

JACK, WO Clayton Hugh (R75219) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 29 April 1921 in Shehue, Saskatchewan; home in Netherhill, Saskatchewan (teacher); enlisted Saskatoon, 28 October 1940. Trained at No.2 ITS (graduated 18 July 1941), No.2 BGS (graduated 19 March 1941) and No.3 AOS (graduated 10 February 1942). Discharged 9 October 1945. Postwar member of RCMP, 20 February 1948, serving six years at Frobisher Bay and Moose Factory; resigned 31 December 1952 (14640). Rejoined RCAF, 6 February 1953; retired 20 April 1968 to Portage l Prairie. Died in Gladstone, Manitoba, 19 January 1996; buried in Netherhill, Saskatchewan. Gateway Militaria catalogue No.12 advertised his medals at \$ 2,000. As of June 1998 Gateway Coin and Militaria (Winnipeg) were selling his medals with letters and citation at reduced price of \$ 1,550. Price reduced in January 1999 catalogue to \$ 1350.00. 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 14 January 1945 when he had flown 41 sorties (164 hours), 22 January to 15 October 1944.

19 February 1944 - GARDENING
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
21 January 1944 - Magdeburg
22 January 1944 - Heligoland
28 January 1944 - Berlin
1 March 1944 - Stuttgart
26 March 1944 - Essen
30 March 1944 - Nuremburg
10 May 1944 - Lens
25 May 1944 - Aachen
27 May 1944 - Bourg Leopold
28 May 1944 - Mardick
31 May 1944 - Trappes
2 June 1944 - Trappes
5 June 1944 - Longues
7 June 1944 - Foret de Cerisy
9 June 1944 - Rennes
11 June 1944 - Paris
14 June 1944 - Everency
23 June 1944 - Coubroune
24 June 1944 - Middel Straete
27 June 1944 - Biennais
30 June 1944 - Oisemont
2 July 1944 - Oisemont
6 July 1944 - Sirecourt
7 July 1944 - Caen
10 July 1944 - Nucourt

12 July 1944 - Rollez
15 July 1944 - Nucourt
18 July 1944 - Wesseling
18 July 1944 - H.2, Manneville
20 July 1944 - Wizernes
23 July 1944 - Kiel
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
20 September 1944 - Calais
11 October 1944 - Fort Fredrick Hendrik
12 October 1944 - Fort Fredrick Hendrik
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven

Warrant Officer Jack is an operator of special equipment who has repeatedly demonstrated his skill and, on many occasions, there can be no doubt that upon his accuracy and reliability depended the success of the attack. He has now completed a total of 41 operations and attacked such heavily defended targets as Berlin, Schweinfurt, Stuttgart and Nuremburg, as well as achieving much success during the attacks before and after 6th June 1944.

At all times, Warrant Officer Jack showed keenness to fly against the enemy and his determination to achieve the most precise results on the target were praiseworthy, and it is considered that his fine record of service merits the non-immediate award of the Distinguished Flying Cross.

* * * * *

JACK, S/L Robert Alastair (J12339) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. See **Field of Honour**, (Bank of Montreal, c.1950). Born 9 February 1922 in Vancouver; home in Powell River, British Columbia (ledger keeper); enlisted Calgary, 31 July 1941 and posted to No.2A Manning Depot. To No.8 BGS, non-flying duty, 20 August 1941. To No.4 ITS, 10 October 1941; graduated 6 December 1941 on promotion to LAC and posting to No.18 EFTS; To No.15 SFTS, 28 February 1942; graduated and commissioned 19 June 1942. To No.2 AOS, 5 July 1942. To No.1 CNS, 20 July 1942. Promoted Flying Officer, 19 December 1942. Promoted Flight Lieutenant, 19 June 1943. To "Y" Depot, 24 September 1943. Taken on strength of No.3 PRC, 8 October 1943, disembarking in England on 16 October 1943. To No.23 OTU, 23 November 1943. To No.61 Base, 13 March 1944. Attached to No.1659 Conversion Unit, 13 March to 14 April 1944. To No.432 Squadron, 14 April 1944. Promoted Squadron Leader, 2

August 1944. To No.22 OTU, 11 December 1944. Repatriated 13 August 1945. Released 3 October 1945. Air Cadet Officer with No.513 Squadron, New Westminster, 10 November 1949 to 31 March 1958. RCAF Photo PL-33739 (ex-UK-15633, 6 October 1944) shows S/L G.M. Larson at left, congratulating S/L Al Jack of Chilliwack as each was being appointed Flight Commanders in Leaside Squadron. Died in Surrey, British Columbia 15 June 1991 as per **Legion Magazine** of October 1991 and **Airforce Magazine** of October-November-December 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.5557 (RG.24 Vol.20668) has recommendation dated 9 September 1944 when he had flown 29 sorties (131 hours 55 minutes), 18 April to 31 August 1944. Note rank when recommended.

Flight Lieutenant Jack is a capable and confident captain, whose determination to complete his sorties successfully has been a feature of his tour. In his capacity of Flight Commander he has maintained an exceptionally high standard in every branch of activity. His twenty-nine sorties have all been successful and include a wide variety of targets.

For his splendid qualities of leadership, loyalty and an inspiring example to those in his flight, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

18 April 1944 - Noisy-le-Sec (4.45)
22 April 1944 - Dusseldorf (5.20)
1 May 1944 - Ghislain (4.15)
12 May 1944 - Louvain (4.40)
19 May 1944 - Le Cripon (3.40)
22 May 1944 - Le Mans (5.00)
2 June 1944 - Neufchatel (5.40)
5 June 1944 - Houlgate (4.30)
6 June 1944 - Coutrances (4.10)
9 June 1944 - Le Mans (5.30)
12 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.30, day)
16 June 1944 - Sterkrade Haultan (4.30)
21 June 1944 - St. Martin l'Hortier (4.05, day)
24 June 1944 - Bienteques (3.35)
27 June 1944 - Foret d'Eawy (4.35)
28 June 1944 - Metz (6.45)
1 July 1944 - Biennais (3.50, day)

17 July 1944 - Caen (3.55)
18 July 1944 - Wesseling (4.35)
24 July 1944 - Ferfay (4.00)
28 July 1944 - Hamburg (5.30)
1 August 1944 - Ferme de Forrestel (3.20, day)
4 August 1944 - Bois de Cassant (5.15, day)
12 August 1944 - Mont Richard (5.20, day)
18 August 1944 - Bremen (5.20)
25 August 1944 - Brest (4.40)
28 August 1944 - Brest (4.30, day)
31 August 1944 - Ile de Cezembre (4.40, day)

Note: Assessed as an instructor at No.22 OTU, 29 May 1945 when he had flown 1,438 hours 35 minutes (31.45 in previous six months): "A very good officer who has drive, initiative and personality. Commands his flight well and whose discipline is good. Smart appearance; very suitable for staff appointment. Above average as an officer." (W.C.J.K.M. Cooke).

On repatriation he stated he had flown 160 hours 50 minutes on operations (35 sorties, the last on 19 November 1944) and 243 hours five minutes non-operational. Types flown overseas were Oxford (six hours), Wellington (125) and Halifax (272.50)

His crew at No.1659 was listed as himself as pilot, J21362 F/O M. Derry (navigator), 1319440 Sergeant R.A. Holt (WOP/AG), R186663 Sergeant J. MacFadden (Air Gunner), R159367 Flight Sergeant A. Phemister (bomb aimer), 1482147 Sergeant S.T. Kinch (Flight Engineer) and R183734 Sergeant N.D. Ramey (Air Gunner - possibly H.D. Ramey, later DFC).

Involved in a non-operational accident, East Moor, 1633 hours, 6 August 1944 (circuits and landings), Halifax NP721 ("X"). Damage was Category AC ("For repair by contractor's working party.") Aboard were Jack, P/O C.G. Haining (FE), Sergeant R.O.J. Searle (FE) and J87033 P/O A.L. Potter (later awarded DFC). Jack as Acting Flight Commander had detailed himself to give initial dual to P/O Potter and his engineer, newly arrived from Heavy Conversion Unit. Jack's own account was as follows:

At 1600 hours on the 6 August 1944 I was detailed on local flying including circuits and landings for the purpose of qualifying P/O Potter, A.L. (J87033) as a pilot on Halifax VII's.

I took the aircraft off and demonstrated a typical circuit, except for the landing where I demonstrated an overshoot.

P/O Potter then took control and we did ten minutes local flying and then joined circuit and made an approach. At 300 feet I ordered an overshoot and this was done satisfactorily. We came round the circuit again and in the downwind checks the brake pressure was at its maximum pressure. P/O Potter did a satisfactory approach, just a trifle high.

We made a safe landing approximately half-way down the runway. We floated considerably, there being no wind. Brakes were applied and the aircraft slowed up considerably. On the last 200 yards of runway the brakes did not seem to have effect.

We did not have time to swing and the aircraft tolled into ditch and wire entanglements at end of runway.

No one was injured but considerable damage was done to the aircraft.

The crash crew were pursuing the Halifax even before it finally ran off the runway. It ended up blocking a public road. Visibility was 20 miles, wind only two miles per hour; cloud was 5/10 at 3,000 feet. On 13 August 1944, W/C A.D.R. Lowe reported:

Pilot Officer Potter was flying the aircraft and approached for his first landing. The approach was normal, but the final touch down was made only half-way down the runway. The brakes were applied but due possibly to a heated condition which was acquired in several previous landings, were found ineffective.

The pilot was unable to swing or ground-loop the aircraft due to construction on either side of the end of the runway. The aircraft went through a fence and ditch on the far boundary of the field.

The combination of factors causing this accident appear to be: (1) A condition of practically no wind. (2) The lateness of the final touch down. (3) The lack of control which the instructor is faced with.

It is recommended that one dual control Halifax III or VII be kept on this station for the purpose of checking out pilots of both squadrons (No.432 and 415), (non-operational). That the ditch, roadway and fence at far end of runway 17 be levelled. This would minimize the damage to aircraft overshooting this runway.

The Officer Commanding, No.62 Base, wrote on 22 August 1944:

In my opinion the primary cause of the accident was the fact that the Instructor had no set of controls in front of him to enable him to take over control at the last moment. This situation is being remedied immediately and the required parts being made. A secondary cause is that the Instructor permitted the pupil pilot to land when overshoot action should have been taken.

* * * * *

JACKMAN, F/O Frederick Desmond (J21827) - **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 16 June 1917 in Ottawa. Home in Stirling, Ontario; enlisted in Ottawa, 10 January 1941 and posted to No.1 Manning Depot. To No.12 Equipment Depot, 6 February 1941. To No.3 ITS, 22 April 1941; promoted LAC, 27 May 1941 and posted that date to No.12 EFTS. Ceased training, 24 June 1941 and posted elsewhere as General Clerk. To No.5 ITS, 30 August 1941. Accepted again for aircrew training, 9 May 1942. To No.1 AOS, 23 May 1942; graduated and commissioned 11 September 1942. To "Y" Depot, 25 September 1942. To RAF overseas, 27 October 1942. Repatriated 13 August 1945. Remained in postwar RCAF to at least 1950 (service number 20145). Died in Ottawa, 11 July 2008. Photo PL-33896 (ex-UK-16264, 4 November 1944) shows him. Photo PL-35215 shows him. NOTE: The AFRO erroneously gave his unit as No.422 Squadron, a Coastal Command unit, although the citation is that of a bomber navigator and photograph PL-144460 shows him clearly; Atlantic Star ribbon is absent. The error began with RAF documents; Public Records Office Air 2/9275 has a long list of Bomber Command DFC winners; the entry for Jackman managed to erroneously cite his service number (corrected in AFRO), misspell his name once (corrected in AFRO) and incorrectly give his unit as No.422 Squadron (not corrected in AFRO). A letter dated 8 September 1997 (Jackman-Halliday) confirmed that he was a member of No.428 Squadron (September 1943 to June 1944).

Flying Officer Jackman has successfully completed many attacks against most of the enemy's most heavily defended objectives. His skill as a navigator has contributed much to the successes attained by his crew throughout their tour of operations. On one occasion he was navigator of an aircraft detailed to attack Frankfurt. Shortly after the take-off all navigational aids failed but by skilful use of astro-navigation the aircraft arrived over the target at the correct time and made a safe return to base. A few nights later a flight to Berlin was completed in similar circumstances. Flying Officer Jackman has been a most efficient and capable navigator.

RCAF Press Release No. 5314 dated 9 June 1944 from F/O Fred Jackson, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- F/O Des. Jackman, of Stirling, Ontario, should always have an attachment for elevens. The screened Ghost squadron navigator joined the RCAF on the eleventh of January, 1941; won his wings at Malton September 11, 1942 and started his operational career with the squadron on a multiple of elevens, October 22, 1943. To make the elevens perfect, his skipper, F/L Max Kogan of Toronto, who also finished his tour, enlisted in the RCAF on the eleventh of November, 1941.

The Stirling, Ontario navigator figures he was lucky all right --- if getting a crack skipper and a good crew can be considered lucky. He had a minimum of what they call "shaky-do's", despite the fact that their aircraft had its share of major targets.

One time, with Frankfurt the objective, most of his navigational equipment was unserviceable and F/O Jackman handled the situation by D.R. (dead reckoning) navigation. There wasn't much to it according to him because "that's what we're supposed to be able to do in an emergency" but according to his crew-mates it was a job well done.

F/O Jackman was over Berlin and Hanover three times and included in other targets were Frankfurt, Dusseldorf, Stuttgart and Kassel in addition to some long-range mining jobs and objectives in France and Belgium. Of them all, Kassel was conceded to be the bright-test. "It was just a bonfire that night," said F/O Jackman who generally didn't see much or any of the targets but couldn't help seeing Kassel go up in flames.

Closest call he ever had from a fighter was on the ninth trip coming back from Berlin when an Me.109 heading for the target area came at his aircraft head-on, swinging in an orbit and attempting to attack from astern. Quick evasive action got the Canadians away from the Jerry. One night over Kiel, his aircraft was caught in predicted flak for 10 minutes, violent evasive action keeping them out of trouble.

* * * * *

JACKMAN, F/O John Milton (J25696) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13

July 1945. Born 4 June 1911 in Vancouver; home in Toronto. Educated at University of British Columbia (member, COTC). Enlisted in Toronto, 5 May 1942. To No.1 Manning Depot, 9 June 1942. To No.4 Manning Depot, 6 August 1942. To No.1 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942); to No.4 BGS, 9 January 1943; to No.1 AOS, 20 March 1943; to No.5 BGS, 18 May 1943; to "Y" Depot, 31 October 1943; taken on strength of No.3 PRC, Bournemouth, 1 November 1943; commissioned 30 April 1944; repatriated 3 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.2610 (RG.24 Vol.20627) has recommendation dated 22 February 1945 when he had flown 29 sorties (149 hours 50 minutes), 31 July to 30 December 1944.

Flying Officer Jackman has successfully completed 29 operational sorties against the enemy, nine of these being against heavily defended German targets, four in enemy waters and the remainder against precision targets in enemy occupied territory.

Throughout his tour, this officer's skill and determination in the air have been of the highest order. His quiet devotion to duty at all times and the sincerity of his interest in the welfare of new crews is an inspiration to all with whom he comes in contact.

The sortie list was as follows:

31 July 1944 - Foret de Croc (4.05)
1 August 1944 - Le Hey (3.40)
3 August 1944 - Foret de Nieppe (4.00)
4 August 1944 - Bois de Casson (5.10)
7 August 1944 - La Hogue (4.10)
8 August 1944 - Brest (5.10)
9 August 1944 - Prouville (3.45)
12 August 1944 - Brunswick (5.50)
14 August 1944 - Potigny (4.25)
17 August 1944 - Gardening, La Rochelle (7.05)
18 August 1944 - Westrove (3.55)
6 September 1944 - Emden (4.40)
11 September 1944 - Le Havre (4.40)
20 September 1944 - Calais (3.30)
23 September 1944 - Domberg (3.20)
25 September 1944 - Calais (4.15)
27 September 1944 - Sterkrade (4.25)

28 September 1944 - Cap Gris Nez (4.20)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.30)
14 October 1944 - Duisburg (6.00)
14 October 1944 - Duisburg (5.40)
15 October 1944 - Gardening, Kattegat (6.25)
30 October 1944 - Cologne (6.15)
6 November 1944 - Gelsenkirchen (5.30)
21 November 1944 - Gardening, Oslo (7.50)
26 December 1944 - St. Vith (6.30)
28 December 1944 - Gardening, Oslo (7.15)
30 December 1944 - Cologne (6.25)

* * * * *

JACKSON, F/L Alfred Hillman (J11231) - **Distinguished Flying Cross** - No.210 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 10 October 1944 and AFRO 2534/44 dated 24 November 1944. Born 28 May 1914 in Fergus, Ontario (published in **War Service Records, 1939-1945**, Canadian Bank of Commerce, 1947); home in Hamilton; enlisted there 19 November 1940. To No.1A Manning Depot, 9 December 1940. To No.119 (BR) Squadron, 31 December 1940; to No.3 ITS, 21 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.14 EFTS; graduated 15 July 1941 when posted to No.5 SFTS; ceased training 29 August 1941 and posted to Trenton, 1 September 1941 to No.1 AOS, 26 October 1941; graduated 31 January 1942 when posted to No.1 BGS; graduated 14 March 1942 and promoted Sergeant; posted that day to No.2 ANS; graduated 14 April 1942 and commissioned. To Ferry Command, 23 July 1942; overseas 17 October 1942; promoted Flying Officer, 13 October 1942. Promoted Flight Lieutenant, 13 September 1944. Repatriated 23 July 1945; released 12 September 1945. Died in Willowdale, Ontario, 5 November 1981 as per **Airforce Magazine**, Summer 1982.

An outstanding navigator, Flight Lieutenant Jackson has taken part in numerous operational sorties. In September 1943, he was navigator in an aircraft which accomplished a particularly long and hazardous reconnaissance to Spitzbergen and North Russia. More recently he navigated his aircraft to a place where an enemy submarine had been sighted, the sortie resulting in the destruction of the U-boat. In July 1944 he navigated his aircraft to the north of the Shetlands in order that a dinghy containing six members of aircrew could be located. The rescue of its occupants was accomplished successfully throughout all the vagaries of Arctic weather. This officer has continuously exhibited skill and reliability worthy of the highest praise.

* * * * *

JACKSON, F/O Basil George Delaval (J21204) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 19 October 1943 as per **London Gazette** dated 2 November 1943 and AFRO 2507/43 dated 3 December 1943. Born in Edinburgh, 28 August 1923; home in Weston, Massachusetts; enlisted Montreal, 2 December 1941 and posted to No.1 Manning Depot. Posted to No.6 ITS on 14 March 1942; graduated and promoted LAC, 8 May 1942 but not posted to No.12 EFTS until 6 June 1942; graduated 1 August 1942 when posted to No.9 SFTS; graduated and commissioned 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas 13 December 1942; promoted Flying Officer, 20 May 1943; promoted Flight Lieutenant, 20 November 1944. Repatriated 8 July 1945; released 4 September 1945. Died 5 September 2013 at Tybee Island, Chatham County, Georgia. Incident was on fourth sortie (he had flown 28 hours 28 minutes to end of this sortie), 3 October 1943.

This officer has undertaken several sorties and has set a high example of tenacity and devotion to duty. These qualities were well evident on a recent occasion in an attack on Kassel. Soon after bombing the target his aircraft was hit by shell fire, the windscreen was shattered and Flying Officer Jackson was injured about the face. His vision was impaired by particles of glass and blood from his facial injuries which filled his eyes. In spite of considerable pain and difficulty Flying Officer Jackson flew his aircraft back to base. His example was most encouraging.

He was shot down and taken prisoner with No.405 Squadron, 24 February 1944. The website "Lost Bombers" provides the following: Lancaster JB241, target Schweinfurt. This aircraft was delivered to No.405 Squadron from No.32 Movements Unit on 15 September 1943. As of this mission it had flown 137 hours. JB241 was one of two No.405 Squadron Lancasters lost on this operation; the other was ND526. It was airborne at 1854 hours, 24 February 1944 from Gransden Lodge. Outbound, and flying at 20,000 feet, it was attacked from below by a night-fighter (Schrage- Musick), whose fire set alight to the starboard inner engine and wing. Within seconds of the "abandon" order being given, an explosion occurred throwing clear the three survivors, leaving the Lancaster to crash at Bermerange (Moselle), 6 km ENE of Morhange, France. Crew consisted of F/O B.G.D.Jackson, DFC, RCAF (POW), Sergeant F.J.Abery (killed), F/O J.A.Radford, RCAF (POW), F/O R.H.Freiburger, RCAF (POW), Flight Sergeant P.G.F.Redstone (killed), P/O D.J.Eastham, RCAF (killed), Flight Sergeant S.Kay, RCAF (killed). F/O B.G.D.Jackson had POW number 3573.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire prepared from interview of 9 May 1945. He stated that he had flown 13 sorties.

