully press home, to the utmost, each of their attacks. His unconquerable spirit of determination has assisted materially in the achievement of their objective. His devotion to duty and utter disregard of personal safety are exemplary and worthy of the highest praise. He is strongly recommended for the award of the Distinguished Flying Cross.

RCAF Press Release No.6448 dated 5 September 1944 from Sergeant J. Badger, transcribed by Huguette Mondor Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Just screened from operational flying after two tours, Flying Officer Bruce Hutchinson of Amherstburg, Ontario, recalls only one real adventure in his 56 sorties.

It happened over Bremen when Hutchinson was flying his first tour with the Moose squadron. Over the Nazi port, hunks of jagged flak holed the fuel tanks in the port wing and the precious fluid began leading. In the dark hours of the dawn, the skipper had to set his four-engined aircraft down in the English Channel about 15 miles from the British coast. So roughly did the plane plough the waves that the rear gunner broke his back in a tumble, while the floor boards with the fuselage splintered and cracked.

As other crew members prepared the dinghy, Hutchinson and the wireless operator dragged the unfortunate gunner out of the aircraft and placed him as comfortable as possible in the rubber boat. After embarking themselves, they found that the second pilot had drowned with the sinking aircraft. The boys drifted only three hours before an Air Sea Rescue launch picked them up and rushed them to shore to get the rear gunner to hospital. He has since recovered fully and returned to Canada.

When 23-year-old Hutchinson finished his tour with the Moosemen, he was posted to the Alouette squadron with which he flew 15 more sorties. Then a transfer to the Iroquois squadron came through, and Hutchinson completed his operational flying in the crew of another "two-tour type", Squadron Leader Bill Vanexan, DFC, of Smith Falls, Ontario, and Ottawa, Ontario (403 Winston Avenue).

Amazing feature of Hutchinson's long operational career is that he has never been in an aircraft during a flying battle. A University of Toronto student before enlisting, the young navigator had finished his second year in the science course.

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HUTCHINSON, F/L Rowan Theodore (J5445) - **Distinguished Flying Cross** - No.414 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Toronto, 10 May 1917; home in New Liskeard, Ontario. Attended Upper Canada College before taking engineering at Queen's University. Enlisted in Toronto, 14 August 1940. To No.5 AOS, 22 October 1940. To No.2 ITS, 17 November 1940; graduated and promoted LAC, 21 December 1940; posted next day to No.6 EFTS; graduated 7 February 1941; to No.2 SFTS, 9 February 1941; graduated and commissioned 23 May 1941. To RAF overseas, 19 June 1941. Promoted Flying Officer, 29 May 1942. Promoted Flight Lieutenant, 29 May 1943. With No.401 Squadron, 14 January 1942 to 27 April 1942, No.5(P) AFU 27 April 1942 to 11 August 1942 and No.414 Squadron, 11 August 1942 to 1 October 1944. Flew in support of Dieppe operations on 19 August 1942, and on 26 March 1943 returned to Dieppe area to attack two locomotives and an electrical transformer. Again on 1 April 1943, with F/O Larry Doherty, scoured French coast from Fecamp to Dieppe, firing on electrical power lines and shooting up two freight trains. He subsequently credited Doherty (killed in action on Mustang AP172, 6 June 1943) with saving his life at cost of his own in action with FW.190; Doherty alerted him to an impending attack by three enemy fighters. Hutchinson outlasted the enemy in a 20-minute dogfight. He landed with near-empty tanks. Destroyed one He.111 on the ground and damaged an unidentified twin-engined enemy aircraft (also on the ground), 31 August 1943. Active in pre-invasion and post-D Day operations including action on 10 June 1944 when F/O B.B. Mossing damaged a FW.190. Promoted Squadron Leader, 1 July 1944 and commanded No.414 Squadron, 1 July to 1 October 1944. Repatriated 28 October 1944. To No.1 Training Command, 11 December 1944. To a Reserve Equipment and Maintenance Unit, 4 January 1945. To Rockcliffe, 16 March 1945. To AFHQ, 19 April 1945. Remained in interim RCAF. Retired 15 August 1946. Postwar businessman in New Liskeard, Ontario and on the Board of Directors, Northern Telephone Company; died in New Liskeard 25 June 2003 as per Royal Canadian Legion "Last Post" website and **Legion magazine** of March/April 2004. RCAF photo PL-2896 shows him receiving wings from C.D. Howe (Minister of Munitions and Supply).

Flying Officer [sic] Hutchinson has displayed a very keen fighting spirit throughout operations. He has taken part in numerous sorties and has damaged a number of locomotives in enemy territory. On one occasion he was engaged by three enemy fighters and continued the combat for twenty minutes until his assailants retired. For two hours afterwards he did not leave the vessel he was escorting, thus showing great devotion to duty against heavy odds. This officer has always pressed home his attacks with great determination.