Took off 1800 hours. 19,000 feet, about 2030 hours. Levelled off. Flying on George. All OK. 2050 a fighter flare was dropped some distance astern. Ten minutes later another was dropped some 2 or 3 hundred yards behind. I then took George out and was just about to do a slight evasive action when the whole aircraft shuddered. The whole rear of aircraft was on fire. I gave the order to bale out. I had no controls at all and the aircraft climbed, stalled and started to spin. My engineer opened the hatch and jumped out, then my Bomb Aimer. The next thing I remember was floating down to earth. My Bomb Aimer, Navigator and I were blown out. Nearest town - Saarbrucken. Weather - clear.

RCAF Press Release No.2689 dated 12 January 1944 reads:

WITH THE RCAF BOMBER GROUP: - Flying his battered bomber through some of the heaviest Nazi night defences, partially blinded by blood from painful facial wounds, Flying Officer Basil Deleval Jackson, of 2 Pigeon Hill Road, Weston, Mass., brought his crew and craft safely back to base following a raid on Kassel. For this and other deeds of gallantry, the pilot who flies for a Canadian bomber group squadron was recently awarded the Distinguished Flying Cross.

Behind the official citation lies a story filled with courageous determination and skill. It reads as follows: "This officer has undertaken several sorties and has set a high example of tenacity and devotion to duty. These qualities were well evident on a recent occasion in an attack on Kassel. Soon after bombing the target, his aircraft was hit by shell-fire. The windscreen was shattered and F/O Jackson was injured about the face. His vision was impaired by particles of glass and blood from his facial injuries which filled his eyes. In spite of considerable pain and difficulty, F/O Jackson flew his aircraft to base. His example was most encouraging."

The trip that night to the German industrial target went smoothly and the 21-year-old skipper reported a good "pranging" of Kassel. But, on the way home, they passed through the thick of the Nazi night-fighter belt. A German fighter suddenly dived to attack, hitting the four-engined bomber with a short burst of machine-gun and cannon fire. Skillful evasive tactics by F/O Jackson rescued the aircraft from the fighter. In the action, the skipper was injured by shrapnel which perforated the windscreen. The compass had been put out of commission by flak.

Jackson, with the help of his navigator, set what they thought was a course for home. After many minutes of flying through the cloudy night, the French coast

did not appear on schedule. Then the sky cleared and the navigator calculated an astro fix to discover they had flown from the south of France, across Denmark, the east side of the Ruhr Valley between Bremen and Hamburg, and were crossing the Kiel Canal.

Back on their course, they eluded six more enemy aircraft and then faced the threat of empty fuel tanks. "For a time, we thought we were going to have to swim home", said Jackson. But they reached base with only sufficient petrol to make one circuit of the airfield before landing.

Jackson was born in Edinburgh, moved to Weston, Mass., and then went to Canada where he enlisted in the RCAF in 1942. The rear-gunner Sergeant Stanley Kay, 5 Major Street, Toronto had flak holes in his pants and parachute to attest to his narrow escape. The mid-upper gunner, F/O D.J. Eastham, 58 Durham Street, Toronto, relinquished the rank of Flight Lieutenant to re-muster from a ground job. Others in the crew included P/O J. Frieburger, Kitchener, Ontario, air-bomber and F/O J. Redford, 221 Heath Street, Toronto, Ontario, the navigator.

* * * * *

JACKSON, Sergeant Carl Douglas (R56401) - **Air Force Medal** - No.11 EFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born at Kindersley, Saskatchewan, 15 February 1917. Home in Glidden, Saskatchewan. Enlisted in Montreal, 7 September 1940 as Flying Instructor and posted to Trenton. Posted to No.11 EFTS, 17 October 1940; promoted Sergeant, 7 November 1940; posted from No.11 EFTS on 5 March 1943; to No.6 SFTS, 2 April 1943; to No.1 Flying Instructor School, 9 July 1943; to No.2 SFTS, 4 September 1943; served at No.13 SFTS, 26 July 1944 to 17 January 1945. Released 2 February 1945.

This NCO has shown outstanding devotion to duty in two years of employment as a Flying Instructor at No.11 Elementary Flying Training School. In that period he has instructed for over 2,200 hours and has proven to be of an above average standard. he has been an example of courage and consistency at his duties.

NOTE: Air Force Routine Order 1863/44 published 25 August 1944 read in part:

R56401 Warrant Officer Carl Douglas Jackson, AFM, an airman of the Royal Canadian Air Force serving at No.13 SFTS, North Battleford, Saskatchewan, was tried by district court-martial on 29th June 1944 and was found guilty on a charge

of negligently taxiing one of His Majesty's aircraft in such a manner as to come into collision with another aircraft, thereby damaging both aircraft.

He was sentenced to be put under stoppage of pay until he had made good the sum of \$ 75.00 in respect of the damage to the aircraft. The finding and sentence, having been confirmed and the stoppage of pay mitigated to \$ 50.00 by the Air Officer Commanding, 4 Training Command, Calgary, Alberta, were duly promulgated to the accused.

* * * * *

JACKSON, F/L Cyril (C23566) - **Air Force Cross** - No.13 EFTS - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 2 December 1918. Home in St.Jean, Quebec; enlisted in Vancouver, 7 October 1940. As of award he had flown 2,549 hours, including 2,295 hours as instructor (150 hours in previous six months). Remained in postwar RCAF until 27 October 1970. Died in Halifax, 1 October 1989 as per **Airforce Magazine** of January-February-March 1990. Photo PL-48160 shows him at Government House with his wife, 7 November 1949, shortly after investiture with AFC.

This officer has served with distinction in various flying instructional capacities for a very long time. His enthusiasm, skill and resourcefulness as a Squadron Commander have contributed greatly to the excellent results attained in flying training on this unit. Throughout his lengthy instructional career he has displayed outstanding devotion to duty.

* * * * *

JACKSON, S/L Donald John Geoffrey (C97000 or C57000) - **Mention in Despatches** - Overseas (now in NWAC) - Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Born in Field, British Columbia, 25 August 1915. Home given variously as Plunkett, Saskatchewan and Edmonton, Alberta; educated at University of Saskatchewan. Proceeded to England in 1936 to article accounting but decided to join the RAF in February 1937; appointed Acting Pilot Officer on Probation, 9 August 1937. Confirmed as Pilot Officer, 5 August 1938. Sent to Far East, July 1938, serving with No.34 Squadron at Singapore. Promoted Flying Officer, 24 December 1939 and Flight Lieutenant, 24 May 1941. Posted to Singapore. Engaged in retreat through Sumatra and Java, regained India, but then to UK. Promoted Squadron Leader, 1 January 1943 with seniority from 1 March 1942. Reported POW, 23 August 1943 after being shot down over Germany. Transferred to RCAF in London, England, 24 November 1944 in rank of Squadron Leader. Repatriated to Canada, 23 July 1945. To No.8 Repair Depot, 3 August 1945. Released 19 October 1945. Recalled to service, with Northwest Air Command, 2 May 1946. Formation later named Tactical Air Command; he was initially

personal staff officer to Air Officer Commanding and then Staff Officer, Selection and Manning. Stayed in postwar RCAF as Squadron Leader. To RCAF Staff College, October 1947. On completion of course he was posted to No.413 (P) Squadron. Promoted Wing Commander, 1 January 1950 when appointed to command of No.408 Squadron. To Air Defence Command Headquarters, St. Hubert, 1951. Awarded Queen's Coronation Medal, 23 October 1953, while with No.11 (ACW) Squadron. Posted on exchange duties to USAF Pepperell Air Force Base, St. John's, Newfoundland, August 1957. Retired 1964. Died in Saskatoon, 26 September 2006. No citation other than:

...in recognition of gallant and distinguished services in Malaya, Hong Kong, and the Netherlands East Indies during the operations against the Japanese terminating in March 1942.

The website "Lost Bombers" gives the following on his being captured. Halifax JD378 (DY-C) of No.102 Squadron, target Leverkusen, 22/23 August 1943. This aircraft was initially issued to No.77 Squadron. Airborne at 2105 hours, 22 August 1943 from Pocklington. Shot down by a night-fighter and crashed near Duren. Crew were S/L D.J.G.Jackson (POW), Sergeant C.Williams (killed), F/O F.R.Booth (POW), Sergeant W.J.Vernon (POW), Sergeant C.E.Kaye (POW), Sergeant W.T.Dolan (POW), Sergeant J.B.Haynes, RAAF (ROW). F/O F.R.Booth and S/L D.J.G. Jackson were held Camp L3.

* * * * *

JACKSON, F/O Edward Richard (J28923) - **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 June 1920 in London, England; home in Toronto; enlisted there 15 January 1940 as an Airframe Mechanic, posted for training to St.Thomas on 29 March 1940 and then to No.13 Operational Training Squadron (21 August 1940); promoted to LAC, 1 October 1940; promoted Corporal, 15 March 1941; to No.4 (BR) Squadron, 11 November 1941. Remustered to aircrew and posted on 3 November 1942 to No.4 ITS (graduated 6 February 1943), posted to No.5 EFTS, 6 February 1943 but ceased training on 19 March 1943; to No.5 BGS on 2 April 1943 (graduated 26 June 1943); further trained at No.8 AOS (graduated and commissioned on 6 August 1943). To overseas, 25 August 1943; repatriated 8 June 1945; to No.5 OTU, 27 July 1945. Released 14 September 1945. Medal presented at Government House, 24 January 1956. 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 39 sorties (184 hours 20 minutes), 27 May 1944 to 14 February 1945.

27 May 1944 - Bourg Leopold (5.05)

31 May 1944 - Monte Couple (3.50)
10 June 1944 - Versailles (5.55)
12 June 1944 - Cambrai (5.05)
15 June 1944 - Boulogne (4.55)
16 June 1944 - Sterkrade (5.15)
23 June 1944 - Bineque (4.55)
24 June 1944 - Bamieres (4.25)
27 June 1944 - Foret d'Eawy (4.35)
19 July 1944 - Thiverny (4.50)
23 July 1944 - Kiel (6.00)
24 July 1944 - Stuttgart (8.50)
1 August 1944 - Acquet (4.50)
3 August 1944 - Bois de Casson (5.15)
4 August 1944 - Bois de Casson (4.55)
7 August 1944 - Caen (5.05)
8 August 1944 - Foret de Chantilly (5.45)
9 August 1944 - Acquet (4.20)
10 August 1944 - La Pallice (6.55)
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
13 September 1944 - Gelsenkirchen (3.20)
26 September 1944 - Cap Gris Nez (2.25)
27 September 1944 - Bottrop (3.15)
30 September 1944 - Bottrop (3.10)
23 October 1944 - Essen (4.25)
25 October 1944 - Homberg (3.20)
28 October 1944 - Cologne (4.00)
9 November 1944 - Gelsenkirchen (3.30)
15 November 1944 - Munst (3.35)
21 November 1944 - Aschoffenburg (5.15)
27 November 1944 - Neuss (3.55)
2 December 1944 - Hagen (5.50)
6 December 1944 - Merseburg (6.25)
5 January 1945 - Hannover (5.05)
14 January 1945 - Saarbrucken (4.40)
28 January 1945 - Stuttgart (5.35)
2 February 1945 - Mannheim (5.15)
14 February 1945 - Chemnitz (6.45)

Flying Officer Jackson is a Bomb Aimer of outstanding keenness and ability. His excellent spirit and determination to press home his attacks have shown themselves in numerous attacks on heavily defended targets in Germany. The results he has achieved on small pin-point targets have proved his thorough knowledge of his work and his great ability.

* * * * *

JACKSON, S/L Frederick Charles (C2526) - **Mention in Despatches** - No.2 Equipment Depot - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Wombwell, Yorkshire, 2 December 1894. Teacher before the war. Rifleman in Ninth London Regiment, May 1915 to July 1916 and then became an Officer Cadet at Cambridge University. Commissioned as Second Lieutenant, York and Lancaster Regiment, 25 October 1916. Promoted Lieutenant, 25 April 1918. Mentioned in Despatches for service at Arras, April 1917 as per **London Gazette** of 19 January 1919. Relinquished commission, 1 September 1921. Employed by Hudson Bay Company, 1920 to 1931 in Arctic fur trade as accountant and purser among Indians and Inuit; left that "To return to civilization." Attended University of Toronto, 1931-1933 and accountancy courses, 1936 to enlistment. Home in Toronto where he was Chief Accountant for the Public Welfare department of the city, having been employed by them since 1933. Enlisted and commissioned in Toronto 24 August 1940 as Accounts Officer. To Technical Training School, St. Thomas, 7 September 1940. On 19 October 1940 he was assessed by F/L J.J.E. Cauty (Chief Instructor, Accounts) as follows: "A reliable type of officer with a good personality. He is considered capable of taking charge of the Accounting Section of a small Unit, or working in a large Unit with a minimum of supervision. Has a knowledge of practical store keeping and the duties of Customs Officer. Keen and a good bearing. His drill was considerably above the average." To Western Air Command, 19 November 1940. To No.21 MD, Rayleigh Mount, 29 November 1940. To No.4 (BR) Squadron, Ucluelet, 13 July 1941. Promoted Flight Lieutenant, 1 August 1941; to Station Ucluelet, 25 January 1942; to Station Calgary, 3 June 1942. Most of his service career was at No.2 Equipment Depot (31 July 1942 to 16 May 1945). Attained rank of Squadron Leader, 1 April 1943. To No.4 Release Centre, Toronto, 16 May 1945. Released 22 May 1945. Died in Richmond Hill, Ontario, 16 August 1988 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November 1988. These identified him as a clergyman and gave service number as C12526.

This officer has rendered excellent service. He has in a large measure contributed to the successful completion of the successive moves of his Unit, working under difficult conditions. He has brought his section to a high state of efficiency. His calm and quiet manner, coupled with dogged determination has set an example worthy of the highest praise.

First recommended for a Mention in Despatches on 10 September 1943 by G/C J.H. Ferguson as follows:

This officer has rendered excellent service. He has, in a large measure, contributed to the successful completion of the successive moves of this Unit, working under difficult conditions. He has brought his section to a high state of efficiency. His calm and quiet manner, coupled with dogged determination has set an example worthy of the highest praise. His unflagging zeal and enthusiasm have won the confidence of all.

This did not reach the Priority List for New Year 1944 awards. G/C Ferguson raised another recommendation on 29 March 1945 in the same terms, which again seems to have stalled at Command Headquarters.

The final recommendation was raised on 6 July 1945 by G/C J.H. Ferguson as set out below and went unchallenged to the Awards Committee:

This officer has rendered excellent service. He has, in a large measure, contributed to the successful completion of the successive moves of this Unit, working under difficult conditions. He has brought his section to a high state of efficiency. His calm and quiet manner, coupled with dogged determination has set an example worthy of the highest praise. His unflagging zeal and enthusiasm have won the confidence of all.

* * * * *

JACKSON, Sergeant Fred Moore, Jr. (R109784) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2437/43 dated 26 November 1943. American in RCAF; born 8 April 1923 in Covington, Michigan; home in Atlanta, Georgia or River Rouge, Georgia (waiter); enlisted in Windsor, Ontario, 18 July 1941. Posted to No.8 AOS, 22 August 1941; to No.1 WS, 11 October 1941; promoted LAC, 13 November 1941; ceased training 14 February 1942; to No.6 BGS, 23 March 1942; promoted Sergeant, 11 May 1942; to RAF overseas, 31 May 1942; commissioned 18 August 1943; retired 15 December 1943 (presumably transferring to American forces)..

This airman has completed numerous operational sorties against German and Italian targets. As rear gunner he has consistently displayed skill and efficiency of a high degree, and by his close co-operation with the other members of his crew contributed in no small measure to the many successes achieved.

Public Record Office Air 2/5011 has recommendation drafted 22 August 1943 when he had flown 30 sorties (187 hours 55 minutes); reproduced in Ian Tavender, **The Distinguished Flying Medal Register of the Second World War** (London, Savannah Press, 2000)

Sergeant Jackson has completed a tour of operations both against German and Italian targets. As rear gunner he has made a great contribution to the high morale and efficiency of his crew and to the members of his squadron as a whole. Sergeant Jackson is strongly recommended for the non-immediate award of the Distinguished Flying Medal.

* * * * *

JACKSON, P/O Harold Naylor (J18946) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 10 May 1944 as per **London Gazette** dated 19 May 1944 and AFRO 1296/44 dated 16 June 1944. Born in Medicine Hat, Alberta, 22 June 1921; home in Millet, Alberta; enlisted Edmonton, 30 December 1940 as an Aero Engine Mechanic; posted to Technical Training School, 7 February 1941; promoted AC1, 5 July 1941; posted to No.11 SFTS, 9 July 1941; promoted LAC, 5 October 1941. Remustered to aircrew, reduced to AC2 and posted to No..4 ITS on 14 March 1942; promoted LAC, 1 April 1942; graduated 8 May 1942; posted to No.2 AOS on 23 May 1942; graduated and promoted Sergeant, 11 September 1942. To "Y" Depot, 26 September 1942; to RAF Trainee Pool overseas, 27 October 1942. Disembarked in United Kingdom, 5 November 1942. To No.6 AOS, 2 March 1943. Promoted Flight Sergeant, 11 March 1943. To No.30 OTU, 30 March 1943. To No.1662 Conversion Unit, 15 June 1943. Attached to Station Lindholme, 15-20 June 1943. To No.156 Squadron, 20 July 1943. Promoted WO2, 11 September 1943. Commissioned 18 October 1943. 1943. Qualified for Pathfinder Badge, 22 October 1943. Presumed dead, 15 February 1944 (Lancaster ND504, No.156 Squadron; name on Runnymede Memorial)..

Pilot Officer Jackson has at all times shown great courage and determination in missions directed against many of the most heavily fortified centres in Germany. One night in January 1944 he was navigator in an aircraft detailed to attack Berlin. When approaching the target intense anti-aircraft fire was encountered which caused severe damage. He was wounded in the arm but in spite of severe pain remained at his post and continued to navigate the aircraft with great accuracy in the homeward flight to base. His gallantry and skill as a navigator have proved of great value to his squadron.

Training: Course at No.4 ITS was 16 March to 8 May 1942. Courses and marks as follows: Mathematics (145/150), Armament (43/50), Signals (128/150), Navigation (170/200), Visual Link Trainer (62 percent), General Studies (85/100), Drill (80/100), Law and Discipline (90/100),

Air craft Recognition (83/100), Anti-Gas (39/50). "This airman is serious and studious, keen to be an Observer, and has worked to qualify as such." Placed 13th in a class of 89.

Course at No.2 AOS was 25 May to 11 September 1942. Flew in Ansons (30.15 as first navigator, day, 37.35 as second navigator, day, 19.25 as first navigator, night and 16 hours as second navigator, night. Courses and marks as follows: Navigation, air work (482/700), Photography, air work (62/100), Elements of Navigation (373/500), Magnetism and Compasses (93/100), Instruments (44/50), Signals, practical (90/100), Signals, written (37/50), Maps and Charts (50/50), Meteorology (75/100), Photography (40/50), Reconnaissance (81/100), Aircraft Recognition (88/100). Placed 11th in a class of 20. Assessed as Average as a navigator. "Good navigator; does not get flustered - is not flashy" and "Sincere, conscientious, well liked by his fellows - fine personality but only average ability."