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HUTCHISON, W/C James Alexander (C1142) - **Officer, Order of the British Empire** - No.2 ITS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43

dated 15 January 1943 - Born in Fordwich, Ontario, 7 May 1893. In RNAS and RAF, 1916-1919. Joined RCAF as Administrative Officer, 24 September 1939; attained rank of Wing Commander, 15 July 1941. Served at No.2 ITS (Regina), dates uncertain and No.4 ITS (Edmonton, 26 June 1941 to 7 March 1943. Promoted Group Captain, 7 March 1943 and posted that date to "Y" Depot. To RAF overseas, 27 March 1943. Commanded No.3 PRC, Bournemouth. Repatriated 31 March 1946. Retired 14 May 1946. Photo PL-1624 taken 1940 shows F/O C.C. Sparling and S/L J.A. Hutchinson, late 1940. RCAF photo PL-15720 (ex UK-3600 dated 8 April 1943) shows him with newly-arrived F/O Jack Keenan (Winnipeg, former instructor at Rockcliffe and Picton) and Murray L. Barr (London, Ontario), scanning newspapers. Caption to photo PL-15721 describes him as Group Captain, of Edmonton, former Commanding Officer of No.4 ITS, No.2 ITS and at Eglinton, Toronto. PL-15895 (ex UK-3878 dated 11 May 1943) shows handover of command, No.3 PRC, from G/C G.S. O'Brian, AFC to G/C J.A.Hutchison, OBE. PL-15896 (ex UK-3879 dated 11 May 1943) taken on same occasion, scene in Officer's Mess, mess dinner. PL-15897 (ex UK-3880 dated 11 May 1943) show G/C G.S. O'Brian, AFC, S/L F.E. Nickson, G/C J.A. Hutchison, OBE, W/C G.E. Scott (later Group Captain and Mentioned in Despatches) and W/C M.T. Nolen. PL-15898 (ex UK-3879 dated 11 May 1943) show G/C G.S. O'Brian, AFC (left centre) welcoming G/C J.A. Hutchison, OBE on transfer of command of No.3 PRC, W/C J.C. Coffey (Toronto) at extreme left and officer at extreme right is RAF adjutant. Photo PL-40003 and PL-40004 (ex UK-16505 and UN-16506, dated 16 November 1944) shows him at a cocktail party celebrating conclusion of a Victory Loan campaign that resulted in the unit selling \$ 610,000 in bonds from an overseas quota of \$ 4,000,000. PL-40005 (ex K-16507) taken at same eventt, reading a letter of congratulation from Air Marshal L.S. Breadner. PL-40006 (ex UK-16508) taken on same occasion; Hutchison at right while F/L W.A. Skoog of Oakville (chairman of Seventh Victory Loan campaign) speaks at the dinner. Photo PL-40008 (ex UK-16510 dated 16 November 1944) also taken at Victory Loan party with F/L W.A. Skoog (Oakville, chairman of committee) at left, Hutchison and on right another committee member, F/L W.A. Murray (Leaside). Photo PL-44041 (ex UK-21406 dated 16 May) is captioned as follows: "G/C Denton Massey, Toronto, officially signing over command of the RCAF Repatriation Depot at Warrington, Lancs., to G/C J.A. Hutchison, OBE, Edmonton; F/L R.V. Hacking, Aurora, Ontario, looks on." Photo PL-44042 taken on same occasion: G/C J.A. Hutchison signs while G/C Massey looks on; accompanied by their adjutants, F/L R.V. Hacking (Aurora) and F/O C.G. Smith (Belleville, extreme right). PL-44044 shows Hutchison addressing staff during handover ceremony. Photo PL-45588 (ex UK-24099 dated 25 August 1945) taken at VJ celebrations, Repatriation Depot, Torquay where the Mayor (Mr. Denys Phillips) was guest of honour in Officers' Mess - G/C J.A. Hutchison addressing a group of officers; Mrs. Phillips on his left; S/L H.G. "Cub" Keillor (president of the mess committee) on his right. Photo PL-45586 (ex UK-24097 dated 25 August 1945) taken at VJ celebrations, Repatriation Depot, Torquay where the Mayor (Mr. Denys Phillips) was guest of honour in Officers' Mess - the Mayor addressing a group of officers; S/L H.G. "Cub" Keillor on his left; next to Keillor is G/C J.A. Hutchison, next Mrs. Phillips; on the extreme right is Flight Officer Lillian Simons (OC, Women's Division at Repatriation Depot); on the right of the Mayor, W/C J.E. Wright. PL-45587 (ex UK-24098) shows the Mayor addressing officers; S/L Keillor on his left; G/C J.A. Hutchison next, and Mrs. Phillips; beyond the Mayor is W/C J.E. Wright, Station Administrative Officer. 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. Hutchison, OBE (Edmonton, Commanding Officer of the Depot). RCAF photo PL-46590 (ex UK-23983 dated 30 January 1946) shows him checking train arrivals for repatriates boarding **Queen Elizabeth**; he looks at his watch; others are F/L R.J. Plaskett (Toronto) and S/L C.C. Smith (Belleville). RCAF photo PL-46595 (ex UK-23904 dated 4 January 1946) identifies him as Commanding Officer of the Repatriation Pool at Torquay, serving turkey dinner to airmen, Died in UK, 8 September 1969. The following citation was found in Governor General's Records, RG.7 Group 26, File 190-I (1943 dossier).

Wing Commander Hutchison has been Commanding Officer of Initial Training Schools in this Command for the past two years. During this period he has devoted his time and energies exclusively and whole-heartedly to organizing and training. He succeeded in overcoming quickly all the usual difficulties to be experienced at new units, and a marked degree of efficiency in schools under his command has already been evident.

HUTCHISON, G/C James Alexander, OBE (C1142) - **Medal of Freedom with Bronze Palm** - Award effective 25 July 1947 as per AFRO 403/47 of that date. Presented 14 August 1947 by Captain R.A. Weekley, USAF, Edmonton. Citation provided 26 May 1947 by Colonel Jack C. Hodgson, Military Attache writing to AFHQ.

Group Captain James Alexander Hutchinson, Royal Canadian Air Force, performed meritorious services from June 1941 to March 1946. As commanding officer, No.4 Initial Training School, Edmonton, Alberta, Canada, through his resourcefulness, tact and attitude of helpfulness, he rendered services of inestimable value to the United States Forces in Canada. The cordial and effective co-operation he constantly displayed was an important factor in the successful accomplishment of the joint objective.

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HUTT, F/L (now S/L) Kenneth John (C1084) - **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 Calgary, 11 March 1918. Home in Vancouver; enlisted there 13 October 1939. Attained rank of Flight Lieutenant, 15 July 1941. Attached to Ferry Command, Dorval, 9 September 1941. Departed there in Hudson AE583, 21 September 1941 via Gander to Britain (arrived 27 September 1941). Returned to Canada by ship; no further contact with ferry work. To No.11 (BR) Squadron, 24 November 1941. Promoted Squadron Leader, 15 August 1942. To Eastern Air Command Headquarters, 12 October 1942. To No.1 Group Headquarters, 18 January 1943. To No.113 (BR) Squadron, 10 June 1943. To "Y" Depot, 4 May 1944. To United Kingdom, 17 May 1944. Repatriated 18 December 1944. To Western Air Command, 29 December 1944. To Northwest Air Command, 4 April 1945. Appears to have retired at some uncertain date. Rejoined as a pilot, 26 September 1951 (Flight Lieutenant, 42352). To No.435

(Transport) Squadron, 3 June 1952. Released 26 February 1953.

This officer has flown 166 hours on 44 operational flights in the period 1 December 1941 to 23 August 1942. In the interval he has done an additional 165 hours, the great majority of which has consisted of instructing new pilots in the squadron. Flight Lieutenant Hutt is exceedingly able and willing in the performance of whatever duty arises and in addition enjoys the confidence, respect and goodwill of all with whom he comes in contact.

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HUTTON, W/C Douglas Verity (C4088) - **Mention in Despatches** - No.6 Group Headquarters (AFRO only gives unit as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Brantford, Ontario, 9 October 1902; educated there, 1909-1920; attended University of Toronto, 1920-1927 (School of Medicine including three years postgraduate work in Paediatrics and Contagion). Practised medicine in Toronto thereafter. Enlisted in Toronto, 2 February 1941 and commissioned; posted to Recruiting Centre, Montreal, 17 March 1941; promoted Flight Lieutenant with effect from 3 May 1941; posted to "Y" Depot, Halifax, 3 March 1942; embarked from Canada, 30 April 1942; arrived in Britain 13 May 1942; to No.408 Squadron, 26 May 1942; to Station Leeming, 14 January 1943 and promoted Squadron Leader; at various times attached to No.6 Group Headquarters, and finally posted to that headquarters on 21 May 1944 with promotion to Wing Commander. Repatriated to Greenwood, Nova Scotia, 7 August 1945; released 2 October 1945. Rejoined RCAF Auxiliary, 1 October 1950 to 1 March 1952 as Commanding Officer to No.4011 Reserve Medical Unit, Windsor, Ontario. RCAF photo PL-33471 (ex UK-15986 dated 26 October 1944) shows W/C D.V. Hutton, Air Commodore R.E. McBurney and Rodrigue Cardinal Villeneuve during the Cardinal's visit to No.6 Group Headquarters. 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). No citation.

HUTTON, W/C Douglas Verity (C4088) - **Officer, Order of the British Empire** - No.6 Group Headquarters (AFRO only gives unit as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation.

NOTE: Although no citations or recommendations for his awards have been found, the following statements by his superiors illustrate his work:

This officer has done a lot to help morale as well as keep the physical fitness of the squadron at a high standard. (W/C W.D. Ferris, No.408 Squadron, 14 January 1943).

This officer is very proficient in the discharge of his duties as Station medical Officer and time has no meaning for him. He is always trying to help others and is very reliable, particularly as a Medical Officer. He has many friends and as President of the Mess Committee has done a good job. Has initiative and good ideas which he is always bringing forward. A very good officer and doctor. (S/L J.M.J.G.A. Janin, Station Leeming, 24 September 1943).

Previous to his present appointment as Senior Medical Officer, No.6 Group, he carried out the duties of a Station Medical Officer with considerable efficiency. As Senior Medical Officer Group since May 1944 he shows evidence of proving capable. (A/V/M A. Baker, Senior Medical Officer for Bomber Command, 14 September 1944).

Intensely interested in his duties. Has an excellent contact with air crew, and works hard. Keeps his finger on the pulse of the general health and sanitation situation at all times. (A/V/M C.M. McEwen, No.6 Group Headquarters, 3 February 1945).