Course at No. 30 OTU was 30 March to 15 June 1943. He was reported to have flown 84 hours 20 minutes by day and 44 hours five minutes by night prior to arrival. At the OTU he flew 27 hours 20 minutes by day and 21 hours 45 minutes by night, all as first navigator. Night Photography exercises included six attempts at Infra-Red Photography (four successful) and one night flash exercise (successful). Aids plotted in the air involved both Astro and Loop devices. Ground Training assessments in Astro Navigation (above average), Plotting (average), and Final Examination (78 percent). Air Training assessments were in Map Reading (6), D.R. Navigation (6), Astro Navigation (6), Log Keeping (6). "A keen navigator of good average ability. Makes good use of all aids." Under suitability for commission if was noted, "Recommended after operational experience." Signed off by F/L V.A. Mulhall (Station Navigation Officer), W/C R.W. Turner (Chief Instructor) and G/C H. McC. White (Station Commander).

Note: Injured 10 March 1943 at No.6 AOS in Anson N5254. Pilot not identified. Fellow navigator trainee was R79513 Sergeant K.. Middlemiss (later DFC and killed in action). The aircraft was on a cross-country flight at 1640 when it developed engine trouble above cloud. Descending through cloud the pilot had insufficient power to clear a hill top in poor visibility. He brushed the top, then settled for a forced landing in a field, striking trees as he did so.

Although the citation to his DFC indicates that he was wounded, there is no record of his being admitted to hospital.

The website "Lost Bombers" has the following on his last sortie. Lancaster ND504, No.156 Squadron, target Berlin, 15/16 February 1944. This aircraft was delivered to No.156 Squadron on 31 January 1944. When lost it had a total of 11 hours. Airborne at 1711 hours, 15 February 1944 from Warboys. Crew (all killed and commemorated on the Runnymede Memorial) were F/LM.C.Stimpson, DFC; Flight Sergeant W.J.Catchpole; P/O H.N.Jackson, DFC, RCAF; Flight

Sergeant J.L.Gurton, DFM; F/O J.H.Wright, DFC; Flight Sergeant W.H.Smith; Flight Sergeant T.R.Dutton.

* * * * *

JACKSON, F/O Henry (J19710) - **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 29 January 1921 in Calgary; home there; enlisted Edmonton 3 June 1942 and posted to No.3 Manning Depot. To No.4 ITS, 28 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.3 BGS until 21 November 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 8 March 1943. Promoted Flight Sergeant, 19 August 1943. Commissioned 19 January 1944. Promoted Flying Officer, 19 July 1944. Repatriated 13 August 1945; released 5 October 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 5 September 1944 when he had flown 31 sorties (199 hours 55 minutes), 27 September 1943 to 20 July 1944.

As rear gunner Pilot Officer Jackson has bombed Berlin, Kassel, Leipzig, Stuttgart, and other targets in Germany and France. He has carried out in all, thirty-one sorties against the enemy. His keenness for operational flying, ability and reliability made him a very strong asset to his crew. His aircraft was at no time damaged by enemy night fighters due in large part to the efforts of this officer. On the ground he greatly aided in the training of new gunners and helped to keep the efficiency of his section at a high level.

The sortie list was as follows:

27 September 1943 - Hanover (6.25)
5 October 1943 - Kassel (6.10)
8 October 1943 - Hanover (5.35)
18 November 1943 - Mannheim (7.05)
22 November 1943 - Berlin (8.10)
25 November 1943 - Frankfurt (8.15)
26 November 1943 - Stuttgart (9.05)
3 December 1943 - Leipzig (8.45)
29 December 1943 - Berlin (7.40)
4 January 1944 - Gardening (5.30)
20 January 1944 - Berlin (7.50)
2 February 1944 - Gardening (6.20)

5 February 1944 - Gardening (7.25)
11 February 1944 - Gardening (5.35)
19 February 1944 - Leipzig (8.20)
24 February 1944 - Gardening (6.40)
25 February 1944 - Gardening (7.30)
11 March 1944 - Gardening (7.55)
18 March 1944 - Gardening (5.15)
22 March 1944 - Gardening (6.50)
23 March 1944 - Aulnoye (6.20)
29 March 1944 - Paris (6.25)
9 April 1944 - Lille (5.40)
12 April 1944 - Gardening (5.25)
24 May 1944 - Trouville (4.45)
14 June 1944 - St. Pol (4.30)
4 July 1944 - Villeneuve (6.35)
12 July 1944 - Acquet (4.15)
17 July 1944 - Caen (4.20, day)
18 July 1944 - Wesseling (5.25)
28 July 1944 - L'Hey (3.55, day)

* * * * *

JACKSON, F/O Hugh Elliott (J16977) - **Mention in Despatches** - No.24 OTU (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 27 May 1920 in Alexander, Manitoba. Home in Minnedosa, Manitoba; enlisted Winnipeg, 22 August 1940. Posted to No.5 Equipment Depot, 9 October 1940; to No.1 ITS, 21 January 1941; to No.1 Manning Depot, 17 February 1941; to No.4 BGS on 28 April 1941 (graduated 26 May 1941 and promoted Sergeant). To RAF overseas, 25 July 1941. Arrived in UK on 16 August 1941. To No.21 OTU, 26 August 1941; to No.15 OTU, 29 December 1941; to Middle East, 17 January 1942; to No.40 Squadron, 29 April 1942 but he may not have commenced operations until about 17 May 1942. His operational career is confusing. On 29 December 1946 he stated he had flown 32 sorties, but an assessment form says he flew 41 sorties, 269 hours 30 minutes, while another form stated he flew 39 sorties - 269 hours - from 26 June 1941 [sic] to 23 November 1942. On yet another form, dated 9 November 1944, upon repatriation, he stated he had been with No.40 Squadron from 17 May 1942, flown 41 sorties totalling 269 hours 30 minutes, and that his last sortie had been on 16 November 1942. He is shown as being posted to Malta, 7 November 1942; commissioned 11 December 1942; embarked from Lagos for UK, 6 February 1943; to No.23 OTU, 19 March 1943 (Gunnery Instructor course); to No.24 OTU, 13 July 1943 and flew 56 hours 20 minutes with that unit. To Canada, 2 August 1944. Upon arrival in Canada he requested more instructor duties or

remuster to pilot "because I'm too big for new type turrets." - he was six feet 1 ½ inches tall. Posted to UK again, 12 October 1944; finally repatriated 18 November 1944; with No.12 SFTS, 12 January to 2 April 1945; with No.3 ANS, 3 April to 27 May 1945; to Western Air Command, 27 May 1945; to Station Patricia Bay, 28 May 1945 until 28 September 1945, Station Trenton, 30 October 1945 to 27 July 1946; Technical Training School, Aylmer, 28 July 1946; released 29 October 1946. Died in Nanaimo, British Columbia, 4 December 1970. No citation in AFRO.

* * * * *

JACKSON, Corporal (now Sergeant) Ian Neil Patrick (R131352, later C51902) - **Mention in Despatches** - No.10 Squadron (Canada) - Award 8 June 1944 as per **London Gazette** of that date and AFRO 1389/44 dated 30 June 1944. Born 1 February 1920 in Monkstown, County Cork, Eire; educated in Toronto. Home given as Montreal. Enlisted in Hamilton, 10 October 1941 as a Wireless Mechanic and posted to No.1 Manning Depot. To No.1 Wireless School, 7 November 1941 to 25 April 1942 when posted to No.9 Repair Depot. Promoted LAC, 1 October 1942. Posted to No.9 BGS on 14 February 1943; graduated and promoted Sergeant, 2 April 1943 when posted to Halifax. To No.117 (BR) Squadron, 14 April 1943. To No.10 (BR) Squadron, 15 August 1943. Promoted Flight Sergeant, 1 December 1943. Promoted WO2, 2 April 1944. Commissioned 18 January 1945 (C51902). Promoted Flying Officer, 18 July 1945. Released 26 October 1945. Died in Lancaster, Ontario, 8 February 2006. Had flown 489:05 hours to date, 435:25 operational hours (49 sorties). See entry for DFC to R.M. Aldwinckle for report of attack on U-420.

This NCO has been employed as wireless mechanic air gunner for the past year and has flown many hours on anti-submarine operations. His initiative and willingness have made him a valuable member of the crew and he recently played a large part in the action against an enemy U-Boat.

* * * * *

JACKSON, F/L Ivan Basil (J89857) - **Distinguished Flying Cross** - No.170 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 244/46 dated 8 March 1946. Born 7 April 1922 in Darwin, Lancashire, England; home in Toronto (student); enlisted Galt, Ontario, 14 February 1941 as Aero Engine Mechanic and posted to No.1 Manning Depot that date. Posted to No.6 SFTS, 17 March 1941; promoted AC1, 10 May 1941; to No.14 SFTS, 3 July 1941; promoted LAC, 1 October 1941. To Halifax, 11 March 1942. Remustered to aircrew and posted to No.3 ITS on 11 April 1942; graduated 18 July 1942 when posted to No.11 EFTS; graduated 10 October 1942 when posted to No.8 SFTS; graduated as Sergeant, 5 February 1943. Posted to No.10 AOS, 21 February 1943, then granted leave without pay, 10 May 1943. Returned to No.10 AOS, 11 October 1943; to overseas, 14 February 1944;

commissioned 0 April 1944; promoted Flying Officer, 4 March 1945; repatriated 5 August 1945; to No.4 Release Centre, 9 August 1945; released 18 August 1945. RCAF photo PL-44748 (ex UK-22188 dated 14 June 1945) is captioned as follows: "F/L I.B. Jackson (right), Lancaster pilot, Toronto, regards Mannheim as his tough luck target. Only twice in more than 30 trips was his aircraft holed by flak. Both times were in attacks on Mannheim." Also present in photo is F/O P.M. Sylpher (Renfrew, Ontario), a veteran of more than 25 sorties with no damage from either flak or fighters. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 6 June 1945 when he had flown 31 sorties (213 hours 55 minutes) as follows:

4 December 1944 - Karlsruhe
17 December 1944 - Ulm
27 December 1944 - Bonn
2 January 1945 - Nuremburg
14 January 1945 - Merseburg
26 January 1945 - Stuttgart
1 February 1945 - Mannheim
2 February 1945 - Wiesbaden
3 February 1945 - Bottrop
7 February 1945 - Cleve
8 February 1945 - Politz
14 February 1945 - Chemnitz
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
5 March 1945 - Chemnitz
7 March 1945 - Dessau
12 March 1945 - Dortmund
13 March 1945 - Gelsenkirchen
15 March 1945 - Misburg
18 March 1945 - Hanau
22 March 1945 - Hildesheim
25 March 1945 - Hanover
9 April 1945 - Kiel
10 April 1945 - Plauen
14 April 1945 - Potsdam
18 April 1945 - Heligoland
25 April 1945 - Berchtesgaden
29 April 1945 - MANNA (The Hague)
1 May 1945 - MANNA (Rotterdam)

2 May 1945 - MANNA (Rotterdam)

3 May 1945 - MANNA (Rotterdam)

Flight Lieutenant Jackson of the Royal Canadian Air Force has successfully completed his first tour of operations against the enemy with a total of 31 sorties and 213 operational flying hours to his credit.

Most of the targets which he attacked were some of Germany's most heavily defended cities such as Stuttgart, Mannheim, Gelsenkirchen and Dortmund as well as the more distant strongholds which include Politz, Chemnitz, Potsdam and Berchtesgaden.

Flight Lieutenant Jackson has at all times displayed exceptional skill and courage throughout his complete tour and has pressed home his attacks with the utmost determination in the face of intense opposition.

This officer's cheerful acceptance of orders and ready and efficient execution of them has set a fine example both to his crew and the squadron, and his superb captaincy and airmanship have been of the highest order. It is therefore recommended that Flight Lieutenant Jackson's commendable courage and devotion to duty be recognised by the award of the Distinguished Flying Cross.

* * * * *

JACKSON, F/O James Alfred (J23098) - **Mention in Despatches** - No.116 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 28 January 1918. Enlisted in Saskatoon, 26 September 1940. To No.7 Equipment Depot, 23 October 1940. To No.2 ITS, 28 November 1940; graduated and promoted LAC, 4 January 1941 when posted to No.15 EFTS; graduated 5 March 1941 when posted to No.10 SFTS; graduated and promoted Sergeant, 28 May 1941; to Trenton, 29 May 1941; to No.1 ANS, 30 August 1941; promoted Flight Sergeant, 1 December 1941; to No.13 Operational Training Squadron, 8 January 1942; to Eastern Air Command, 4 May 1942; promoted WO2, 1 June 1942; commissioned 5 December 1942; to "K", 25 May 1943; promoted Flying Officer, 5 June 1943; to No.116 (BR) Squadron, 16 November 1943, to Pennfield Ridge, 20 October 1944; to No.166 Squadron, 16 January 1945; to Western Air Command Communications Flight, 11 November 1945; to No.8 Release Centr, 12 November 1945; released 21 November 1945.

This officer has been employed on continuous operational flying for the past year and a half. He has successfully completed many sorties and, at all times,

has displayed exceptional skill and determination. He is a confident captain of aircraft, whose leadership and example have been an inspiration to all personnel of his unit.

* * * * *

JACKSON, F/L James Ivor (J23816) - **Distinguished Flying Cross** - No.160 Squadron - Award effective 3 June 1945 as per **London Gazette** dated 12 June 1945 and AFRO 1219/45 dated 27 July 1945. Born in Vancouver, 17 May 1923 (RAF Ferry Command records); home there (attended University of British Columbia). Enlisted there 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.6 EFTS until 29 August 1942; graduated 23 October 1942 and posted next day to No.7 SFTS; graduated and commissioned 19 February 1943. Posted to No.1 GRS, 5 March 1943; to No.111 OTU, 6 June 1943; promoted Flying Officer, 19 August 1943; to No.45 Group, Ferry Command, 27 October 1943; departed 4 December 1943 in Liberator BZ978 via Goose Bay, Lagens, Rabat Sale, Cairo and Karachi (arriving 12 December 1943). Promoted Flight Lieutenant, 19 February 1945. Repatriated 10 September 1945. Released 26 October 1945 but joined postwar RCAF; awarded Queen's Coronation Medal, 23 October 1953 as a Group Captain in No.2 Group (RCAF Auxiliary). Died in Victoria, 12 January 2016. Obituary described him "novelist, professor, inventor of the Air Force College, university administrator, founder of the University of Victoria Elisabeth Jackson Scholarship in Theatres, backroom NDP politician."

Flight Lieutenant Jackson has been flying with this squadron as a pilot for over a year. Many of his sorties have been [over] uncharted enemy territory. This has entailed flights of over sixteen hours duration, often through very bad weather. Flight Lieutenant Jackson has always displayed outstanding devotion to duty and determination.

* * * * *

JACKSON, F/O Laurence Edward (J23716) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 October 1919 in Assiniboia, Saskatchewan; home in Vancouver; enlisted there 25 March 1942. To No.3 Manning Depot, 24 May 1942. To No.4 ITS, 5 August 1942; graduated and promoted LAC, 9 October 1942; posted next day to No.2 AOS; graduated and commissioned 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943; promoted Flying Officer, 5 August 1943. Promoted Flight Lieutenant, 5 February 1945. Repatriated 5 August 1945; released 2 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably

displayed the utmost fortitude, courage and devotion to duty." Public Records Office document Air 2/8826 says he was a navigator with 30 sorties, 146 operational hours. Public Records Office document Air 2/8827 has recommendation dated 1 August 1944 when he had flown 30 sorties (147 hours ten minutes).

25 February 1944 - Augsburg
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
10 April 1944 - Aulnoye
11 April 1944 - Aachen
18 April 1944 - Rouen
22 April 1944 - Dusseldorf
26 April 1944 - Essen
27 April 1944 - Friedrichshafen
30 April 1944 - Maintenon
3 May 1944 - Mailly le Camp
10 May 1944 - Dieppe
19 May 1944 - Orleans
21 May 1944 - Duisburg
22 May 1944 - Dortmund
24 May 1944 - Aachen
31 May 1944 - Tergnier
2 June 1944 - Berneval le Grande
4 June 1944 - Sangatte
5 June 1944 - Crisbecq
14 June 1944 - Le Havre
17 June 1944 - Aulnoye
22 June 1944 - Rheins
24 June 1944 - Les Hayons
25 June 1944 - Ligescourt
29 June 1944 - Siracourt
2 July 1944 - Domlege

Flying Officer Jackson, a Canadian, is a navigator who has carried out 30 operational sorties against the enemy. Many of these have been against distant and heavily defended objectives such as Augsburg, Stuttgart, Frankfurt and Berlin.

The skill and accuracy of his work under the most formidable opposition the enemy could muster is an example to all navigators. His coolness under fire and disregard of personal safety inspired a confidence in his crew seldom enjoyed, contributing to their high standard of morale and ensuring a maximum safety for his aircraft.

I strongly recommend that these inspiring qualities so generously displayed by this officer, which serve as an example to all, be recognized by the award of the Distinguished Flying Cross.

* * * * *

JACKSON, P/O Leonard Thomas (J15950) - **Distinguished Flying Cross** - No.83 Squadron - Award effective 6 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born 27 July 1921. Home in Riverside, Ontario student); enlisted in Windsor, 25 November 1940 and posted to No.2 Manning Depot, Brandon. To Prince Rupert, 19 December 1940. To No.2 ITS, Regina, 6 February 1941; graduated and promoted LAC, 28 March 1941; to No.6 EFTS, Prince Albert, 29 March 1941; graduated 26 May 1941 and posted next day to No.34 SFTS, Medicine Hat; graduated and promoted Sergeant, 8 August 1941). To "Y" Depot, Halifax, 10 August 1941; to RAF overseas, 27 August 1941; taken on strength of No.3 PRC, Bournemouth, 13 September 1941. To No.25 OTU, 3 October 1941. Attached to No.1507 Blind Approach Training Flight, 29 December 1941 to 3 January 1942. Promoted Flight Sergeant, 8 February 1942; to No.83 Squadron, 17 April 1942; promoted WO2, 8 August 1942; commissioned 27 July 1942. Killed in action, 31 December 1942 (No.83 Squadron, Lancaster W4799; buried in Holland). Medals offered for auction by Jeffrey Hoare, estimated value \$ 600.00 with two photos (other medals were estimated at \$ 1,700).

One night in July 1942, Pilot Officer Jackson was pilot of a four-engined bomber detailed to attack the heavily defended town of Dusseldorf. While making his attack his aircraft was hit by anti-aircraft fire and severely damaged. The port and starboard outer engines were put out of action but, displaying expert airmanship, Pilot Officer Jackson manoeuvred his aircraft away from the target area. On the return journey he lost height until he was down to 6,000 feet, when the aircraft was again engaged by searchlights and anti-aircraft fire, but by skilful evasive tactics he was able to continue on his course and make a successful forced landing at his home base. Since this hazardous trip Pilot Officer Jackson has taken part in many successful operations. By his high morale and fine conduct, both in the air and on the ground, he has set a valuable example.

NOTES ON TRAINING: At No.2 ITS he took the following courses, 9 February to 9 March 1941: Mathematics (86/100), Armament, P and O (76/100), Signals (50/50), Hygiene and Sanitation (32/40), Drill (80/100), Law and Discipline (36/60). Placed 46th in a class of 153.

At No.6 EFTS (29 March to 16 May 1941) he flew in Tiger Moths (30.45 dual, 45.55 solo plus four hours ten minutes on instruments. Also logged nine hours in Link. Described as "Inclined to be a little slow; needs encouragement; should develop into a good average pilot." (Sergeant L. Waite). Ground School subjects were Airmanship (165/200), Airframes (77/100), Aero Engines (63/100), Signals, Practical (100/100), Theory of Flight (76/100), Air Navigation (148/200), Armament, Oral (130/200). Placed 21st in a class of 32. Deemed unsuitable for commission. Described as "Flying ability average; conduct while at this school was satisfactory."

At No.34 SFTS (28 May to 8 August 1941) he flew twin-engined aircraft - 31.45 day dual, 33.45 day solo, 5.40 night dual, 4.50 night solo, 17.50 instruments, 20 hours in Link. As pilot described as "Average. Nervous night flying. Navigation average". In formation flying, navigation, night flying and instruments he was deemed average. Ground School courses were Airmanship and Maintenance (140/200), Armament W (76/100), Armament P (79/100), Navigation and Meteorology (157/200), Signals W (77/100) and Signals P (44/50). Described by Chief Ground Instructor as "Above average. This pupil passed all his ground examinations with the exception of 'Signals Visual' and obtained an aggregate of 76.4 %. On re-examination he successfully passed Bisual Signals. He has not a very impressive personality but this is probably due to his youth and inexperience." Placed 57th in a class of 65.