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HUTTON, W/C Edward Arnold Denys (C1124) - **Mention in Despatches** - Bomber Command Headquarters - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born in Manchester, England, 16 February 1909. Educated at Polytechnical School, London. Signaller, 10th Divisional Signals (Militia), 1932-1934. Enlisted as an airman in RCAF, Winnipeg, 6 October 1934 as a radio technician. Trained at Camp Borden. On coastal patrols out of Dartmouth, 1935-1936. Signals instructor with No.112 (Auxiliary) Squadron, Winnipeg, 1937-1938; signals instructor, Wireless School, Trenton, 1939. Promoted Flight Sergeant, 1 April 1939. Commissioned 3 October 1939. Assisted in formation of Nos.1 and 2 Wireless Schools, 1940. Co-operated with De Havilland Aircraft to develop radio training aircraft. To AFHQ, Ottawa, 4 December 1940, serving there as Staff Officer in Charge, Signals, Training. Promoted Squadron Leader, 15 June 1941. Promoted Wing Commander, 1 September 1942. To "Y" Depot, 8 September 1944; to RAF overseas, 18 September 1944. Attended No.2 Course, RCAF Staff College. Headquarters, Bomber Command, 1944-1945 as Staff Officer, radio Maintenance; on nucleus planning staff for TIGER FORCE. Late in 1945 he went to No.84 Group, BAFO (signals intelligence and disarmament). Repatriated 18 December 1945. To AFHQ, Technical Staff, 6 January 1946. With Canadian Joint Staff, Washington, 1946-1947 (Chief Signals Officer and Canadian representative on various signals agencies). To AFHQ, Ottawa, 22 December 1947 as Director of Signals. Promoted Group Captain, 1 January 1949. Commanding Officer, RCAF Station Clinton, 14 August 1951 to uncertain date.

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HUTTON, P/O George Enderby (J93462) - **Distinguished Flying Cross** - No.425 Squadron -

Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in Toronto, 19 February 1924; home there. Educated at Laval University before becoming telephone repairman. Served in Royal Canadian Artillery. Enlisted in Toronto, 10 November 1942. Granted Leave Without Pay until 9 March 1943 when posted to No.5 Manning Depot. To No.5 Equipment Depot, 14 May 1943. To No.9 Pre-Aircrew Education Unit, 30 July 1943. To No.13 SFTS, 13 September 1943. To No.9 BGS, 15 October 1943. Promoted LAC, 27 November 1943; graduated and promoted Sergeant, 14 January 1944. To "Y" Depot, Lachine, 28 January 1944; to No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot again, 28 February 1944. Taken on strength of No.3 PRC, Bournemouth, 25 March 1944. Commissioned 2 December 1944. Repatriated 6 July 1945. Released 4 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.1731 (PAC RG.24 Vol.20608) has recommendation dated 18 December 1944 when he had flown 17 sorties (90 hours 40 minutes):

On October 14th, 1944, the crew of which Flight Sergeant Hutton was the rear gunner were detailed to bomb Duisburg, Germany. When the aircraft was about twenty minutes flying time from the target, this N.C.O. sighted a twin engine fighter. He immediately advised the pilot and gave evasive action to port. As the enemy dove to attack, Flight Sergeant Hutton opened fire on the enemy fighter. The enemy aircraft broke away and came back for a second attack.

The eighty (80) rounds of ammunition fired by the rear gunner sent the enemy into a dive and [it] disappeared below. Very successful bombing was carried out without further incident.

Displaying exceptional coolness and precision under enemy opposition, Flight Sergeant Hutton, by his skill and direction, averted an attack which might have been disastrous to his crew. Such gallantry on operations is worthy of highest praise.

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HUYCK, FS Jack Jinks (R60758) - **British Empire Medal** - No.10 Repair Depot - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Strome, Alberta, 6 February 1915 as per RCAF Press Release 4907 announcing award. Home there. Enlisted in Edmonton, 10 June 1940. At Armament School, Trenton, to 25 February 1941 (promoted AC1, 24 February 1941) when he went to No.2 Wireless School, Calgary. Promoted Acting Corporal, 5 June 1941. Reverted to AC1, 10 September 1941. Promoted :LAC, 1 October 1941. Promoted Corporal, 15 October 1941. Promoted Sergeant, 1 July 1942. Posted in July 1942 to No.4 Training Command Mobile Maintenance Unit where he did fieldwork on bomb sights and turrets. Transferred to No.10 Repair Depot, Calgary, 19 March 1943. Released 26 January 1946. Recalled to service, 1 October 1946 at No.10 Repair Depot, then (1949) to No.11 Supply Depot (Calgary) and in 1954 to CEPE AAED (Edmonton).

Later that year to Cold Lake. With CEPE to July 1961 when sent to Bagotville. On 20 January 1962 was commended by Chief of Air Staff for modifications to bomb shackle assembly adopted by RCAF; presented with binoculars, 2 February 1962, by G/C E.H.M. Walsh, Commanding Officer Station Bagotville. Other suggestions accepted were for better way to remove nose cones from CF-100, modified drogue gun on CF-100 ejection seats and improved jettison mechanism on CF-100 rocket pod tail cones. Cited with FS P.C. Jacobs.

These non-commissioned officers have been employed as armourers at this station and throughout their period of duty here have at all times taken a very keen interest in their work, displaying outstanding devotion to duty. They successfully designed a modification increasing the rotation of the turret on Bristol aircraft, which has been introduced in all Bolingbroke gunnery trainers. This has resulted in a great improvement in gunnery training at all Bombing and Gunnery Schools. The initiative and forethought of these non-commissioned officers are most praiseworthy.

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HYDE, WO1 (now P/O) Kenneth Thompson (R60260/J96534) - **Mention in Despatches** - No.420 Squadron - Award effective 24 December 1946 as per **London Gazette** of that date and AFRO 17/47 dated 10 January 1947. Born 2 May 1914 (MI.9 report). Home in Calgary (photographer); enlisted there 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 30 September 1940; posted that date to No.2 AOS; graduated 21 December 1940 and posted next day to No.4 BGS; graduated and promoted Sergeant, 2 February 1941; posted that date to No.1 ANS; posted to Embarkation Depot on 15 March 1941; to overseas, 8 April 1941. Promoted Flight Sergeant, 1 October 1941. Shot down 28 March 1942 and eventually taken prisoner. Commissioned 1 October 1943 (J96534); to be Flying Officer, 1 April 1944. Reported safe in United Kingdom, 26 May 1945. Repatriated to Canada, 6 July 1945. Released 19 September 1945. Died in 2012. He was reported to have been one of the great covert photographers at Lamsdorf. Known as "Tex" for his western roots, he used his skills in the creation of false documents and to capture various aspects of Camp life, including tunnelling (see the book **In Enemy Hands**) and the death march of 1945.

His MI.9 report, based on an interview of 28 May 1945 read as follows:

CAPTURE

We left Waddington on 28 March 1942 in a Hampden aircraft to bomb Lubeck. After bombing our target we were hit by flak and ditched our aircraft off the coast of Norway. We were picked up by some Norwegian fishermen, taken into port and handed over to the Germans.

We were then taken to a civilian jail at Arras and from there to Dulag Luft [Oberusal] where we were interrogated and stayed for four days. We were then

sent to Stalag VIII-B (Lamsdorf).

CAMPS IN WHICH IMPRISONED

Stalag VIII-B (Lamsdorf) - Later Stalag 344 - April 1942 to January 1945

ATTEMPTED ESCAPES

(a) **First Attempt.** On 20 September 1942 I escaped in a party of twelve. We arranged for two POWs to cut the wire and we escaped at night. We split up outside and I went with Warrant Officer Bakalivski. We walked two nights when we swam the River Oder. The next day we were captured by a forest guard and sent bak to Lamsdorf where I received 14 days solitary confinement.

(b) **Second Attempt.** On 16 May 1943 I changed identity with a Rifleman and was sent with a working party E.148. We were working in a dye factory and during the six weeks I was there I managed to dye my uniform.

I noticed every Saturday night our guard would be missing most of the night so one Saturday I started to saw through the bars of the window. I made an opening sufficient for me to get out but when I climbed through the window I found the guard waiting for me. I was sent back to Lamsdorf where I was given 18 days solitary confinement.

LIBERATION

In January 1945 we started on the forced march westward. I was liberated by Allied forces with the rest of the POWs from the camp.

The website "Lost Bombers" describes his capture as follows. Hampden AE246 (PT-V), No.420 Squadron, target Lubeck, 28/29 March 1942. This aircraft was initially delivered to No.106 Squadron but then transferred to No.420 Squadron. Airborne from Waddington. Cause of loss not stated on website. Ditched in the Kattegat. Crew rescued by Danish fishermen who refused to take them to Sweden and handed them over to the Germans. Crew consisted of S/L G.R. Tench, Sergeant K.T. Hyde, Flight Sergeant H. Thorne and Sergeant F.A. Durham, all POW.

Directorate of History and Heritage 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire compiled from interview of 29 May 1945. He stated he had flown three sorties.

Took off from base Waddington at approximately 21 hours 28 March 1942. North Sea obscured by mist and DF (Air/C Loop) useless due to E/A but flight without incident until target Lubeck was reached at 0050, 29 March 1942. Only slight light flak opposition but very bright moon and a few moments after releasing the bomb at approximately 5,000 feet and while turning off the target,

the aircraft was momentarily caught by searchlights and I saw two light flak tracer sweep across the starboard wing. From one or two explosive noises heard I concluded aircraft had been hit but there was no other indication and we set course on first leg of flight home. Twenty minutes later and while still due north of Lubeck the starboard engine seized as suddenly as though a crowbar had been pushed into the crankcase. Pilot stated that oil pressure had remained more or less normal. Flight was continued with port engine at full throttle and with only port wing tank petrol available (no equalizing cocks in this particular aircraft). Ball [sic, Base] now being too far for the petrol supply, it was decision of pilot to try and reach Norway in vicinity of Swedish border and land, cross into Sweden and claim repatriation on grounds of having escaped from enemy occupied territory, etc. The aircraft was lightened by throwing out every removable article except rations and radio equipment. Aircraft maintained height at 2,000 feet with I.A.S. of 135 m.p.h, Radio messages giving state of aircraft but not destination were sent to and received by base. At approximately 0240 petrol gave out entirely in port tank and with dead engine pilot made an excellent landing on a smooth sea in bright moonlight. Position ascertained later proved to be just N.E. of the island of Anhall in the Kattegat. Automatic dinghy release functioned perfectly and entire crew were able to board without difficulty during the 30-40 seconds which the aircraft remained on surface. There was not time, although an attempt was made, to remove pigeons from the aircraft. Ten hours in dinghy until picked up by Danish fishing vessel.

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HYDE, FS Richard Carl (R132080) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Manor, Saskatchewan, 19 July 1923; home there. Was a farmer prior to enlistment. Enlisted in Regina, 24 September 1941. Granted Leave Without Pay until 10 November 1941 when posted to No.3 Manning Depot. To No.3 SFTS, 7 December 1941 (guard duty). To No.2 WS, 28 March 1942; promoted LAC, 30 April 1942; posted on 29 August 1942 to No.3 BGS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Further trained at No.20 OTU and No.1663 Conversion Unit. Commissioned 17 February 1944 (J85971). Promoted Flying Officer, 17 October 1944. Repatriated 25 November 1944. Retired 17 February 1945. Died in Wawota, Saskatchewan, 13 April 2010. RCAF photo PL-40093 (ex UK-16655 dated 17 November 1944) shows him after investiture. RCAF photo PL-40094 (ex UK-16656 dated 17 November 1944) shows him following investiture at Buckingham Palace. Photo PL-40095 (ex UK-16657) shows him with his wife (of one day) after investiture. Photo PL-40096 (ex UK-16658) shows, left to right, P/O R.C. Hyde, DFM (Wawota, Saskatchewan), P/O W.K. McGrath, GM (Bartonville, Ontario), and F/L Frank Hanton, DFC (Kenora) following investiture. PL-40097 (ex UK-16659) is captioned as follows: "It is a handshake of mutual admiration between P/O W.K. McGrath, GM of Bartonville, Ontario, and F/L Frank Hanton, DFC, of Kenora, Ontario as P/O R.K. Hyde DFM of Wawota, Saskatchewan looks on." Died in Wawota,