At No.25 OTU (25 October 1941 to 17 April 1942) he took the Manchester Conversion Course. His flying times were as follows: Anson (1.25 day dual, 1.10 day as first pilot, 34.15 as second pilot by day; 1.00 night dual, 30 minutes as first pilot at night, 21 hours ten minutes as second pilot at night); Oxford (10.00 as first pilot by day), Wellington (8.15 dual, 12.45 as second pilot by day, 3.35 dual by night, 4.40 as second pilot by night), Manchester (3.10 night dual, 19.50 on instruments) plus 30 hours in Link. Described as "Average" in all respects.

ACCIDENT: On 15/16 November 1942 damaged Lancaster W4103 at Wyton. At the time of accident he had flown 110 hours six minutes on Lancasters. While landing after an operational sortie he ran off the runway and collided with Anson N9909 which was picketed. He stated, "The lights shining on the field caused temporary confusion in levelling off causing slight overshoot." An aerodrome officer stated, "Owing to the muddy nature of the aerodrome surface, braking efficiency was seriously reduced." The Commanding Officer of N.o.83 Squadron was clearly anxious to absolve Jackson of blame, writing:

Hazy conditions with visibility frequently changing from poor to bad. DREM lighting with Contact Strip on.

Pilot had just completed a long operational trip and met conditions of poor visibility at base. The contact strip was put on but this runway was directly across a 10-15 mph wind. Pilot misjudged his height and "line up" on the lights. The cross wind took him off the runway and he collided with an Anson parked some 200 yards to the leeward side.

This accident occurred from an error of judgment caused by unfavourable conditions at base after operations.

The website "Lost Bombers" provides the following on his last mission. Lancaster W4799, coded OL-S, No.83 Squadron, target Dusseldorf, 31 December 1942/1 January 1943. This aircraft was delivered to No.83 Squadron on 13 November 1942. W4799 took part in the following operations: Turin, 18/19 November 1942; Stuttgart, 22/23 November 1942; Frankfurt, 2/3 December 1942; Turin, 8/9 December 1942; Turin, 9/10 December 1942; Duisburg, 20/21 December 1942; Munich, 21/22 December 1942; Dusseldorf, 31 December 1942/1 January 1943. When lost this aircraft had a total of 58 hours. Airborne at 1755 hours, 31 December 1942 from Wyton for a special operation supporting Oboe equipped Mosquitoes. Crashed 2015 hours, 31 December 1942 between Demen and Ravenstein (Noord Brabant), 9 km NE of Oss, Holland. All are buried in Uden War cemetery. The Lancaster was shot down by a night-fighter flown by Hptm Reinhold Knacke, 1./NJG1. Full crew (all killed) was P/O L.T.Jackson, DFC, RCAF, Flight Sergeant D.Smith, F/L J.McMillan, Sergeant B.E.Hargrove, RCAF, Flight Sergeant K.C.Taylor, Sergeant D.Crossthaite, RCAF and Flight Sergeant L.R.Brettle.

* * * * *

JACKSON, Matron Marjorie Elliott (C5656) - **Associate, Royal Red Cross** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. A graduate of Brandon General Hospital School of Nursing. Pre-war she was working as a nurse in Peekskill, New York. Home in Brandon, Manitoba; enlisted in Winnipeg, 23 May 1941. Served at No.12 SFTS, Brandon before posting to "Y" Depot, 30 August 1942; to RAF overseas, 24 September 1942. She was posted to East Grinstead and became Head Nurse of the new Canadian Wing. She remained there until the autumn of 1945; appointed Matron, 1 August 1944. Repatriated 26 September 1945; released 6 November 1945. She took hospital administration at McGill University in Montreal and worked for many years as a nurse administrator. She died in July 1998. Her story is told in the book **As for the Canadians - The Remarkable Story of the RCAF's Guinea Pigs of World War II** by Rita Donovan. Photo PL-33456 (ex UK-15200 dated 9 October 1944) is of F/O J.A. Levi (recuperating from plastic surgery) reading a letter from home to Matron M.E. Jackson. Photo PL-33465 (ex UK-15210) has Matron M.E. Jackson (Brandon, Manitoba), W/C A.R. Tilley (Toronto) and S/L J.W.

Miltz (Cobourg, Ontario). Photo PL-33464 (ex UK-15209 dated 9 October 1944) shows Canadians at RCAF Plastic Surgery Hospital, Sussex - Nursing Sister S.A. McLellan (Antigonish), Nursing Sister M.E. Jackson (Matron, from Brandon), Nursing Sister E.S. Vernon (Vancouver), Nursing Sister N.W. Peacock (Arden, Manitoba), Nursing Sister F.E. Anderson (Portage la Prairie), Nursing Sister M.K. Gardner (Welland, Ontario). RCAF photo PL-45933 (ex UK-24218 dated 21 September 1945) shows Matron Jackson at Repatriation Depot, Torquay; caption reads in part, "The matron joined the staff of the Queen Victoria Hospital at East Grinstead when it was civilian early in the war, and then became chief nurse and matron when the Canadian government built a wing to it." RCAF photo PL-45934 (ex UK-24206 dated 21 September 1945) taken at Repatriation Depot, Torquay, following Queen Victoria Hospital, East Grinstead, being returned to civilian control and Canadian operating staff returning to Canada; left to right are Matron M.E. Jackson (Brandon, Manitoba), Matron E.M. Elder (West Kildonan, Manitoba, mobile field hospital service), Nursing Sister M. Patterson (Brandon), and Nursing Sister M.W. Peacock (Arden, Manitoba). Photo PL-43689 (ex UK-21135 dated 3 May 1945) taken after investiture; left to right are S/L J.A. Lindsay (described in caption as being in charge of depot where liberated Canadian POWs were processed), Nursing Sister D.C. Lindsay (formerly D.C. Pitkethley of Ottawa), Matron Marjorie Jackson (Brandon, staff of Queen Victoria Hospital), G/C Ross Tilley and S/L Norman Park (Toronto, staff of Queen Victoria Hospital). Photo PL-43690 (ex UK-21136 dated 3 May 1945) shows G/C Ross Tilley, S/L Norman Park and Matron Marjorie Jackson after investiture.

This Nursing Sister has filled the position of Matron at the Canadian Wing, Queen Victoria Hospital, East Grinstead, since its inception. She has rendered outstanding and most conscientious service in the care and supervision of a difficult specialty, that of burns and plastic surgery cases. By her teaching and example she has built up a most enviable reputation for the nursing staff at this special Canadian Unit to which many will pay tribute. She has exemplified the standards of her profession in a most praiseworthy manner.

* * * * *

JACKSON, F/L Ronald Arthur (J9910) - **Mention in Despatches** - No.404 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 4 September 1918 in Ogdensburg, New York. Raised in Brockville. store manager before the war. Worked as an aircraft fitter for Canadian Car, Malton from June 1940 onwards. Home given as Grimsby Beach, Ontario when he enlisted in Hamilton, 10 April 1941. To No.1 Manning Depot, 16 April 1941. To No.31 BGS (guard), 15 May 1941; to No.3 ITS, Victoriaville, 20 June 1940; graduated and promoted LAC, 16 August 1941 when posted to No.5 AOS, Winnipeg; to No.1 BGS, Paulson, Manitoba, 8 November 1941; graduated and promoted Sergeant, 20 December 1941; posted that date to No.1 ANS, Rivers, Manitoba ; to No.3 ITS, 14

February 1942. To No.10 AOS, Chatham, 21 June 1942; to "Y" Depot, 15 November 1942 ; commissioned 19 November 1942; to RAF overseas, 10 December 1942, arriving 18 December 1942. Attended No.1 Radio School (10 hours 25 minutes on Dominie aircraft and 11 hours 35 minutes on Proctors) until 21 June 1943 when posted to No.6 (P) Advanced Flying Unit; to No.3 School of General Reconnaissance, 14 November 1943; promoted Flight Lieutenant, 19 January 1944; to No.9 (Coastal) Operational Training Unit, 4 March 1944. The courses taken were Airmanship, Armament, Meteorology, Navigation, Ship Recognition and Signals. Joined No.404 Squadron, 9 May 1944. Navigator to S/L Schoales. First operational sortie was 6 June 1944; subsequently flew 35 sorties (153 hours 10 minutes). One of his proudest recollections was escorting Norwegian Spitfires to that country just after VE Day. Posted from squadron on 21 June 1945; to Repatriation Depot 7 July 1945; to Debart, 22 July 1945. Released 8 September 1945. Returned to shoe business after the war. Served in postwar RCAF, 27 April 1951 to 16 December 1963; major postings included No.1 ANS, Summerside (23 May to 6 October 1951), No.2 ANS, Winnipeg (7 October 1951 to 4 June 1955), No.3 (All Weather) OTU, Cold Lake (5 June to 29 August 1955), No.425 Squadron (30 August 1955 to 15 May 1957) and AFHQ (16 May 1957 to retirement). A statement of his flying times as of 31 December 1956 included the following types and times: Anson (238.50), Fairey Battle (29.40), Domini (10.50), Proctor (11.35), Oxford (107.55), Beaufighter (209.10), Mosquito (30.45), Dakota (62.25), Expediter (119.30), Mitchell (619.45), CF-100 (361.05) and T-33 (3.50). A document states he was Mentioned in Despatches "for efficiency" but gave no details. Died in Kingston, Ontario, 22 October 2007; buried in Brockville. RCAF photo PL-40763 (ex UK-16754 dated 2 December 1944) is captioned as follows: "Flight Commander with the Buffalo Squadron is Squadron Leader Bobby Schoales, DFC, Fort William, Ontario, and on his left is his navigator, Flight Lieutenant Ronald Jackson, Brockville, Ontario. Squadron Leader Schoales is on his second tour with the Buffalo Squadron, Jackson on his first." RCAF photo PL-40141 (ex UK-14154 dated 23 November 1944) shows F/L R.A. Schoales (Fort William) and navigator F/L Ron Jackson (Belleville). Caption says in part, "During an attack on shipping off the French coast, a fire was started in the cannon box of their Beaufighter...F/L Jackson reached down between the cannon breaches while the guns were firing and tried to extinguish the fire with his bare hands. He finally found a fire extinguished and tried that without success. He then threw the burning pieces of canvas through the gun capola and after the attack was over he told the pilot."

RCAF Press Release No.6790 dated 15 August 1944 from F/O T. Mosher, transcribed by Huguette Mondor Oates, reads:

To have a fire blazing fiercely beneath your ammunition magazine – while you are delivering a cannon attack against an enemy target from a Coastal Command Beaufighter at something like 300 miles an hour – is definitely not good!

Squadron Leader Bob Schoales, DFC, of Fort William, Ontario, and his navigator, F/L Ronald Jackson, of Brockville, Ontario (21 Home Street), will both testify that

it was an uncomfortable experience while it lasted. In fact, it was uncomfortable for F/L Jackson for several weeks until the severe burns he suffered on his hands had healed up. Both men are members of the Britain-based RCAF "Buffalo" squadron which has piled up a good record of strikes against enemy shipping along the European coast.

This particular attack in July was against one of the largest enemy convoys of the war – roughly 20 ships in all. The "Buffaloes" were teamed up with a Royal Australian Air Force squadron and a Royal Air Force squadron to form a formidable wing of rocket and cannon equipped Beaufighters. The convoy had been sighted – the attack order given – and S/L Schoales was leading his section down on six minesweepers and two trawlers in the van of the convoy – when he smelled smoke. It was no time for diversions, so he bored on in and opened fire with his cannons while other aircraft of his section to right and left did likewise. Then he scored hits at close range and swept away from there through a hail of flak and tracer fire from the ships below.

Back in the ammunition compartment amidships, F/L Jackson was fighting a grim battle of his own – against time, searing heat, and the highly explosive tendencies of one thousand rounds of 20 millimeter cannon shells. The fire was burning down inside the belly of the aircraft, directly underneath the breeches of the four cannon and the ammunition containers. As F/L Jackson bent down to use a fire extinguisher, the racket from the quick-firing cannons almost deafened him. The fire continued to blaze, and getting down on his belly, he reached in through the flames and scooped up handfuls of the burning material – apparently an engine cover -- raced with it to the machine-gun hatch in the cupola and threw it out. Finally he borrowed the pilot's fire extinguisher from the latter's cockpit and got the fire out. By this time, the cannon breeches and the ammunition magazines were blistering hot, and the aircraft was full of smoke – but the attack was over – the firing of the guns had not been interrupted – and they soon aired the craft out as they sped for home.

Navigators in these speedy two-man raiders of enemy shipping rarely get a chance to do more than navigate their craft where it is going, and back again – and during the action they can only sit and hope for the best for the pilot fires the weapons – but when an emergency crops up they are usually there with what it takes – as Flight Lieutenant Fred Jackson amply proved !

RCAF Press Release No. 4447 dated 8 November 1944, transcribed by Huguette Oates, reads:

WITH RCAF IN COASTAL COMMAND OVERSEAS: -- Their Beaufighter ablaze and flames licking the ammunition magazine, two Canadian fliers, S/L Bob Schoales, DFC, Forth Williams, Ontario, and F/L Ronald Jackson, Brockville, Ontario, (21 Home Street) carried through their attack on a large enemy convoy. The Beaufighter was racing down at 300 miles an hour to sweep the convoy with cannon fire, when the blaze was discovered. F/L Jackson suffered severe burns to his hands before the blaze was extinguished. Both are members of the British based RCAF "Buffalo" squadron, which has piled up a fine record of strikes against enemy shipping along the European coast.

This particular attack was against a large enemy convoy – roughly 20 ships. The "Buffaloes" were teamed up with a Royal Australian Air Force squadron and a Royal Air Force squadron to form a formidable wing of rocket and cannon equipped Beaufighters. S/L Schoales was leading his section down on six minesweepers and two trawlers in the van of the convoy – when he smelled smoke. It was no time for diversions, so he bored in and opened fire with his cannons, while other aircraft of his section to right and left did likewise. He scored hits at close range and swept away from through a hail of flak and tracer fire. Back in the ammunition compartment, F/L Jackson was a grim battle against time, searing heat, and the highly explosive tendencies of a thousand rounds of 20 millimeter cannon shells. The fire was burning inside the aircraft, directly beneath the breeches of the four cannon and the ammunition containers.

As F/L Jackson bent down to use a fire extinguisher, the noise of the cannons almost deafened him. The fire continued to blaze, and getting down on his belly he reached in through the flames and scooped up handfuls of burning material – apparently an engine cover – and raced with it to the machine-gun hatch and threw it out. Finally, he got the pilot's fire extinguisher and put the fire out. By this time, the cannon breeches and the ammunition magazines were blistering hot, and the aircraft was full of smoke, but the attack was over and they made for base.

* * * * *

JACKSON, LAW Ruth (W315480) - **Mention in Despatches** - Station Sydney - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Home in Toronto; enlisted there 17 September 1943 and posted to No.7 Manning Depot. Posted to No.2 KTS, 20 October 1942; to No.9 SFTS, 2 November 1943; promoted AW1, 17 December 1943; to Eastern Air Command, 13 March 1944; to No.4 Repair Depot, 23 April 1944; promoted LAW, 1

October 1944; promoted Corporal, 1 March 1945; to No.4 Release Centre, 15 August 1945; released 25 August 1945.

This airwoman has shown an appreciation of her responsibilities to the service far beyond the average. Conscientious, able and trustworthy, her work has always been of the best and an inspiration to others. Her interest in her work is such that hours are ignored. Her services are of the highest order and deserving of praise.

* * * * *

JACKSON, FS Walter Charles (R130765) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 410/44 dated 25 February 1944. Born in Ontario, 25 June 1919; home in Edmonton (bank teller); enlisted there 6 October 1941 and posted to No.3 Manning Depot. To No.15 SFTS, 25 October 1941 (guard duty). To No.7 ITS, 5 December 1941; graduated and promoted LAC, 30 January 1942; to No.19 EFTS, 28 February 1942; to No.10 SFTS, 9 May 1942; ceased training 5 June 1942; to No.8 BGS, 18 July 1942; to No.2 AOS, 12 September 1942; graduated and promoted Sergeant, 6 November 1942. To "Y" Depot, 20 November 1942; to RAF overseas, 10 December 1942; promoted Flight Sergeant, 6 May 1943; commissioned 6 December 1943. Promoted Flying Officer, 6 July 1944. Repatriated 13 November 1944; to No.2 Air Command, 9 January 1945; to No.3 SFTS, 19 January 1945; to Release Centre, 18 May 1945; released, 22 May 1945.

As air bomber Flight Sergeant Jackson has displayed coolness, courage and strong sense of duty. He has completed a tour of operations during which he has been largely responsible for the fine efforts of his crew in bombing and photographing their aiming point with accuracy. He has taken part in operations against many important objectives in Italy and Sicily, always attacking with precision despite frequent and heavy opposition.

Recommendation drafted 10 October 1943 when he had flown 39 sorties (240 hours 15 minutes); reproduced in Ian Tavender, **The Distinguished Flying Medal Register of the Second World War** (London, Savannah Press, 2000).

Flight Sergeant Jackson has completed a tour of operations as Air Bomber in Pilot Officer MacKenzie's crew [J17755 Roy Ernest MacKenzie, awarded DFC]. On all occasions he has been largely responsible for their many fine efforts in bombing and photographing their aiming point accurately. Flight Sergeant Jackson's cheerfulness and enthusiasm for his work has contributed much to his crew and

has set a fine example to the members of his squadron. Flight Sergeant Jackson is strongly recommended for the non-immediate award of the Distinguished Flying Medal.

* * * * *

JACKSON, FS William George (R58075) - **British Empire Medal** - Winter Experimental Establishment - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 7 November 1908. Home in Deep Cove, British Columbia; enlisted in Vancouver, 17 June 1940 as Aero Engine Mechanic. To St. Thomas, 7 August 1940. Promoted AC1, 16 December 1940. Promoted LAC, 16 March 1941. Promoted Corporal, 1 April 1941. To Station Vancouver, 27 August 1941. To AFHQ, 1 April 1942. Promoted Sergeant, 1 May 1942. To No.3 Training Command, 18 March 1943. To No.10 SFTS, 29 May 1943. To "Y" Depot, 17 April 1944. Embarked from Halifax, 29 April 1944. Arrived in United Kingdom, 7 May 1944. To RCAF Overseas Headquarters, 15 May 1944. He was attached to the Ministry of Aircraft Production and thence to Power Jets (Whetstone), Rolls Royce Experimental Flight, Church Broughton, and to J. Lucas, Birmingham, expressly to be educated in gas turbine engines. Promoted Flight Sergeant, 1 July 1944. Repatriated 23 July 1945. To Test and Development Centre, Rockcliffe, 3 August 1945 where he assembled Meteor aircraft and was crew chief while it was displayed at various Canadian cities. Subsequently assigned to Winter Experimental Establishment, Edmonton (19 December 1945) and Namao (2 April 1946); disassembled Meteor for shipment to Edmonton. Also involved in salvage of Meteor ditched near North Bay, August 1946. Reverted to Sergeant in permanent force, 1 October 1946. To Winter Experimental Establishment, Edmonton, 1 April 1947. Promoted Flight Sergeant, 1 April 1949. To No.426 Squadron, 6 August 1950. Promoted WO2, 1 October 1952. Awarded Coronation Medal, 2 June 1953. Promoted WO1, 1 October 1954. To Station Lachine, 28 May 1955. To No.3 Wing, Zweibrücken, 6 November 1958. To Station Gimli, 5 September 1962. Released 11 May 1964. Died in Comox, British Columbia, 2 February 1986 as per British Columbia Vital Statistics.

Flight Sergeant Jackson is employed as Crew Chief on the Meteor aircraft at present being tested at this Unit. He has been mainly responsible for its' erection, maintenance and serviceability since its arrival. By his superior technical skill, his enthusiasm and hard work he has made successful completion of the Winter Experimental work on this important aircraft possible. He has cheerfully accepted the full load of responsibility and hard work entailed, has given up many evenings and Sundays in order to keep the aircraft serviceable, showing a total disregard for hours of duty. His work and accomplishments have been beyond the ordinary call of duty in all respects.

This recommendation was raised on 2 March 1946 by S/L S.O. Partridge, the wording being exactly as above.