Saskatchewan, 13 April 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. Public Records Office Air 2/8782 confirms that he is an air gunner; recommended when he had flown 23 sorties (163 hours).

Flight Sergeant Hyde has completed a tour of operational duty, during which he has participated in attacks on some of the most heavily defended targets in Germany. His coolness and exceptional fearlessness in the face of the enemy have played no small part in the successes achieved by his crew. On one occasion he shared in the destruction of an enemy aircraft. This airman's work on the ground has been of the highest standard and he has consistently displayed enthusiasm and devotion to duty.

NOTE: Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) has the following recommendation from Public Record Office Air 2/8983, drafted 16 December 1943 when he had flown 23 sorties (163 hours 25 minutes):

This Non-Commissioned Officer has now completed his first operational tour comprising of 23 sorties. As Air Gunner he has contributed largely to the success of one of our most outstanding crews. Thanks to his watchfulness and proficiency, he has shared in the destruction of one enemy night fighter. His work on the ground has been of the highest standard and he has always shown the greatest keenness and enthusiasm. For his courage and devotion to duty, he is strongly recommended for the award of the Distinguished Flying Medal.

To this the Station Commander added the following remarks:

Flight Sergeant Hyde has now completed a tour during which some of Germany's most heavily defended targets have been attacked. This Non-Commissioned Officer's coolness and exceptional fearlessness in the face of enemy opposition has largely contributed to the success of his crew. Strongly recommended.

Public Record Officer Air 50/195 has the following Combat Reports:

3/4 July 1943: Target Cologne - Halifax JB927, N/78; position 50.35 N 06.05 E; airspeed 150; heading 110; time 0135 hours; height 18,000 feet; weather slightly hazy.

Monica gave warning of aircraft in vicinity, and enemy aircraft identified as Ju.88 was seen to pass across the tail from Port to Starboard, diving slightly at about 75 yards range. As enemy aircraft passed Rear Gunner fired a short burst. Enemy aircraft was not seen again. No flak or searchlight activity. IFF on - no light on enemy aircraft. No claim made - no damage to Halifax as enemy aircraft did not open fire.

Rounds fired 50.

25 July 1943: Target Hamburg - Halifax JB784, D/78, position 51.50 N 05.38 E; airspeed 140; heading 298; time 0119 hours; height 18,000 feet. Visibility 2,000 yards. Gunners identified as Hyde and Sergeant Herbert James Clark (A.413153, RAAF, trained at No.2 AGGS, Port Pine and No.1663 Conversion Unit, awarded DFM 11 February 1944),

A Ju.88 seen 200 yards range Port Quarter down. Enemy aircraft passed underneath own aircraft and appeared again at 600 yards range on Starboard Quarter. Own aircraft turned and dived to starboard.

Rear Gunner gave short burst at 50 yards. Enemy aircraft broke away below Port tail and was not seen again.

So searchlights in vicinity. No warning from Monica. IFF off.

10/11 August 1943: Target Nuremberg - Halifax JB373, A/78; position 49.53 N 03.30 E; airspeed 215; heading 113 Magnetic; time 2352 hours; height 16,000 feet; visibility 1,000 to 1,500 yards, 6/8 cloud at 10,000 feet.

Mid-upper first sighted Me.109 on the starboard bow at 200 yards range. The enemy aircraft crossed over to port bow and turned in from 300 yards slightly up. Own aircraft did a diving turn in to the attack and Mid-Upper fired a long burst which appeared to enter the underside of the fighter as he passed overhead. The enemy aircraft was lost sight of below the starboard wing. Just as own aircraft resumed course an aircraft was seen to crash and burst into flames. All members of the crew witnessed the crash.

Previous to the attack fighter flares has appeared and also lights from the ground had been track indicating.

No searchlights and no flak. Monica was not working. IFF was off. Enemy aircraft did not open fire. Claimed as a probable.

27/28 September 1943: Target Hanover - Halifax LW226, D/78; position was target area; airspeed 150; heading 160 Magnetic; time 2207; height 18,000 feet; visibility good. Gunners were Hyde (rear) and Clarke (mid-upper):

Rear Gunner first sighted Ju.88 on port quarter, range 500 yards crossing over to starboard quarter. As he was crossing over to starboard Rear Gunner opened fire with a two second burst. No strikes were observed. No combat manoeuver was taken as out aircraft was on the point of dropping bombs.

Mid-Upper Gunner also observed the enemy aircraft, but did not open fire.

Enemy aircraft disappeared on starboard quarter down.

Monica gave no warning. IFF off. Searchlights were not cooperating.

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HYNAM, P/O Graham Stanley (J15652) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born in New Tredegar, Wales, 28 October 1920; home in Akron, Ohio. Enlisted in Niagara Falls, 24 October 1940. With No.8 (BR) Squadron, North Sydney, 12 November 1940 to 13 January 1941. Posted to No.1 ITS, Toronto, 16 January 1941; graduated 21 February 1941 and promoted LAC. To No.10 EFTS, Mount Hope, 22 February 1941; graduated 22 April 1941 and posted to No.1 Manning Depot; to No.8 SFTS, Moncton, 3 May 1941; graduated 27 July 1941 and promoted Sergeant. To Halifax, 29 July 1941; taken on strength of No.3 PRC, Bournemouth, 8 September 1941; to No.16 OTU, 23 September 1941; damaged Hampden P2080, 28 January 1942, at which time he had flown 153 hours 50 minutes on all types and 43 hours 45 minutes on Hampdens (sliding on a muddy airfield surface on landing, "came into contact" with an Anson tail). Joined No.420 Squadron, 12 February 1942. Commissioned 22 June 1942. Completed 28 operational sorties as pilot of a Hampden bomber, including targets at Lubeck, Hamburg, Essen, Rostock, Stuttgart, Warnemunde, Cologne, Bremen, Duisburg and Dusseldorf. To No.23 OTU, 21 November 1942 as an instructor of bomber pilots. Killed in a flying accident on 29 May 1943, whilst serving with No.23 Operational Training Unit (Wellington X3704). Medals sold at auction, 2 June 2002 for £ 1,100.

This officer, who has taken part in attacks on many of the enemy's most heavily defended targets, has achieved success with almost unfailing regularity. He is a gallant and determined captain of aircraft, who has always pressed home his attacks with the greatest resolve and spirit and has set an excellent example to all.

An assessment is worth noting. On 18 November 1942, W/C D.A.R. Bradshaw wrote of him:

A sincere type of officer. Pleasant personality. Carries out all his duties efficiently and well. He is held in high regard by his brother officers. A skilful operational pilot. Keeps calm under the most trying circumstances.

Circumstances of death. He was piloting X3704, one of eleven Wellingtons in a flypast for Pershore "Wings for Victory" campaign. The first flypast was at 1,500 feet in vic-formation. The aircraft then changed to echelon starboard. Hyman was in No.8 position. W/C J.A. Roncoroni testified:

The formation approached two miles west of Pershore, flying on a southerly course at 1,500 feet. The aircraft then peeled off at intervals of three seconds by making a 90 degree turn and flying over the Pershore cricket ground at 200 feet. I was flying the leading aircraft throughout this manoeuvre and my maximum IAS

was 220 mph. P/O Hynam's aircraft apparently levelled out, and whilst flying over the cricket ground at approximately 150 feet, the starboard wing broke off in the air. The aircraft damaged the roofs of two houses, killing the crew and slightly injuring one civilian, The starboard wing, complete, landed some 400 yards from the main wreckage

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HYNDMAN, S/L Roy Hall (C1628) - **Commended for Valuable Services in the Air** - No.6 SFTS - Awarded 16 April 1943 as per **London Gazette** of 13 April 1943 and AFRO 1035/43 dated 4 June 1943 - Born in Ottawa, 23 January 1913 (RCAF press release 2659 announcing award); enlisted there, 29 January 1940. Trained at No.1 ITS (graduated 17 May 1940), Trenton (graduated 16 June 1940) and No.1 SFTS (graduated 5 October 1940). To No.6 SFTS, date uncertain. Promoted Flight Lieutenant, 1 August 1941. Promoted Squadron Leader, 1 October 1942. To No.5 SFTS, 31 January 1943. To No.16 FTS, 14 May 1944. To No.1 Air Command, 5 March 1945. To No.16 SFTS, 7 March 1945. To No.10 EFTS, 21 June 1945. To Release Centre, 15 September 1945. Retired 17 October 1945. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation (unit given as No.6 SFTS).

The devotion to duty and energetic and capable manner displayed by this officer, especially in connection with flying instructor duties and as Commander of his Squadron, are an inspiration to his pupils and to other instructors. His flying instructional hours are approximately 1,000 completed over a period of two years.

HYNDMAN, S/L Roy Hall (C1628) - **Air Force Cross** - No.5 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Previously Commended, 16 April 1943 (which see for biographical details).

This officer, by his untiring energy and devotion to duty, has set a splendid example to all ranks serving under him. He is a very capable pilot and as a flying instructor, flight commander and squadron commander he has built up a splendid record. By a keen and determined manner in the carrying out of all his duties Squadron Leader Hyndman has greatly contributed to the Combined Training Establishment.

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HYNDMAN, F/O William Wesley Burton (J37118) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Lachine, Quebec, 29 May 1924; home there. Was a draughtsman prior to enlistment. Enlisted in Montreal, 15 September 1942. To No.5 Manning Depot, 1 October 1942. To No.4 Manning Depot, 29 November 1942. To No.5 Manning Depot again, 29 January 1943. To Mountain View, 31 January 1943. To No.5 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943 when posted to No.10 EFTS; graduated 25 June 1943

and posted next day to No.1 SFTS; graduated and commissioned 15 October 1943. To "Y" Depot, 24 October 1943. Taken on strength of No.3 PRC, Bournemouth, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 2 August 1945. Retired 21 September 1945. RCAF photo PL-Photo PL-45403 shows him;. PL-40629 is a portrait; PL-48265 taken at investiture, with F/O A.G. Squibb. PL-45403 (ex UK-24022 dated 3 August 1945) is another portrait. Postwar he attended McGill University. Practiced surgery at Lachine General Hospital where he became Chief Surgeon and later Chairman. Died 18 May 2004 in Lachine, being described in obituary notice as "MD, CM, MSc, CSPQ, FACS, DFC." 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 has recommendation dated 15 March 1945 when he had flown 36 sorties (211 hours two minutes), 15 October 1944 to 11 March 1945. NOTE: sortie list including times almost identical to that of F/O L.H. Kemp suggesting they were same crew.