In June 1954 a letter was sent from Air Ministry to RCAF Joint Staff, London; an Air Commodore G.D. Randle seems to have been involved. The subject was "Commonwealth Air Force Network - Liaison Visit by I.R.S., R.A.F." and the text was as follows:

With reference to the recent visit of I.R.S. to Canada, it is desired to express this Department's appreciation of the assistance rendered by Royal Canadian Air Force personnel on the occasion of the mishap to Hastings aircraft TG560 at Torbay. Whilst being taxied on Wednesday, 31st March, it was noticed that the aircraft's tail wheel lock was defective. Local efforts to cure this fault were unavailing and HQ Ottawa at once responded to an appeal for skilled assistance by sending Warrant Officer Jackson who arrived at Torbay at midday on the 4th April. The Warrant Officer's successful work enabled the aircraft to leave for Ottawa on the 6th April to continue the I.R.S. programme.

The prompt and generous action by HQ Ottawa in sending Warrant Officer Jackson some 900 miles to give such assistance is, I repeat, greatly appreciated by all connected with the I.R.S. organization.

On 30 April 1956, S/L G. Krelewetz (Station Lachine) submitted a recommendation for a Queen's Commendation:

Warrant Officer Jackson in company with WO2 Chalin and Flight Sergeant Danforth displayed the utmost discipline, courage and devotion to duty during the fire in No.6 Hangar on 19 March 1956 when suddenly confronted with an extreme emergency situation. Their sharp technical instinct plus physical effort immediately aided the saving of three aircraft plus various items of valuable equipment.

In addition to this they displayed great presence of mind in regards to "safety of life" in that once the particular Hangar Bay became critically dangerous for salvaging operations it was evacuated and the personnel were moved into the next Hangar Bay to continue evacuation of equipment.

Had it not been for their supreme effort the equipment losses would have been staggeringly greater and perhaps accompanied by loss of life.

The above was supported by W/C P.S. Delamey and by A/V/M .M. Carscallen. Flight Sergeant Danforth was subsequently identified as "A. Danforth". On 25 July 1956, S/L H.F. Blatchley, writing for W/C W.C. Langstaff (on staff of AOC, Air Transport Command), and directed to the CO of Station Lachine, wrote:

AFHQ has advised that under present peacetime policy, personnel may be awarded a decoration only for an act of gallantry involving the actual saving of life.

Careful consideration was therefore given to the possibility of awarding the airmen concerned a commendation of the CAS. But AFHQ concluded that although these airmen displayed considerable presence of mind which in all probability prevented heavy losses in both aircraft and equipment, nevertheless their act did not quite measure up to the standard associated with a commendation of the CAS.

Consequently the AOC ATC has prepared personal letters of commendation to the airmen concerned. These are forwarded herewith for appropriate presentation.

The letter of commendation to WO2 Chalin has been forwarded through the AOC AMC.

On 5 December 1957, one Gilbert C. Greenway writing from the Department of the Air Force, Washington, thanked S/L Reid and WO Jackson for cooperation in repairing a USAF C-47 which had sustained damage on the ground at Dorval on 4 December 1957.

On 8 July 1958, Jackson was again commended, this time by S/L R.K. Trumley (No.4 Transport OTU, Trenton) for taking over a power plant change on North Star 17507 at Lages.

His assessments were invariably high, and the following, dated 20 June 1958 (by W/C P.S. Turner) encapsules his career:

Warrant Officer Jackson has become a legend on this unit [Lachin] for his ability to arrive at the right answer to a maintenance problem with the minimum of information. He has spent about seven years now working on North Stars and knows both the airframe and engine completely. He is a hard taskmaster, demanding and getting complete obedience from the NCOs and airmen under him and has one aim in life, which is to get the aircraft ready to fly. He can be depended upon to respond to a call at any time of the day or night and only

raises a question when he does not consider he was called upon soon enough. As Squadron Warrant Officer he has the interest of the airmen in mind at all times and will speak out if he feels that they are not getting their due. He is very active in several organizations but spends much of his free time at the Station Hobby Shop where he can usually be found under a car. A walking encyclopaedia of automotive information, he willingly instructs embtyo auto mechanics in how to handle their problems. During the past year he has spent considerable time and effort in helping crippled children through selling tickets and visiting hospitals and homes in the area. WO1 Jackson has had experience on numerous aircraft types and while he can readily adapt himself to any job, it is felt that maximum utilization of his knowledge and ability would only be realized in the field.

A further assessment on 8 June 1961 (by F/L C.W. Baine, No.3 Wing) was equally enthusiastic:

Warrant Officer Jackson is employed, in the squadron, in charge of all first-line maintenance. In this position he has done exceptional work, willing at all times to sacrifice his own personal time to ensure satisfaction in his section. During special exercises or even normal working days he is the first one to work and in many cases the last to leave. His amazing technical knowledge gained from experience on numerous types of aircraft place him in an excellent position for leadership. He is continually being approached for technical advice and in all cases will take the time to explain fully to ensure the subject is understood. His organization and management is well planned and his section operates with few difficulties. This Warrant Officer also devotes a great deal of his personal time to station activities and performs on numerous committees. He is a member of the "Masons Lodge" at this unit and spends many hours in their behalf. It is unfortunate that his age limit prevented him from advancing into the commissioned ranks as it is felt that he would have been very successful.

* * * * *

JACOBI, W/C George Wilson (C452) - **Order of the White Lion, Class IV (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946. Born in Toronto, 21 October 1906; home there; Militia service, 1922 to 1927. Enlisted in RCAF, Toronto, 6 June 1927 when commissioned as Provisional Pilot Officer. Awarded pilot's wings, 27 August 1929. Promoted Flying Officer, 7 November 1933; promoted Flight Lieutenant, 1 June 1939. Active in pre-war Auxiliary (No.10 Squadron); had a "D" category crash on Moth 74, 7 December 1934; volunteered for active service, 3 September

1939 with No.110 Squadron; to No.120 (B) Squadron, 27 December 1939 (promoted Squadron Leader, 1 December 1940); to No.6 (B) Squadron, 29 March 1941; to No.1 ANS, Rivers, 4 April 1941; to No.1 AOS, Malton, 1 July 1941 (promoted Wing Commander, 15 November 1942); to No.9 AOS, Ancienne Lorette, 29 February 1943; to "Y" Depot, 9 January 1944; embarked from New York, 21 January 1944; arrived in UK, 30 January 1944; to Overseas Headquarters, 12 February 1944; to No.6 Group Headquarters, 24 March 1944. His services thereafter are classed as "attachments" - Topcliffe and Wombledon (March 1944), Croft (15 March 1944), Skipton (11-19 March 1944), Dishforth (23 March to 25 April 1944), Topcliffe again (2 May to 4 June 1944) and Dishforth (25 June 1944). Embarked for Canada, 5 September 1944 and posted on 2 October 1944 to No.1 Training Command Headquarters. Retired 1 January 1945. No citation; the only explanation for this award is a form stating it was for "Non operational, non-flying, not in conflict - Meritorious."

* * * * *

JACOBS, S/L David Sinclair (C1629) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born 30 April 1915 in Winnipeg, Manitoba; home in Toronto. Educated at Lower Canada College, 1929-1930, Montreal West High School, 1931-1932, and McGill University, 1932-1937 (M.Sc.in Engineering). Employed as an engineer by Canadian Liquid Air Company. Enlisted in Toronto, 29 January 1940 and commissioned as of that date. Attended Winnipeg Flying Club. Posted to No.1 ITS, Toronto, 17 April 1940; to No.1 SFTS, 17 May 1940; awarded pilots flying badge, 17 July 1940. Promoted Flying Officer, 7 September 1940. Attended Central Flying School, Trenton, 11 September to 17 October 1940. Instructed at No.3 SFTS, Calgary 28 October 1940 to 11 February 1942. Promoted Flight Lieutenant, 15 October 1941. To "Y" Depot, 17 February 1942. Disembarked in Britain, 26 March 1942. To No.16 OTU, 10 March 1942. To No.27 OTU, Lichfield, 17 March 1942. To No.420 Squadron, 10 June 1942. Promoted Squadron Leader, 5 July 1942. To RCAF Overseas Headquarters, 30 March 1943. Leave in Canada, 4 April to 10 May 1943. Proceeded by air (Ferry Command, Mitchell FR167) to United Kingdom, departing Montreal 8 June 1943 and arriving in Britain 14 June 1943. To No.6 Group Headquarters, 15 June 1943. Attached to No.1666 Conversion Unit, 9-22 September 1943. Temporary Duty to London (investiture, Buckingham Palace), 8-10 November 1943 Promoted Wing Commander, 27 November 1943 and posted that date to command of No.408 Squadron. Killed in action while a Wing Commander with No.408 Squadron, 22 May 1944 (Lancaster LL723); buried in Germany. At the time he was shot down he was credited with 17 sorties (107 hours 36 minutes) on his second tour.

Squadron Leader Jacobs has a fine operational record. He has participated in attacks on the enemy's most heavily defended targets including Essen, Bremen, Hamburg and Cologne. On one occasion during an operational sortie against a

target in Italy his rear turret became unserviceable. When far across France with his aircraft almost defenceless this officer proceeded on his mission and successfully bombed the target. Again on another occasion, when crossing the coast on the eastward journey to Hamburg, Squadron Leader Jacobs' aircraft was engaged by anti-aircraft fire for four minutes. With great determination he flew on and completed his mission. This officer, by such exhibition of courage and skill, has set a splendid example to other crews.

NOTE: The above published citation appears to be in error as "four minutes" should read "forty minutes" (see citation for F/O T.R. McDougall).

Assessments are interesting. On 23 October 1941, Air Commodore A.T.N. Cowley wrote when recommending him for Flight Lieutenant:

Flying Officers Jacobs, [J.S.] Cardell, [J.T.] Reed and [H.L.] Woolison are all employed as Flight Commanders in the Flying Training Squadrons at this Station [No.3 SFTS, Calgary], and have carried out their duties as such in a most satisfactory manner. They are charged with considerable responsibility with regard to the organization of training, and at the present time are handicapped by the fact that the majority of the personnel over which they have control have a rank equivalent to their own, which makes the problem of discipline and control no easy matter. These appointments, therefore, are considered necessary in the interests of efficiency and a proper maintenance of discipline in the Training Squadrons.

On 13 May 1943, W/C D.A.R. Bradshaw wrote of him:

An experienced flying instructor. He is a loyal, intelligent and efficient officer. He is respected by all ranks. This officer carried out his operational duties in an exemplary manner. He is considered to have the necessary qualifications for a Squadron Commander.

On 29 May 1943, G/C A.D. Ross added his comments:

Concur with Squadron Commander. A sound pilot in all respects and a good type of officer. Conscientious with mature judgement. Good character and deportment.

The website "Lost Bombers" has the following on his last 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).

* * * * *

JACOBS, FS Peter Charles (R60828) - **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 Edmonton, 1 April 1919 as per RCAF Press Release 4907 announcing award which also stated he he had been educated in Fort Saskatchewan and Edmonton. Home in Edmonton where he was employed by Edmonton Auto Parts Machine Shop; enlisted there 18 June 1940 as Armourer. Posted to "B", 10 August 1940. To Trenton, 17 October 1940. Promoted AC1, 13 January 1941. To No.2 WS, 14 January 1941. Promoted LAC, 1 October 1941. Promoted Sergeant, 1 July 1942. To No.10 Repair Depot, 18 March 1943. Promoted Flight Sergeant, 1 May 1943. To Sea Island, 5 May 1945. To Release Centre, 9 July 1945. Released 13 July 1945. Cited with FS J.J. Huyck (which see for citation).

* * * * *

JACOBS, F/O Stuart Henry (J27416) - **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 26 January 1922. Home in Oshawa; enlisted Toronto 9 July 1942 and posted to No.1 Manning Depot. To No.14 SFTS, 28 August 1942. To No.1 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.4 AOS, 6 February 1943; graduated and commissioned on 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Promoted Flying Officer, 28 December 1943. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To No.1 WS, 14 July 1945. To No.2 Release Centre, 3 September 1945. Released 3 September 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). 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 17 November 1944 when he had completed 29 sorties (127 hours 55 minutes):

A navigator of outstanding ability who has completed twenty-nine operational sorties against some of the enemy's most heavily defended targets including Wesseling, Kiel and Dortmund.

When proceeding to attack Coquereauc, France, on 6th July 1944, the starboard outer engine of the aircraft in which he was flying had to be feathered directly after setting course. In spite of all navigational aids being unserviceable, by exceptional skill, Flying Officer Jacobs directed the pilot by the most direct route and succeeded in reaching the objective on time, thereby completing his task.

A member of a gallant crew, Flying Officer Jacobs has consistently set a high standard by his efficiency, confidence and devotion to duty.

His display of commendable courage and fine fighting spirit in circumstances of great difficulty, together with his eagerness to help junior navigators renders him worthy of my recommendation for the Non-Immediate award of the "Distinguished Flying Cross".

The sortie list was as follows:

9 May 1944 - Calais (3.10)
10 May 1944 - Ghent (4.15)
19 May 1944 - Mouliar (3.30)
22 May 1944 - Le Mans (3.20)
27 May 1944 - Bourg Leopold (4.20)
9 June 1944 - Le Mans (5.50)
10 June 1944 - Versailles (5.25)
14 June 1944 - St.Pol (3.50)
15 June 1944 - Boulogne (3.30)
16 June 1944 - Sautrecourt (3.55)
21 June 1944 - St. Martin (4.10)
23 June 1944 - Bientques (4.20)
27 June 1944 - Foret d'Eary (4.05)
1 July 1944 - Biennais (4.10)

3 July 1944 - Biennais (3.55)
6 July 1944 - Coquereaux (4.25)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen A.1 (4.05)
18 July 1944 - Wesseling (5.20)
3 August 1944 - Foret de Nieppe (4.15)
4 August 1944 - Bois de Cassan (4.55)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (4.15)
9 August 1944 - Foret de Nieppe (3.55)
13 August 1944 - Falaise (3.55)
16 August 1944 - Kiel (5.30)
9 September 1944 - Le Havre (3.40)
10 September 1944 - Le Havre (4.55)
6 October 1944 - Dortmund (5.55)

* * * * *

JACOBSEN, S/L Garnet Franklin (J3500) - **Distinguished Flying Cross** - No.75 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born December 1916 in Winnipeg; prewar civil experience with Central Patricia Gold Mines (cook, 1936-1937) and Canadian Pacific Railways (ticket clerk, 1938-1939). ; Enlisted in Winnipeg, 4 June 1940. Trained at No.1 ITS (graduated 20 July 1940), No.2 BGS (graduated 9 December 1940), No.2 AOS (graduated 26 October 1940), and No.1 CNS (graduated 6 January 1941). Commissioned 7 January 1941. To United Kingdom, February 1941. To No.11 OTU, Bassingbourne, 13 March 1941. Posted to No.218 Squadron, 11 May 1941 (one tour of operations on Wellingtons). Promoted Flying Officer, 23 November 1941. To No.75 (New Zealand) Squadron, Feltwell, 23 November 1941 (Squadron Navigation Officer). Promoted Acting Flight Lieutenant, 30 January 1942. To Station Stradishall, 16 March 1942. Confirmed as Flight Lieutenant, 15 July 1942. To Station Mildenhall, 24 August 1942. Promoted Squadron Leader, 26 August 1942. Posted August 1942 to Station Feltwell (Station Navigation Officer). Posted 23 October 1942 to No.3 Group Headquarters as Group Navigation Officer. Returned to Canada, 28 March 1943 to instruct in navigation. To AFHQ, 27 April 1943 (Directorate of Operational Training). To No.5 AOS, Winnipeg, 8 July 1944 (Chief Supervisory Officer). Promoted Wing Commander, 1 October 1944. To No.3 ANS, 31 March 1945. Assumed command of No.3 ANS, 13 July 1945. To No.1 Central Navigation School, 26 July 1945. To No.4 Release Centre, 15 September 1945. Released 21 October 1945. Re-engaged at Trenton, 24 March 1946. To AFHQ, 19 August 1946 for staff duties. Reverted to Squadron Leader, 1 October 1946. To RCAF Staff College, 10 October 1947. Returned to AFHQ, 28 July 1948. Promoted Wing Commander, 1 January 1949. To No.1 Air Division, Europe, 1 August 1953.

Awarded Queen's Coronation Medal, 23 October 1953 while a Wing Commander in No.1 Air Division. To AFHQ, 4 May 1954. Promoted Group Captain, 1 July 1955. To Station Winnipeg, 26 July 1955 to command. To AFHQ, 31 August 1958 (Assistant to Chief of Air Staff). To Canadian Joint Staff, London, 11 December 1962, attending Imperial Defence College. To AFHQ, 20 December 1963, Director of Personnel Policy.. Appointed Acting Air Commodore, 6 October 1964. Confirmed as Air Commodore, 3 December 1965. Promoted Air Vice Marshal, 15 April 1967. On forces integration became Director General Personnel Administration. To Montreal, 18 April 1967, as Deputy Commander, Administration (Mobile Command); to Evere, Belgium, 5 July 1969 (Director of Plans and Policy Branch, NATO International Military Staff (Brussels)). Retired 21 July 1972; died in Ottawa, 3 December 1981 as per **Airforce Magazine** of March 1982.

This officer completed a number of operational sorties with No.218 Squadron prior to November 1941. From November 1941 until September 1942, he acted as navigation officer to No.75 Squadron and took part in further operational missions. He was then appointed station and later group navigation officer. While on operational duties Squadron Leader Jacobsen participated in attacks on many of the most heavily defended German targets including two attacks on Berlin.

Training: Attended No.1 ITS, 27 June to 20 July 1940. Courses in Mathematics (94/100), Armament, practical and oral (95/100), Drill (80/100) and Law and Discipline (100/100). Placed second in a class of 84 Observers. "Wants to be and should make a good observer. Very reliable type.

Attended No.2 AOS, 5 August to 28 October 1940. Lockheed and Anson aircraft - 23 hours five minutes as first navigator by day, 24.00 as second navigator by day, 4.00 as first navigator by night, 4.00 as second navigator by night, "Good air worker." Ground classes in DR Plotting (129/150), DR Written (135/150), Compasses and Instruments (109/150), DF and WT (65/100), Signals (49/50), Maps and Charts (63/100), Meteorology (69/100), Photography (90/100) and Reconnaissance (86/100). Placed seventh in a class of 40.

Attended No.2 BGS, 28 October to 9 December 1940. Flew 11 hours 15 minutes on bombing, one hour 20 minutes on gunnery. Scored 17 percent hits on Beam Test (no other gunnery air tests). Marked in bombing, written (109/150), bombing, practical (88/150), gunnery, written (76/100) and gunnery, practical (73/100). In bombing it was remarked, "Some inexperienced pilots. Bombs could not be plotted on B6 exercises because of snow." Gunnery remarks - "Some inexperienced pilots. Insufficient time to complete exercises." Placed fourth in a class of 36. "Excellent type, unusually keen. Air work above average. Should be considered for commissioned rank pending results as ANS School. Air work above average."

Attended No.1 ANS, 9 December 1940 to 6 January 1941. Anson aircraft - 2.50 as first navigator by day, 8.50 as second navigator by day, 6.05 as first navigator by night, 13.10 as second navigator by night. "Good practical air navigator." Examined in Astro Navigation Plotting (137/150) and Astro Navigation written (90/100). Placed third on a class of 36. "Hard worker, of good appearance, should make a good officer."

Selected Assessments: "It is felt that this officer's experiences as navigator, including Station Navigation Officer makes him suitable to fill the requirements in Canada for a General List Navigation Officer of a Squadron Leader rank with operational experience with bomber or coastal commands. Air Ministry has been requested to effect his repatriation at an early date." (S/L G.S. Sreaton, for G/C F.G. Wait, 23 February 1943).

"A popular officer with a thorough knowledge of his subject - navigation. His staff work has improved but he would benefit by a staff course." (G/C W.K. Beisoegel, AFHQ, 29 June 1944).

"Group Captain Jacobsen is a remarkably enthusiastic person, devoted, outstanding and popular Commanding Officer. He is quick to appreciate situations, is far-sighted and plans and acts accordingly. He is very even tempered, has a good sense of humour, a conversationalist, meets people easily, and is a good mixer. He could be appointed to almost any staff position and would be particularly satisfactory in a liaison or representational appointment at home or abroad. He maintains adequate flying activity and proficiency." (Air Commodore H.H.C. Rutledge, No.14 Training Group Headquarters, 4 March 1958).

"Group Captain Jacobsen is devoted to all aspects of the position of Assistant to Chief of the Air Staff. These responsibilities are complex and exacting. His even temper and pleasing personality, coupled with a sense of humour, enable him to carry out these responsibilities with competency and skill." (Air Marshal Hugh Campbell, 23 October 1960).

* * * * *

JACOX, W/C David Ritter (C1473) - **Air Force Cross** - No.19 SFTS - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945 - Born in Seattle, Washington, 10 February 1920 (RCAF Press Release 4907 reporting award). American citizen, employed prewar by Mackenzie Air Service. Obituary notice stated that he had been (at age 14) "the youngest pilot in Canada." Enlisted in Edmonton, 2 January 1940. At Central Flying School, Trenton as of 21 September 1940. Promoted Flight Lieutenant, 1 September 1941. To No.15 SFTS, 20 April 1942. Promoted Squadron Leader, 1 January 1943. To No.2 Flying Instructor School, date uncertain; to No.19 SFTS, 2 May 1943. Promoted Wing Commander, 1 June 1944. Posted to "A", 19 November 1944; to Western Air Command, 29 August 1945; to No.8 Release Centre, 18 October 1945; retired 22 October 1945. Reappointed to Western Air

Command (No.418 Squadron), 1 May 1946 with rank of Wing Commander; appointed Aide de Camp to Lieutenant-Governor of Alberta, 13 July 1946. Promoted Group Captain, 1 November 1950 while at Wing Headquarters, Edmonton. He was also Manager of the Edmonton Municipal Airport, President of British Columbia Airlines, Corporate Vice-President of Pacific Western Airlines and Vice-President of Canadian Airlines International. A key influence in the creation of Edmonton's Alberta Aviation Museum. Died in Vancouver, 28 February 2004. When recommended he had completed 2,081 flying hours to date, 1,200 hours as instructor, 60 hours in previous six months.

This officer, who has filled various positions in flying instructional duties over a long period of time, by his personal ability and tireless devotion to duty, has been an inspiration to all who have served with him. During recent months, his keen interest in developing synthetic training aids and briefing has been of particular benefit to his own and other units in the command. He is an excellent chief flying instructor, whose ceaseless interest in the training of pupil pilots has made an outstanding contribution to the training plan.

* * * * *

JACQUES, F/L George William (C11201) - **Mention in Despatches** - No.432 Squadron (also identified as Station Eastmoor) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 4 March 1911. Home in New Glasgow, Nova Scotia. Enlisted at Camp Borden, 22 May 1930 as a clerk. As of 31 January 1939 he was with No.5 (BR) Squadron. Promoted Flight Sergeant, 15 December 1939. To Eastern Air Command Headquarters, 29 February 1940. To "K" (possibly Composite School, Trenton), 25 July 1940. Promoted WO2, 1 August 1940. To No.9 SFTS, 23 December 1940. To Embarkation Depot, 26 February 1941. Promoted WO1, 1 October 1941. Returned to No.1 Manning Depot, 1 May 1942 and commissioned with rank of Flying Officer that date. To "Y" Depot, 28 March 1943; to RAF overseas, 31 May 1943. Volunteered for Interim Force in 1945; repatriated to Canada, 8 May 1946 and accepted for Permanent Force (Administration Branch), 1 October 1946 with rank of Flight Lieutenant; promoted Squadron Leader, 1 January 1951. On strength of Camp Borden, April 1954 until retirement, 4 May 1960. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had served thirteen years in Canada, 18 months overseas. RCAF photos PL-40518 and PL-40519 (ex UK-17197 and UK-17198 dated 7 December 1944) is captioned as follows: "With an RCAF Bomber Group in Britain - This is duck soup for the boys of two squadrons of the Canadian Bomber Group. Bought from station funds as ducklings, these potential Christmas dinners are being fattened by LAC J. Clark of Carstairs, Alberta, a farmer before the war, whose special duty is to keep the ducks well fed. F/L George W. Jacques, Brantford (117 Albic), Station Adjutant, states the ten ducks are so well fed that they sink when in water."

Flight Lieutenant Jacques, as Adjutant of this station, has contributed greatly to its happiness and efficiency. He has at all times worked with tireless energy and in so doing has been an inspiration to all serving with or under him. By his cheerfulness and the efficiency of his work, he has won the admiration and respect of all members of this station, aircrew and groundcrew alike. The record of Flight Lieutenant Jacques' long service career is an exemplary one and he has proved himself in every way to be a very valuable asset to the RCAF.

* * * * *

JAMES, A/C Arthur Lorne (C83) - **Commander, Order of the British Empire** - Director of Repair and Maintenance, AFHQ - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Montreal, 17 September 1903 (RCAF Press Release 4907 reporting award); educated there and McGill University (B.Sc. in Civil Engineering). Enlisted in RCAF, July 1924 as Sergeant in technical branch; commissioned 1926 and earned pilots wings. Active in forestry patrols, photography, and test flying. In 1929 he was sent to London, England for post-graduate studies in aeronautical engineering; in 1937 he attended RAF Staff College. At No.9 SFTS as of 9 December 1940. Promoted Group Captain, 15 October 1941. To No.4 Training Command, 24 April 1942. To Western Air Command, 9 November 1942 but this seem to have been immediately changed to being assigned special duties at Canadian Joint Staff, Washington. Promoted Air Commodore, 15 April 1944. Promoted Air Vice-Marshal, 1 November 1945. Later at AFHQ where he was Director of Organization, Director of Repair and Maintenance, Air Member for Research and Development (October 1945), and in January 1947 was appointed Air Member for Technical Services. In 1945 he was one of the first senior military officers in Canada to call for the creation of dedicated facility to house the collection of the Canadian War Museum. November 1949 became Air Member for Air Plans and appointed to Permanent Joint Board on Defence as Air Member. Much work done with CF-100 development. Appointed on 1 August 1951 to be Air Officer Commanding, Air Defence Command. Air Vice-Marshal James gave the departing word to personnel of No. 426 Squadron RCAF on July 25, 1950 upon their participation in Operation Hawk, the RCAF codeword for the Korean Airlift. On August 1, 1951 he was promoted to Air Officer Commanding, Air Defence Command, RCAF. Awarded Queen's Coronation Medal, 23 October 1953 while AOC, ADC. Retired 28 April 1955. Became president and general manager of Bristol Aero Engines Limited. The RCAF school for dependent children at RCAF Station St. Margarets was named "James Park School" in his honour. In 1966 the post office at RCAF Station St. Margarets was renamed to "Post Office James Park" in his honour as well. Died 13 December 1964. RCAF photos PL-1656 and PL-1657 taken 1940 as a Wing Commander, at desk.

This officer has rendered untiring and devoted service to the Royal Canadian Air Force over a long period of years. Since the outbreak of war, he has successively filled high executive positions in both Canada and the United States. This officer's display of energy, leadership and integrity, combined with a pleasing personality, has been an inspiration to all those with whom he comes in contact. His diligence, devotion to duty, keenness and conscientiousness in his every effort, and his ability and industry to complete the work in hand, have combined to make him an outstanding officer.

JAMES, A/V/M Arthur Lorne, CBE (C83) - **Commander, Legion of Merit (United States)** - Award effective 5 June 1948 as per **Canada Gazette** dated 5 June 1948 and AFRO dated 11 June 1948. A press release says that this was in recognition of valuable services rendered in liaison duties with United States forces, particularly special work respecting anti-submarine warfare in co-operation with American forces. Colonel Jack C. Hodgson, USAAF, writing to AFHQ, 29 April 1948 provided citation:

Air Vice Marshal A.L. James, Royal Canadian Air Force, performed exceptionally meritorious service from November 1942 to December 1943. He served with marked distinction as Senior Air Staff Officer at Canadian Joint Staff Headquarters, Washington. His vital interest in all matters relating to cooperation between the United States Armed Forces and the Royal Canadian Air Force gained for him the highest regard of those with whom he so selflessly served. Air Vice Marshal James not only served on many highly important committees, but his pleasing but forceful personality contributed greatly to the fostering of goodwill and the interchange of intelligence which was of mutual value to both countries in the successful prosecution of the war.

* * * * *

JAMES, P/O (now F/O) Alan MacKenzie (J21313) - **Air Force Cross** - No.145 Squadron (Canada) - Award effective 26 November 1943 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 4 October 1918 in Halifax (obituary said Stratford-on-Avon); raised in Halifax and enlisted there 10 September 1940. To No.7 Equipment Depot, 9 October 1940; to No.2 Manning Depot, 23 October 1940 although this may have been meant to read No.2 ITS. Promoted LAC on 27 November 1940 and posted that date to No.8 EFTS. To No.3 SFTS, 15 January 1941; graduated and promoted Sergeant, 4 May 1941. To No.13 Operational Training Squadron, 5 May 1941. To Eastern Air Command, 28 July 1941. To No.11 (BR) Squadron, 13 August 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 4 May 1942. Commissioned 3 October 1942. Promoted Flying Officer, 3 April 1943. To No.145 (BR) Squadron, 8 May 1943. Promoted Flight Lieutenant, 1 November 1943. To No.10 (BR)

Squadron, 3 November 1944. To Torbay, 19 August 1945. To Halifax, 6 September 1945; released 26 September 1945. Flew two tours. Postwar architect in British Columbia; died in Melaque, Mexico, 21 January 2006. DHist file 181.009 D.3690 (RG.24 Vol.20640) has recommendation for dated 11 March 1943 plus a letter dated 7 March 1943 from S/L R.H. Cowan (No.1 Group Headquarters) to Commanding Officer, No.145 Squadron respecting flight from Torbay to Moncton, night of 13-14 February 1943. The following documents reproduced below clearly show that this particular AFC is a classic understatement of achievement.

**DOCUMENTS RELATING TO AFC TO PILOT OFFICER
ALAN MacKENZIE JAMES (J21313)**

DHist file 181.009 D.3690 (RG.24 Vol.20640)

Letter from S/L R.H. Cowan (No.1 Group Headquarters) to Officer Commanding, No.145 Squadron, Torbay, dated 7 March 1943, regarding flight from Torbay to Moncton, 13-13 February 1943.

1. I wish to call to your attention the outstanding work of the crew of Hudson a/c No.781 during the above trip and particularly to the exceptional ability and judgement of the Captain, Pilot Officer James.
2. Approximately fifteen minutes away from Moncton, we encountered heavy snow, and by the time we were over Moncton, the lights at the landing field could not be seen, although we later learned that we had flown over the field twice at a very low altitude. Pilot Officer James decided to return to Sydney, where we had found good visibility approximately an hour and fifteen minutes earlier.
3. As we set course for Sydney, severe carburettor icing conditions developed. One carburettor became completely choked and the throttle stuck fast. It was obvious that Sydney could not be reached, so course was then set for Summerside, the nearest landing place.
4. During the trip over to Summerside it was necessary to backfire the remaining motor every minute or so to keep it running. The entire crew made ready to bale out, expecting at any moment the motor would quit, or that the excessive flames from it would set the aircraft afire.
5. However, we managed to reach Summerside, where we were able to see the lights through the snowstorm, from about 300 feet. We were prepared for a

crash landing as it could not be determined whether we were landing up or down wind. Pilot Officer James set the aircraft down in a smooth a landing as could be made under ideal conditions.

6. When the aircraft came to a stop, there was not enough motor left to taxi to the hangars.

7. I cannot speak too highly of P/O James' coolness and skill. I feel that his good judgement and exceptional flying ability under the most adverse conditions, not only saved the aircraft but the lives of the crew and passengers, as baling out at 0400 hours in a blizzard, and in all probability over water, would have been fatal to most, if not all of us.

8. After landing and making arrangements to get the aircraft in a hangar, Pilot Officer James, in spite of fatigue, refused to leave the aircraft owing to its containing secret equipment, and remained in it until relieved by other members of the crew later in the morning.

9. The job of navigation was also outstanding, as in spite of partial radio failure, we were not at any time off our various courses, and knew exactly where we were during the entire trip. The Observer and W.A.G. are also deserving of the highest commendation for their coolness and efficiency.

Recommendation by S/L Williams, CO, No.145 Squadron, dated 11 March 1943.

This officer has completed 1,240 hours of flying, of which 735 hours are operational. He has successfully carried out 183 operational sorties over the North Atlantic. He is a brilliant Captain whose determination and devotion to duty has been outstanding.

During a flight in February, 1943, when attempting a landing at night in zero conditions, he encountered severe carburettor icing. One engine ice up completely and jammed the throttle and it was only by back-firing the second engine every few minutes and exercising great skill that he managed to reach an alternative aerodrome and land safely.

His outstanding coolness in an emergency doubtless saved the aircraft and the lives of his crew and his example has won him the admiration of all.

This officer during his many operational flying hours has displayed great devotion to duty and exceptional flying ability. He has contributed excellent and extremely valuable work on convoy patrols and anti-submarine sweeps.

* * * * *

JAMES, LAC Cecil Reginald (Can 9926) - **British Empire Medal** - Station Patricia Bay (unit not identified in AFRO) - Award effective 6 October 1941 as per **Canada Gazette** dated 11 October 1941 and AFRO 1192/41 dated 17 October 1941. Born 30 April 1918. Home in Seaman, Saskatchewan; enlisted in Regina, 13 June 1938 as Motor Boat Crewman. Promoted AC1, 29 April 1939. As of 17 June 1939 he was with No.6 (BR) Squadron. Promoted LAC, 1 October 1940. To No.120 (BR) Squadron, 23 January 1941. Promoted Corporal, 1 September 1941. To No.4 (BR) Squadron, 9 November 1941. To Ucluleet, 25 January 1942. Promoted Sergeant, 1 March 1942. Promoted Flight Sergeant, 1 August 1942. Posted elsewhere, 14 February 1944. Promoted WO2, 1 October 1944. To Western Air Command Marine Squadron, 15 October 1945. To Release Centre, 28 April 1946. Released 1 May 1946.

On March 18th, without regard to his personal safety, Leading Aircraftman James assisted in manoeuvring an eighteen foot dinghy amidst the flames surrounding the wreckage of a crashed aircraft in order to rescue Lieutenant Bjernebye, R.N.N.A.F. who was floating unconscious in the water. This brave act undoubtedly saved the life of the officer.

NOTE: The above is interesting given added details in Western Air Command file C.122-7-1 "Honours and Awards" (DHist 181.009 D.1938, found in PAC RG.24 Vol.20612. In the summer of 1943 Norwegian authorities were considering awards to the above. By then both airmen were Sergeants, James at Ucluleet, Conlin at Vancouver. They filed statements.

James, in a letter dated 20 July 1943, wrote that on the day in question he was on duty with the Marine Section, Patricia Bay. At about 0900 hours a Norwegian Northrop seaplane crashed in the bay about 40 feet from the station dock. It exploded and burst into flames. The crash boat was on duty nearby and was steered into the debris. "From my post on the bow of the boat I grabbed one of the Norwegian crew who was in the flaming gasoline in the water". He added that Conlin was in a dinghy nearby. "As I was unable to lift the unconscious Norwegian into the Crash Boat, the dinghy was steered into the flames alongside the Crash Boat, and I jumped into the dinghy and pulled the injured Norwegian into the boat, and we then proceeded to the dock."

Conlin (writing on 17 August 1943) gives the time as 1000 hours. He witnessed crash, jumped into only available boat (a dinghy). "The crash boat had already arrived at the scene and as I

drew along side of the crash boat, Sgt. James jumped from the crash boat into the dinghy. Sgt. James indicated to me an object which was floating in the water, and on approaching that object, which later turned out to be Lt. Bjornebye, Sgt. James leaned over and grabbed him. We both pulled this officer into the dinghy and proceeded to the wharf, where an ambulance was waiting. During the time of the rescue, flames were around the dinghy and we had to manoeuvre the dinghy further into the flames to make the rescue."

An undated document (forwarded to AOC WAC on 9 December 1942) was submitted by Sergeant J. Van Fleet (Patricia Bay). He wrote that on 18 March 1941 the Northrop seaplane, after taking off, went into a steep bank over the seaplane hangar and failed to pull out. It crashed 75-100 feet from the floating dock at the end of the jetty, 40-50 feet north of the jetty itself in shoal water. Although practically submerged, it burst into flames. Burning gasoline spread 35 feet all around. The crash tender headed into this. Corporal [sic] James, standing at bow, reached in with a long boat hook and pulled one of the crew to the starboard bow of the tender. LAC Conlin, in a dinghy which had become almost unsteerable after starting (broken steering control) managed to come up onto the tender which was well into the flames and assist in the rescue.

* * * * *

JAMES, S/L Clarence Archibald (C1559) - **Air Force Cross** - No.14 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 9 December 1912 in London, Ontario (RAF Ferry Command crew cards). Enlisted in London, Ontario, 2 January 1940. Graduated from No.1 SFTS, 13 July 1940. Posted to No.14 SFTS, 3 July 1941. Promoted Flight Lieutenant, 15 October 1941. To No.3 Training Command, 7 June 1942. Attached to Ferry Command, Montreal, 24 July 1942 but posted again, to No.14 SFTS, 11 August 1942. Promoted Squadron Leader, 1 October 1942. Attached to Ferry Command again in Montreal, 28 June 1943. Departed Montreal, 8 July 1943 in Baltimore FA534, proceeding via South Atlantic route to Accra (arrived 24 July 1943). Returned by air to Canada. To No.8 SFTS, 30 November 1943. Promoted Wing Commander, 1 February 1944. To No.14 SFTS, 30 June 1944. To No.5 OTU, 27 December 1944. To "Y" Depot, 12 February 1945. Taken on strength of No.3 PRC, Bournemouth, 18 February 1945. Repatriated 17 September 1945. Released 26 October 1945. Rejoined RCAF Auxiliary as Squadron Leader, 31 July 1946 with No.400 Squadron. Promoted Wing Commander, 1 November 1948.

This officer in successive capacities as instructor, Flight Commander and Squadron Commander has at all times demonstrated a high degree of instructional ability. His skill, enthusiasm and qualities of leadership and judgement have set an outstanding example which has been reflected in both his pupils and fellow instructors.

* * * * *

JAMES, P/O Glynn Sowden (J85576) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 10 March 1922 in Kelvington, Saskatchewan; home there. Formerly in Canadian Army; enlisted Saskatoon 11 March 1941. To No.2 Manning Depot, 27 May 1941. To No.2 ITS, 14 July 1941. Promoted LAC, 31 August 1941 and posted to No.19 EFTS. Ceased training and posted elsewhere, 26 September 1941. To No.3 WS, 21 November 1941; to No.5 BGS, 6 May 1942; promoted Sergeant, 6 July 1942; to No.3 AOS, 20 July 1942. Retained there. Promoted Flight Sergeant, 6 January 1943. To "Y" Depot, 5 May 1943; to RAF overseas, 16 May 1943. Promoted WO2, 6 July 1943; commissioned 1 March 1944. Repatriated 18 May 1945. Released 6 October 1945. Died 31 August 2010 in North Bay, Ontario 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.2609 (RG.24 Vol.20627) has recommendation dated 22 July 1944 when he had flown 33 sorties (185 hours ten minutes) from 24 December 1943 to 6 July 1944.

This Wireless Operator has taken part in thirty-three attacks on enemy targets, many of them over the heavily defended areas of the Ruhr. He has always shown a devotion to duty and unfailing cheerfulness which have been of great assistance to his Captain, and to the leader of his Section, both in the air and on the ground. Throughout his tour of duty he has shown a fine offensive spirit and a confidence in his captain and crew, which have proved an inspiration to the other members of the crew...