15 October 1944 - Wilhelmshaven (3.45) - Good attack; many fires.
25 October 1944 - Essen (5.18) - Hit Krupp works.
29 October 1944 - Zoutelande (3.30) - Bombed target.
30 October 1944 - Cologne (6.22) - Bombed through clouds.
2 November 1944 - Dusseldorf (5.51) - Many fires; heavy attack.
4 November 1944 - Bochum (4.55) - Successful.
6 November 1944 - Gelsenkirchen (4.39) - Good bombing and many fires.
29 November 1944 - Essen (6.12) - Successful attack.
30 November 1944 - Duisburg (6.09) - Bombed through clouds.
2 December 1944 - Hagen (6.33) - do.
5 December 1944 - Soest (6.17) - Bombed aiming point.
6 December 1944 - Osnabruck (6.08) - Bombed through cloud.
21 December 1944 - Cologne/Nippes (5.51) - do.
24 December 1944 - Essen/Mulheim a/f - Bombed airfield.
26 December 1944 - St.Vith (4.57) - Bombed aiming point.
28 December 1944 - Opladen (5.41) - Bombed through cloud.
29 December 1944 - Coblenz (6.03) - Bombed marshalling yard.
30 December 1944 - Cologne (6.03) - Bombed through clouds.
1 January 1945 - Dortmund (4.35) - Successful attack.
5 January 1945 - Hanover (4.57) - Bombed through cloud.
6 January 1945 - Hanau (6.31) - - do.
14 January 1945 - Saarbrucken (6.51) - Good attack; A/P bombed.
16 January 1945 - Magdeburg (5.58) - Concentrated fires seen.
3 February 1945 - Bottrop (4.00) - Bombed as ordered.
4 February 1945 - Gelsenkirchen (5.23) - Cloud over target; bombed.
7 February 1945 - Goch (6.36) - Recalled by Master Bomber.
9 February 1945 - Wanne-Eickel (6.05) - Many fires; bombed target.
13 February 1945 - Bohlen (8.29) - Bombed as ordered.
14 February 1945 - Chemnitz (8.20) - Concentrated fires.
21 February 1945 - Worms (6.41) - Bombed target; many fires.

23 February 1945 - Essen (5.38) - Successful attack; cloudy.
24 February 1945 - Kamen (5.59) - Bombed in cloud.
27 February 1945 - Mainz (6.31) - do.
2 March 1945 - Cologne (5.28) - Successful sortie.
5 March 1945 - Chemnitz (8.35) - Cloud; bombed target.
11 March 1945 - Essen (5.12) - Bombed in cloud.

Flying Officer Hyndman has just completed a tour of 36 operational sorties as a pilot in Halifax III aircraft with No.158 Squadron. It has been a tour distinguished by able airmanship and coolness and courage of a very high order.

All but one of his sorties have been to targets in the most heavily defended areas of Germany but, whatever the odds, he has never hesitated to press home his attack and to complete the mission for which he was briefed.

Keen to fly against the enemy on every possible occasion, he was a constant source of inspiration to a first class crew. His natural sense of leadership brought them safely through many hazards.

It is recommended that the outstanding operational record of this pilot, his courage in the face of enemy fire and his unfailing devotion to duty throughout an excellent tour be recognized by the award of the Distinguished Flying Cross.

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HYSLOP, F/L Murray Carslaw (J17380) - **Distinguished Flying Cross** - No.39 Squadron - Award effective 15 May 1944 as per **London Gazette** dated 23 May 1944 and AFRO 1380/44 dated 30 June 1944. Born in Edmonton, 3 June 1920; home there. Enlisted in Edmonton, 15 March 1941. Trained at No.4 ITS (graduated 26 July 1941), No.16 EFTS (graduated 13 September 1941) and No.10 SFTS (graduated 19 December 1941). Retired 1 August 1945. Rejoined RCAF, 27 June 1949 (13452); retired again, 11 December 1971. Worked in a second career with British Columbia Hydro. Died in White Rock, British Columbia, 19 August 2009 as per Vancouver **Sun** (incorrectly given as September 2009 by **Legion Magazine** of March/April 2010). See article by him and Douglas G. Faulder, "Mediterranean Torpedo Pilot", in **Journal of the Canadian Aviation Historical Society**, Volume 35, No.1. Photo PL-35247 shows him. RCAF photo PL-27095 (ex UK-9151 dated 23 March 1944) is captioned as follows - "Two RCAF pilots with an RAF squadron based in Sardinia enjoy the sunshine on the beach near their aerodrome. They are (left to right) F/O Andrew (Pat) Paterson pilot (Regina) and F/L Murray Hyslop (Edmonton)."

Flight Lieutenant Hyslop has completed numerous operational sorties of a varied nature. He has taken part in mine-laying operations, night bombing sorties, convoy escort and anti-submarine patrols. This officer has done much work in connection with air/sea rescue providing cover for air/sea rescue aircraft in enemy

waters. During fighter patrols Flight Lieutenant Hyslop has been credited with the destruction of two enemy aircraft.

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