The sortie list was as follows: evidently in same crew as P/O Leonard Lilburn Mitchell:

24 December 1943 - Gardening, Nectarines (3.40)
21 January 1944 - Magdeburg (7.55)
15 February 1944 - Berlin (7.35)
19 February 1944 - Leipzig (8.25)
22 February 1944 - North Sea (2.40, abortive sortie).
2 March 1944 - Measlow le Marceau (5.45)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.05)
22 March 1944 - Frankfurt (6.25)
24 March 1944 - Berlin (7.45)
26 March 1944 - Essen (5.25)

9 April 1944 - Villeneuve St. George (6.05)
10 April 1944 - Ghent (3.55)
18 April 1944 - Le Bourget (5.45)
20 April 1944 - Lens (4.25)
22 April 1944 - Dusseldorf (5.35)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (50 minutes, abortive sortie)
27 April 1944 - Aulnaye (5.15)
30 April 1944 - Somain (4.35)
22 May 1944 - Le Mans (5.30)
24 May 1944 - Aachen (4.15)
27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Au Fevre (5.05)
4 June 1944 - Calais (3.45)
5 June 1944 - Merville (4.25)
6 June 1944 - Conde sur Noireau (6.00)
8 June 1944 - Mayenne (5.50)
12 June 1944 - Arras (4.25)
14 June 1944 - Cambrai (3.50)
16 June 1944 - Sautrecourt (3.45)
17 June 1944 - Oisemont (4.45)
28 June 1944 - Metz (6.40)
4 July 1944 - Villeneuve St. George (6.05)
6 July 1944 - Parscourt (4.05)

* * * * *

JAMES, FS (now WO2) Herbert Daniel Louis (R86438) - **British Empire Medal** - No.18 SFTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 28 July 1895 in Cardiff, Wales (RCAF Press Release 4907 announcing award). Educated in Cardiff. Served in Second Welsh Field Ambulance, Royal Army Medical Corps, 15 November 1911 to 31 March 1920. In carpentry and building with his father in Cardiff after the war. Migrated to Canada in 1923. Home in Winnipeg (insurance agent, 1923-1925, carpentry with various contractors, 1924-1934, city assessor, 1934-1941). Maintained an interest in St. John Ambulance and Militia. Enlisted in Winnipeg, 10 January 1941 as a Nursing Orderly. To No.1 Manning Depot, Toronto, 15 January 1941. To No.5 AOS, Winnipeg, 1 February 1941. Promoted Acting Corporal, 1 April 1941. Promoted LAC, 10 July 1941. Reclassified as Hospital Supervisor, 1 October 1941. To No.10 SFTS, 12 February 1942. Reclassified as "Wardmaster", 1 April 1942. Promoted Sergeant, 1 May 1942. Reclassified as Foreman of Works, 18 August 1942. To No.2 Training Command, 26 October 1942. To No.8

Manning Depot, 31 January 1943. Promoted Flight Sergeant, 1 March 1943. To No.17 SFTS, 8 March 1943. To No.18 SFTS, Gimli, 22 August 1943. Promoted WO2, 1 September 1944.. To Release Centre, 8 February 1945. Released 10 February 1945. Died 30 December 1962 in Lanzville, British Columbia as per **Legionary** of March 1963.

This non-commissioned officer, who is foreman of works and buildings at this station, has displayed outstanding ability and has at all times performed his duties in a highly meritorious manner. By the keen interest he has taken in all phases of station activities and by the untiring effort he has put into them, he has done much for the welfare and morale of the airmen. Flight Sergeant James has displayed efficiency and devotion to duty of a high order in all his undertakings.

Note: Letter dated 30 June 1942, Sergeant H.D.L. James to Commanding Officer, No.10 SFTS, Dauphin, Manitoba:

May I be permitted to present this application to remuster to the trade of "Foreman of Works", Works and Buildings Division of the RCAF, with the retention of present rank and grouping.

My records will show my qualifications in this trade, being a Carpenter by trade, and for the whole of my life, excepting the period of the Great War, I have been in constant employment as tradesman, Foreman, and Building Superintendent. I have supervised the construction of many large projects, including the gold production mill of the San Antonio Gold Mining Corporation, Bissett, Manitoba. For many years I was Superintendent for the firm of Borrowman and Jamieson, Engineers and Contractors, Winnipeg. In 1934 I was appointed Junior Assessor of Buildings for the City of Winnipeg, and left this employ on "Leave of Absence" to join the RCAF. At this time I was Senior Assessor of Buildings, being promoted to this position in January 1937.

At present I am Wardmaster "A" Group in the Medical Division. I was prompted to enlist in this trade on account of my service in the Imperial Army in the Royal Army Medical Corps. The Works and Buildings Division was not brought to my attention at the time of my enlistment.

In support of this application, I submit my record of service at this Station, copies of testimonials (which are on file at the Records Office), also a strong desire on my part to return to my own Vocation and to render myself more extensively serviceable to the prosecution of the War and this Air Training Plan in particular.

Assessments and Recommendation:

Assessment, 28 September 1942, No.10 SFTS, Dauphin:

An unusually good Non-Commissioned Officer who can be trusted to do any job, inventory, gardening, ward work, orderly room work. He is well versed in RCAF routine and methods. A dependable man, more mature than average.

Assessment, 6 December 1943 by W/C A.G. Goulding, No.18 SFTS, Gimli:

An excellent Non-Commissioned Officer and an asset for any Commanding Officer to have on his station. Is very active in station activities, has good judgement and common sense. Is well qualified to act in capacity of "Foreman of Works."

Recommended for BEM, 28 December 1944 by F/L C.S. Walley, Works and Buildings Officer, No.18 SFTS.

This non-commissioned officer has served in the RCAF for a period of two years during which time he has performed his duties in a highly meritorious manner. His outstanding ability, good judgment, conduct and bearing have at all times set an example for all personnel with whom he has come in contact.

Over and above his ordinary duties, he has taken a very active part either as chairman or member of various committees, such as the Library Entertainment Committee, Curling Club and Sergeants' Mess, and in addition to these activities he has assisted the other committees in their work to such an extent that his services have been indispensable to this unit.

* * * * *

JAMES, F/L Hugh Murray (J25568) - **Mention in Despatches** - No.620 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 24 October 1923 in Winnipeg. Home in St.James, Manitoba; enlisted Winnipeg 24 October 1941. To No.3 Manning Depot, 11 November 1941. To No.4 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942 but not posted from there until 1 August 1942 owing to knee injury during sports; to No.5 EFTS on 1 August 1942; graduated 25 September 1942 and posted next day to No.10 SFTS, Dauphin. Ceased training, 16 October 1942 when posted to Composite Training School, Trenton; to No.7 AOS, 27

December 1942; graduated and commissioned 16 April 1943. Posted to Halifax, 1 May 1943; to RAF Overseas, 31 May 1943; arrived in UK 15 June 1943; attached to army units for some weeks to No.6 (O) Advanced Flying Unit, 31 August 1943; to No.18 OTU, 5 October 1943; promoted Flying Officer, 16 October 1943; to No.81 OTU, 17 November 1943; to No.1665 Heavy Conversion Unit, 22 March 1944; to No.620 Squadron, 18 June 1944 (first sortie on 24 June 1944); to No.190 Squadron, 10 June 1945, serving there until 25 June 1945 (promoted Flight Lieutenant, 16 April 1945); repatriated 2 August 1945; released 18 October 1945. On a form dated 23 July 1945 he stated he had flown 120 operational hours and 426 non-operational hours; overseas types had been Anson (52 hours), Whitley (110 hours) and Stirling (384 hours). A summary of his career by a DVA official, 18 October 1945, read, "Posted to special duty transport squadron (paratroops, gliders, etc). On this operational squadron for one year. Squadron not busy enough for him to qualify for operational wings. Relieved Squadron Navigation Officer for short periods."

* * * * *

JAMES, P/O John Leslie (J85056) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 18 January 1918. Home in Toronto; enlisted there 17 February 1942. Posted to No.1 Manning Depot, 15 March 1942. To No.16 SFTS (guard duty), 7 May 1942; to No.6 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942; to No.12 EFTS 30 August 1942; to No.16 SFTS, 7 November 1942; graduated and promoted Sergeant, 5 March 1943; to "Y" Depot, 19 March 1943; to RAF overseas, 27 March 1943. Commissioned 3 February 1944. Promoted Flying Officer, 3 August 1944. Repatriated 2 August 1945; released 17 October 1945.

This officer has completed a large number of sorties against well defended targets; he has also completed several successful sea mining operations. On one occasion whilst over enemy territory his aircraft sustained serious damage. Although the starboard elevator and rudder were affected, Pilot Officer James flew the damaged aircraft to base and made a safe landing. This officer has displayed notable skill, courage and keenness.

DHH file 181.009 D.2909 (Library and Archives Canada RG.24 Volume 20633) has original recommendation drafted by W/C A.J. Lewington, date uncertain, when he had flown 34 sorties (193 hours 30 minutes) as follows:

20 January 1944 - Berlin (7.55)
30 January 1944 - Berlin (7.05)
15 February 1944 - Berlin (6.30)

19 February 1944 - Leipzig (6.55)
20 February 1944 - Stuttgart (7.30)
24 February 1944 - Schweinfurt (7.30)
15 March 1944 - Stuttgart (8.05)
18 March 1944 - Frankfurt (5.25)
26 March 1944 - Essen (5.10)
30 March 1944 - Nuremberg (7.55)
9 April 1944 - Villeneuve St. George (5.05)
11 April 1944 - Gardening, Kattegat (6.15)
20 April 1944 - Lens (5.45)
22 April 1944 - Dusseldorf (5.55)
24 April 1944 - Karlsruhe (7.25)
26 April 1944 - Essen (5.30)
27 April 1944 - Aulnoye (4.00)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Nazaire (5.25)
3 May 1944 - Lorient (4.55)
9 May 1944 - St. Valerie en Caux (4.10)
11 May 1944 - Brest (3.40, early return)
19 May 1944 - Le Clipon (3.20)
21 May 1944 - Gardening, Frisians (4.50)
27 May 1944 - Le Clipon (3.10)
6 June 1944 - Conde sur Noireau (1.10, early return)
7 June 1944 - Acheres (4.15)
8 June 1944 - Lorient (6.25)
14 June 1944 - Cambrai (4.15)
15 June 1944 - Boulogne (3.55)
16 June 1944 - Sautrecourt (3.50)
21 June 1944 - Oisemont (5.25)
27 June 1944 - Wizernes (4.05)
9 July 1944 - Ardouval (3.40)

This officer has completed 34 sorties over enemy territory including attacks against such heavily defended targets in Germany as Berlin (3), Essen (2), Stuttgart (2), Schweinfurt and Nuremberg. He has also carried out, most successfully, several mining operations at Lorient and St. Nazaire. On one occasion when detailed to attack Karlsruhe, this officer's aircraft whilst flying in dense cloud collided with another aircraft, causing severe damage to starboard elevator and rudder. However, by skilful airmanship and exceptional coolness he

carried on to the target and pressed home his attack with great determination, and eventually landed his aircraft safely at base.

His courage, skill and determination in action has been an inspiration not only to members of his crew but to the entire squadron and I consider that he fully merits the award of the Distinguished Flying Cross (Immediate).

* * * * *

JAMES, F/O Lyle Franklin (J26115) - **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 Sarnia, Ontario, 27 February 1917; home there (farmer); enlisted London, Ontario, 20 January 1941 and posted to No.1 Manning Depot. Initially an Equipment Assistant and posted to Technical Training School, St. Thomas, 18 February 1941. Promoted AC1, 20 April 1941 and posted on 24 April 1941 to No.16 Explosives Depot. Promoted LAC, date uncertain. To No.1 SFTS, 28 May 1941. To No.13 Explosives Depot, 19 June 1941. Promoted Corporal, 1 September 1941. Remustered to aircrew and posted on 18 July 1942 to No.6 ITS ; may have graduated 11 September 1942 but not posted to No.7 EFTS until 26 September 1942; may have graduated 20 November 1942 but not posted to No.1 SFTS until 5 December 1942; graduated and commissioned, 30 April 1943. To No.1 GRS, 14 May 1943; to "Y" Depot, 7 August 1943. To United Kingdom, 3 September 1943 but appears not to have been taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 30 October 1943. Repatriated 7 February 1945; to No.1 Air Command, 18 February 1945; to No.16 SFTS, 8 April 1945; promoted Flight Lieutenant, 30 April 1945; to Mountain View, 12 August 1945; released 6 September 1945. Founder and President. James and Carter Automotive, 1958-1982. Died in Sarnia, Ontario, 7 May 2010 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2010.

Throughout his operational tour Flying Officer James has displayed the utmost determination and courage which, combined with skilful airmanship and unflinching devotion to duty have set a commendable example to all. He has completed many operational sorties which have included attacks against heavily defended targets. His aircraft has been damaged on seven occasions. In spite of this he has always remained cool and undaunted. While engaged on an attack against Bremen, although the rear turret of his aircraft was rendered unserviceable and the mid-upper turret was damaged by anti-aircraft fire, he successfully completed his mission. The following day Flying Officer James participated in a sortie against Emmerich. His aircraft was again damaged by anti-aircraft fire and two of the fuel tanks were holed. Yet again he pressed home his attack and flew his aircraft safely back to base.

* * * * *

JAMES, WO2 (now P/O) Norton Herbert (R181874/J93417) - **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 26 August 1924 in Moose Jaw; home there (student); enlisted Regina, 31 August 1942 and posted to No.3 Manning Depot. To No.3 SFTS for guard duty, 14 November 1942; to No.2 ITS, 9 November 1942; graduated and promoted LAC, 20 March 1943; to No.7 AOS, 3 April 1943; graduated and promoted Sergeant, 20 August 1943. To "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Commissioned 31 January 1945. Repatriated 6 February 1945; released 17 April 1945.

Warrant Officer James has participated in many operations against a wide range of major targets in Germany and enemy occupied territory. At all times he has shown outstanding navigational skill, cool courage and determination. On one occasion Warrant Officer James was navigator in an aircraft detailed to attack Calais. Owing to poor visibility it was necessary to fly the aircraft over the targets at 1,500 feet. Two bombing runs had to be made before the mission was completed. Anti-aircraft fire caused extensive damage to the aircraft and the mid-upper gunner was wounded. Warrant Officer James coolly and skilfully navigated his aircraft safely back to this country where an emergency landing was made.

The following recollections were placed on the internet by The Memory Project:

Getting Lost in the Fog

Went up one night and the fog closed in. These guys decided the two of them they know better than their navigator so they're running around his damned wireless trying get themselves home. Meantime I'm plotting every course we were on and the distance and the time. Finally they decided they didn't know where in the heck they were. We'd flown down. We learned after we got on the ground we'd flown down a valley between two mountains below their tops. And they couldn't see us but the ground spotters had heard the aircraft and reported us going through.

Finally we were getting, oh, been up quite a while and I was getting a little worried so I said to them, "Now, do you want to go home?" They said, "Well, that's what we're trying to do." Well, I said, "Here's what we'll do. We'll go out over the Irish Sea which wasn't too far away. Get down under this stuff,"

because that's what's the fear. They couldn't come down in case they hit something. "Then we can fly back."

Well, they said how can you get us there? I said I haven't been a navigator for nothing and I've been working on carrying the flights and I looked at our air position and applied the winds to it and came up with a ground position and then set a course for the middle of the Irish Sea.

We got out there. I told them they could go down and we went down, cleared things that I wanted to see and I give them a general course back. And they went back, picked up the ground and then they could see their way in. And got down on the runway and taxied to the end of it. Turned to taxi back to where we left the aircraft and it died. It had run out of fuel.

Details of a Crash Landing

I don't know what happened. I think we got hit with ground fire. But I can't remember for sure. And parts of the aircraft were unserviceable. We got the bomb doors open and couldn't get them closed. You always opened the bomb doors to be sure there was nothing hung up. Didn't want to land with that. And one motor was gone and the second one was just maybe half power or less. And the other two were what kept us airborne. And we got the bomb doors opened as I said, couldn't get them closed. We were picked up by a RAF [Royal Air Force] or RCAF [Royal Canadian Air Force], I don't know which, fighter, over the channel and guided into this airport which we didn't even know was there and landed with the bomb doors open and no undercarriage. Couldn't get it down.

So we're basically crash landing. We hit the crossroads and the runways which were grass with a mesh on top of them and tore the bejesus out of them. They just pulled the aircraft over to the side and left it. It was, it was a write off.

* * * * *

JAMES, F/O Raymond Henry (J22093) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 10 March 1922 in Vancouver; home there; enlisted there 13 June 1940 as a Clerk; to No.2 Training Command, 19 August 1940. Promoted AC1, 1 October 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 15 March 1941. Promoted Sergeant, 1 October 1941. Remustered to aircrew and posted to No.2 ITS, 14 April 1942; may have completed course by 6 June 1942 but not posted to No.3 AOS until 18 July 1942; posted to

Trenton, 4 September 1942; to No.5 BGS, 12 September 1942; to No.5 AOS, 7 November 1942; graduated and commissioned 18 December 1942. To "Y" Depot, 2 January 1943; to RAF overseas, 2 February 1943. Promoted Flying Officer, 18 June 1943. Repatriated 13 August 1945; released 2 October 1945 in Vancouver where he still resided in 1947. Incident described was during an air test (not a sortie) with Pilot Officer Pollard. RCAF photos PL-31161 (ex UK-12597) and PL-31162 (ex UK-12598, both dated 21 July 1944) is captioned as follows: "As air bomber who has sent loads of destruction plummeting to enemy targets in 30 sorties, F/O R.H. James of Vancouver was recently awarded the DFC when his Bluenose Squadron Halifax had its windshield smashed in colliding with a bird. The skipper was temporarily blinded and the big plane plunged out of control. With about an hour's experience as a pilot behind him, James took over the controls. He pulled out of the dive, steered home, and landed on the second attempt." RCAF photo PL-3250 (ex UK-13373 dated 24 August 1944) shows him; this photo number should be checked.

This officer is a first-class bomb aimer whose good work in attacks on a wide range of targets has won high praise. He is a devoted and gallant member of aircraft crew and his example has been worthy of emulation. On one occasion when returning from a sortie his pilot was temporarily blinded by particles of glass when the windscreen was shattered. Flying Officer James immediately took over the controls and, although without any previous flying instruction, he succeeded in safely landing the aircraft at an airfield at the third attempt, saving a valuable aircraft and its crew.

* * * * *

JAMES, F/O Reginald Vincent (J87404) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 December 1923 in Moncton, New Brunswick; home there; enlisted there 8 June 1942 and posted to No.5 Manning Depot. To No.3 ITS, 10 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.4 EFTS until 23 January 1943; may have graduated 9 April 1943 but not posted to No.5 SFTS until 17 April 1943; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 19 May 1944. Promoted Flying Officer, 19 November 1944. Repatriated 2 August 1945. To "K", 23 September 1945. To No.1 Release Centre, 10 January 1946; retired 15 January 1946. Living in Moncton in 1949. RCAF Photo PL-42963 (ex-UK-19423) dated 12 March 1945 has following caption: "After an attack on an oil refinery at Wanne-Eickel, Germany, F/O R.V. James, Moncton, New Brunswick, a pilot with the Bison squadron, files his report with WO1 C.P. Barnhart, Niagara Falls, Ontario, of the engineering section." 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 March 1945 when he had flown 36 sorties (212 hours), 18 August 1944 to 7 March 1945.

Flying Officer James has taken part in 36 attacks on enemy targets including heavily defended areas such as Chemnitz, Hanover and Magdeburg. He is a keen and conscientious captain of aircraft who at all times kept his crew at a high standard of efficiency, both on the ground and in the air. By his cheerfulness and co-operation at all times he has been a valuable asset to his squadron.

It is considered that his devotion to duty, fighting spirit and his unquestioned fortitude fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

18 August 1944 - Connantre (6.25, second pilot)
25 August 1944 - St. Mathieu (5.00)
27 August 1944 - Marquis (4.10)
28 August 1944 - Fresnay (4.20)
31 August 1944 - Cezembre (5.15)
6 September 1944 - Emden (5.05)
10 September 1944 - Le Havre (4.10)
24 September 1944 - Calais (4.45)
26 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.40)
28 September 1944 - Cap Gris Nez (4.45)
6 October 1944 - Dortmund (6.30)
9 October 1944 - Bochum (5.45)
14 October 1944 - Duisburg (5.00)
14 October 1944 - Duisburg (5.25)
21 October 1944 - Hanwer (3.35)
23 October 1944 - Essen (4.50)
25 October 1944 - Hamburg (4.40)
2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.45)
16 November 1944 - Julich (5.25)
21 November 1944 - Castrop Rauxel (6.25)
26 December 1944 - St. Vith (5.55)
28 December 1944 - Opladen (5.55)
30 December 1944 - Cologne (5.55)
2 January 1945 - Ludwigshaven (6.50)

5 January 1945 - Hanover (5.35)
14 January 1945 - Grevenbroich (6.10)
1 February 1945 - Mainz (6.50)
2 February 1945 - Wanne Eickel (5.20)
7 February 1945 - Goch (6.55)
14 February 1945 - Chemnitz (8.30)
21 February 1945 - Worms (6.55)
24 February 1945 - Kamen (6.05)
1 March 1945 - Mannheim (7.05)
5 March 1945 - Chemnitz (9.05)
7 March 1945 - Hemmingstadt (5.40)

* * * * *

JAMES, F/L Thomas Flavelle Arthur (J89845) - **Distinguished Flying Cross** - No.97 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946. Born 29 November 1911 in Winnipeg; educated at Kelvin High School and Success Business College,. Home there (salesman for T. Eaton Company); enlisted there 24 December 1941. To No.2 Manning Depot, 14 January 1943. To No.3 BGS, 28 March 1942 (guard). To No.2 ITS, 9 May 1942; graduated and promoted LAC, 8 July 1942 but not posted to No.15 EFTS until 15 August 1942; graduated 24 October 1942 when posted to No.10 SFTS; ceased training and posted to No.1 Composite Training School, 16 November 1942; to No.7 AOS, 27 December 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943; delayed there for surgery (haemorrhoids). Embarked from Canada, 16 July 1943; disembarked in Britain, 22 July 1943. Promoted Flight Sergeant, 16 October 1943. To No.6 (Observer) AFU, 16 November 1943. To No.14 OTU, 11 January 1944. To No.51 Base, 19 April 1944. Attached to No.1660 Conversion Unit, 14 May to 26 June 1944. To No.207 Squadron, 10 July 1944. Commissioned 19 August 1944. To No.97 Squadron, 2 September 1944. Attached to Night Training Unit, Warboys, 2-11 September 1944. Attached to No.6 Group Headquarters, 25 May 1945. Repatriated 5 August 1945. Promoted Flying Officer, 19 August 1945. Retired 18 September 1945. Died in Winnipeg, 7 February 1958. See photo UK-17183.

Flight Lieutenant James has completed many missions, including attacks on Brunswick, Nuremburg, Munich and Munchenkladbach [sic]. In July 1944 he was detailed to participate in an attack on Stuttgart. Shortly after leaving base all the navigational aids and instruments in his aircraft became unserviceable but displaying exceptional navigational skill he guided his aircraft to the target and safely back. At all times Flight Lieutenant James has displayed skill and gallantry of a high order.

Notes: Application for Operational Wing dated 11 April 1945 stated he had flown 36 sorties (254 hours 30 minutes), 11 July 1944 to 9 May 1945. These had included 17 sorties (104 hours five minutes) with No,207 Squadron.

On repatriation form dated 4 July 1945 he claimed 39 sorties (247 hours 35 minutes), the last on 8 April 1945' also 366 hours 40 minutes non-operational. Types experienced were Anson (41.05), Wellington (61.25), Lancaster (470.30) and Stirling (41.05).

Training: Course at No.2 ITS was 10 May to 4 July 1942. Courses in Mathematics, Law and Discipline, Navigation, Theory of Flight, Anti-Gas, Armament (practical), Aircraft Recognition, and Drill. Scored 818 points of a possible 1,000; placed 43rd in a class of 100. "A mature, well-balanced and aggressive airman. He is reliable and his attitude is excellent, He has self-assured and determination, He gets on well with others and has earned the respect and liking of the flight. He is recommended for a commission."

Course at No.15 EFTS was 17 August to 9 October 1942. Tiger Moth aircraft - 10.50 dual to first solo, total 40.40 day dual, 34.10 day solo, 3.45 night dual, 1.15 night solo. Was 10.20 on instruments and logged 12.30 in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals. Scored 537 of a possible 700 points, Placed 19th in a class of 32. "Low average student, Quiet, unassuming personality. Has worked hard at this unit. Low average pilot, lacking in judgement and coordination,"

Course at No.10 SFTS was 26 October to 16 November 1942' flew 14.45 in Cranes before washed out - "Coordination and judgement bad. Does not have full control of aircraft and allows the aircraft to get into dangerous positions."

Course at No.7 AOS was 29 December 1942 to 16 April 1943. Anson aircraft - 26.55 as first navigator by day, 35.00 as second navigator by day, 22.05 as first navigator by night, 16.10 as second navigator by night. Examined in Navigation, air work (479/700), Photography, air work (68/100), Elements of Navigation (318/500), Magnetism and Compasses (75/100), Instruments (38/50), Signals, Practical (95/100), Signals, written (31/50), Maps and Charts (37/50), Meteorology (59/100), Photography (38/50), Reconnaissance (34/50), Aircraft Recognition (56/100 on supplemental) and Armament (37/50). "Average air work, This man was slow and committed many errors at first, but has improved in later exercises to the point of high average work." In general he was described as "An older man (31); quiet but inclined to grumble. He was slow to acquire new concepts, but should retain knowledge well. Keen and dependable." Placed 16th in a class of 23.

* * * * *

JAMIESON, S/L (now W/C) David Park (C6578) - **Member, Order of the British Empire** - Personnel Services, Legal Branch, AFHQ. Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born in Forest, Ontario, 2 March 1903 (RCAF Press Release 2659 announcing award). Home in Sarnia, Ontario; graduated from Osgoode Hall, 1924; enlisted in London, Ontario, 9 August 1941 in Administration Branch; immediately given rank of Flying Officer. To AFHQ, 7 September 1941. Promoted Flight Lieutenant, 1 September 1942. Promoted Squadron Leader, 1 January 1943. Promoted Wing Commander, 17 February 1944. To Release Centre, 25 January 1945; released 9 February 1945. Died in Lambton County, 1981.

This officer, as head of the Legal Branch since November 1942, has performed outstanding work. His experience and exceptional organizing ability has been responsible for putting into force many disciplinary regulations which have greatly facilitated and strengthened the hand of his senior officers. Despite the many hours of overtime work this officer, with great devotion to duty, has at all times displayed an enthusiastic and cheerful disposition which has had a stimulating effect on the personnel with whom he works.

* * * * *

JAMIESON, P/O David Robert Charles (J19196) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 22 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born in Brighton, England, 3 February 1919; home in Toronto (tester and inspector, Canadian General Electric); enlisted Toronto 18 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941; to Trenton, 31 January 1941; to No.1 ITS, 22 April 1941; graduated and promoted LAC, 28 May 1941; to No.3 EFTS that date; to No.1 SFTS, 27 July 1941; graduated and promoted Sergeant, 7 October 1941. To Embarkation Depot, 8 October 1941; embarked from Canada, 27 October 1941, arrived in Britain 4 November 1941. To No.53 OTU, 20 January 1942. To No.412 Squadron, 7 April 1942. Promoted Flight Sergeant, 8 April 1942. To Overseas, 18 April 1942. Promoted WO2, 8 October 1942. Embarked from Takoradi, 18 February 1943 for duty with Hurricane fighters (230 hours flown). Contracted malaria there. Arrived In Britain, 19 March 1943. To Uxbridge, 22 March 1943. Promoted WO1, 8 April 1943. To No.55 OTU, 13 April 1943. Attached to No.3 FIS, 30 April 1943 27 May 1943 when posted back to No.55 OTU. Commissioned 29 November 1943. Special leave in Canada, 10 December 1943 to 21 January 1944. Arrived back in UK, 30 January 1944. To No.412 Squadron, 12 February 1944 (255 hours). Repatriated 27 November 1944. To No.1 Training Command, 8 January 1945. To No.16 SFTS, 10 January 1945. To School of Flying Control, Patricia Bay, 2 February 1945. To Moncton, 2 May 1945. To Pennfield Ridge, 16 May 1945. To Yarmouth, 1 June 1945. To Eastern Air Command Headquarters, 1 April 1946. Reverted to Flying Officer, 1 October 1946 (20099). From No.10 Group Headquarters to

Station Greenwood. To Summerside, 19 September 1950 To Trenton, 16 September 1951. Promoted Flight Lieutenant, 1 June 1952. To No.32 Aircraft Control and Warning Squadron, Foymount, 21 October 1952. To No.1 Flying Training School, Centralia, 8 December 1954. To No.2 AFS, Portage, 7 January 1955. To No.1 PWS, Macdonald, 1 May 1955. To No.1 (Fighter) OTU, Chatham, 11 July 1955. To No.3 Wing, Zweibrucken, 9 December 1955 for service with No.427 Squadron. To FIS, Trenton, 3 December 1958. To No.102 Composite Unit, Trenton, 29 June 1959. To Mont Apica, 30 August 1959. To Ottawa Sector Headquarters, 20 August 1962. To Station Edgar, 3 October 1963. Retired 31 May 1964. RCAF photo UK-28268 (ex UK-8598 dated 21 March 1944) shows him. Died 14 January 1984 as a member of Coldwater Branch, Royal Canadian Legion (information from **Legion Magazine**, May 1985).

This officer is now on his second tour of operations. He has completed a large number of sorties and has displayed exceptional keenness to engage the enemy. He has destroyed five enemy aircraft, two of these in one combat.

NOTE: Public Record Office Air 2/9159 has recommendation, apparently drafted by his Flight Commander on 27 July 1944 when he has flown 200 sorties (266 hours 40 minutes).

This pilot has shown exceptional ability to engage the enemy, having destroyed five enemy aircraft in three weeks of this month. In particular, he was one of a section of four on a weather reconnaissance on July 24th in the Lisieux area when 40-plus enemy aircraft were seen. In the ensuing combat, he accounted for two of these. This pilot has 200 operational sorties with a total score of five destroyed and one damaged.

The squadron Commanding Officer subsequently added:

Pilot Officer Jamieson is on his second tour, having completed his first in the Middle East. He has shown remarkable keenness on operations with my squadron and fully deserves this award.

JAMIESON, F/O David Robert Charles (J19196) - **Bar to Distinguished Flying Cross** - No.412 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945.

Since the award of the Distinguished Flying Cross, Flying Officer Jamieson has taken part in many more operational sorties during the period of the Arnhem paratroop landings and subsequent critical days. His fine fighting spirit, courage and initiative added much to the splendid effort put up by his squadron. On one occasion he was engaged in air combat with a far superior number of enemy

aircraft. Displaying superb airmanship, Flying Officer Jamieson destroyed at least two of the enemy fighters without sustaining any damage to his own aircraft. Under his able leadership his flight has destroyed or damaged a large number of enemy vehicles. This officer has himself accounted for forty-seven vehicles, two locomotives and at least three enemy aircraft.

Notes: Accident at Camp Borden, 29 August 1941 - Yale 3466 - doing circuits, lost control on landing, ground looped; nose, wingtip and propellor damaged.

Accident, 14 February 1942, No.412 Squadron, Sutton Bridge. Spitfire AD357 (he had 34 hours 25 minutes on type). Flying in formation, 10,000 feet. Engine failed. "I immediately notified my Section Leader, P/O Smith, whose cooperation was very valuable. With little visibility due to oil and smoke my Section Leader helped me to a field by R/T and flying above me and on my port side where I was able to see him. He gave me my wind and told me I was on my down wind leg, my attitude was 2,000 feet and the field was a good size so I aimed well into it and after making sure of getting in I lowered wheels and flaps. The pancake was successful and no further damage occurred." He and the Section Leader were complimented.

Accident, 23 February 1942, No.412 Squadron, Spitfire W3380. He now had 40.40 on type. Landed heavily, starboard wheel down. Oleo leg collapsed.

Accident, 24 November 1942 - 11 miles west of Takoradi airfield - Hurricane BP288. Anti-aircraft cooperation flight. Near end of exercise engine temperature rose and power failing. Descended through cloud, calling control. "I shut off my petrol and opened my throttle, then proceeded to force land on the beach. Pumping down full flap, then cutting my switches just before touching down my landing was completed. I left the aircraft to tell the natives to stay away. I returned and tried to contact control with no results and so I started for the nearest town, after making sure the aircraft would not be tampered with." Coolant loss - "The pilot executed a very good forced landing."

Accident, 30 July 1943 at No.55 OTU - Miles Master T8761, with Sergeant E.C. Foster as pupil. Engine failure. He took over from pupil, force-landing at Kirkpatrick - complicated by cross winds and traffic.

Accident, 20 March 1944, No.412 Squadron, Biggin Hill, returning from bombing practice. Spitfire MJ329. Swung on landing, undercarriage collapsed, aircraft stopped on nose. Cross wind complications. Error of judgement.

Accident, 18 May 1955, T-33 serial 21198, No.1 PWS, Macdonald. "Taking off in No.2 position in a 4-plane formation the undercarriage was inadvertently retracted before the aircraft

became airborne resulting in extensive damage when the aircraft skidded to a stop on its belly. This pilot is responsible for the retraction.”

Repatriation form dated 21 November 1944 stated he had flown 176 sorties in fighters and 200 in Tactical Air Force (last sortie was 21 October 1944) - total of 376 operational hours and 495 non-operational.

A summary of his flying to 31 December 1957 showed him with 2,338 hours and listed the following types - Finch (57.50), Harvard (113.00), Yale (46.00), Master (80.00), Hurricane (248.05), Spitfire (345.15), Tiger Moth (22.30), Norseman (69.10), Helicopter (8.55), Dakota (154.35), Canso (465.20), Expeditor (73.45), Lancaster (165.20), Mitchell (24.45), T-33 (148.10) and Sabre (315.20).

Selected Assessments: “Flying Officer Jamieson is a capable officer, effective organizer, and a proficient controller, with a keen sense of judgement and the ability to make quick and accurate decisions. He willingly accepts any responsibilities and carries out duties efficiently. He is able to maintain a high state of morale among the airmen even under most trying conditions, He us an instigator in obtaining the high trade efficiency of the unit, by aiding in trade advancement lectures and by improving conditions to encourage airmen to take a keen interest in trade advancement. Flying Officer Jamieson is strongly recommended for promotion to Flight Lieutenant.” (F/O R.E. Oldfin, No.3 ACWU, Summerside, 15 September 1951).

“Flight Lieutenant Jamieson has made reasonably good progress in the five months since his arrival at 427 Squadron, considering the number of years he was employed on a non-flying capacity. It is a little early to determine his full capability as a fighter pilot, but to date he has proved capable of hard work, is popular among his fellows, and possesses a mature outlook towards life in general.” (W/C D.C. Laidler, No.3 Wing, 14 May 1956).

“Flight Lieutenant Jamieson is older than the average Air Division pilot. His mature approach to everyday flying problems made him a logical choice as Wing Flight Safety Officer. In this capacity he has produced very satisfactory results through a well planned Flight Safety Program. He has been untiring in his efforts to ferret out the obscure causes of mechanical failure to aircraft in flight. Flight Lieutenant Jamieson leads a moderate life both socially and privately. His personal affairs appear to be in good order. This officer has met yearly flying conditions in accordance with AFRO 9.00/38 para 18.” (W/C C.C. Lee, No.3 Wing, 29 June 1957).

“Flight Lieutenant Jamieson is a mature officer who is putting his best effort into the job of Wing Flight Safety Officer. He maintains a constant watch over flying conditions and is quick to come up with recommendations if he notices a particular practice that might lead up to an

accident. Flight Lieutenant Jamieson has not flown the Sabre as much as other pilots who have been with the Wing the same period of time. This matter has been brought to his attention. There appears to be no reason for his low flying time other than a lack of enthusiasm for he is well qualified for the role of day interceptor fighter pilot. Age might have a bearing on this. He likes administrative work and does well in this field. It is recommended that he be considered for an administrative tour on his next transfer. Flight Lieutenant Jamieson is a well adjusted family man with no apparent financial problems." (W/C C.C. Lee, No.3 Wing, 17 February 1958).

"Flight Lieutenant Jamieson is a calm, confident, polished mature officer with a generous, pleasant personality. With these qualities, his loyalty to the RCAF and its traditions, and his strong character, he can be depended upon to do the right thing. Although away from the Ground Environment for some years, he has quickly caught up to all but the intercept requirements of a controller. In this respect, a change on our training organization is now proving him with the training he has needed and he is learning willingly and rapidly. Without doubt he will soon be a most useful and productive controller. With his friendly, gracious wife, he has been a strong supporter of Mess social life and I have recently appointed him PMC. He has done an extremely good job in this capacity, devoting a great deal of his spare time to the organization and management of Mess activities. Flight Lieutenant Jamieson likes flying, is maintaining his flying proficiency, and is working towards a check-out in piston-engined aircraft on which type he has not been operating for some time. I have confidence that, once fully qualified here, Flight Lieutenant Jamieson will be an even more valuable asset than he has been so far. It is a pleasure to have him on my staff." (W/C W.L Baynton, Mont Apica, 20 January 1960).

Training: Interviewed in London, Ontario, 23 September 1940. "Clean cut boy, above average intelligence, keen and alert, good appearance, confident and willing. Will develop under training into good Air Crew material."

Attended No.1 ITS, 22 April to 28 May 1941. Courses in Mathematics (71/100), Armament, practical and oral (69/100), Signals (98/100), Hygiene and Sanitation (27/40), Drill (70/100) and Law and Discipline (51/60). Placed 93rd in a class of 126. "Sincere, alert, dependable and determined. This man has good coordination and keenness on his initial course and is in every way an excellent prospect for aircrew. Second Aircrew Recommendation: Air Observer."

Attended No.3 EFTS, 28 May to 15 July 1941. Finch II aircraft - 23.15 dual, 25.25 solo. Was on instruments ten hours and ten minutes. Logged ten hours in Link. "Aerobatics very good. Has as lot of confidence in his flying. Should make a very good single engine pilot with more training." Ground subjects were Airmanship (112/200), Airframes (52/100), Aero Engines (58/100), Signals, practical (89/100), Theory of Flight (51/100), Air Navigation (102/200),

Armament (136/200); graded 165/200 on Qualities as Officer. Placed 21st in a class of 28.
"Average ability. Conduct and deportment average."

Attended No.1 SFTS, 27 July to 12 October 1941. Flew Yale (21.45 day dual and 27.55 day solo) and Harvard (18.50 day dual, 9.30 day solo, 3.20 night dual, 6.40 night solo). Was on instruments 6.35 in Yale and 13.25 on Harvard. Logged one hour in Link. "An average pilot with no outstanding faults." Courses in Airmanship and Maintenance (100/200), Armament, written and practical (140/200), Navigation and Meteorology (121/200) and Signals, written and practical (77/150). "Well below average. Passed supplementary. Final average 60 percent. Conduct satisfactory." However, he was also described as "a keen flyer and a hard worker and should make a good pilot." Placed 55th on a class of 62.

* * * * *

JAMIESON, F/L Robert Ernest (J16961) - **Mention in Despatches** - No.1659 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 11 September 1919. Home in Owen Sound, Ontario; enlisted Toronto 1 October 1940. To No.1 ANS, 7 November 1940. To No.2 ITS, 30 November 1940; graduated and promoted LAC, 2 January 1941 and posted that date to No.12 EFTS; ceased training and posted to No.1 Manning Depot, 30 January 1941; to No.1 AOS, 31 March 1941; to No.1 BGS, 22 June 1941; graduated and promoted Sergeant, 2 August 1941; to No.1 ANS that date; to Embarkation Depot, 2 September 1941; to RAF overseas, 11 October 1941. Flew a tour with No.408 Squadron. Took a special Radar course and then served as Instructor in Radar Navigation to No.419 Squadron, and Nos.10 and 11 Squadrons (RAF). Commissioned 11 January 1943. Promoted Flying Officer, 11 July 1943. Promoted Flight Lieutenant, 13 September 1943. Repatriated 19 September 1944. Released 21 February 1945. See **Field of Honour** (Bank of Montreal, c.1950).

* * * * *

JAMIESON, Corporal Thomas Douglas (R79722) - **Mention in Despatches** - 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 1600/45 dated 12 October 1945. Aero engine mechanic. Born in Gull Lake, Saskatchewan, 13 March 1919. Home in Vancouver (where he married) but enlisted in Regina, 13 November 1940. Attended TTS, St.Thomas, 3 January to 28 May 1941; to No.7 SFTS, Macleod, 29 May 1941; to No.15 SFTS, Claresholm, 10 June 1941; promoted LAC, 1 October 1941; promoted Corporal, 1 January 1942; to No.135 Squadron, 20 June 1942; to No.2 FIS, Vulcan, 4 August 1942; to Y Depot, 17 November 1942; arrived in UK, 18 December 1942; to No.1659 CU, 3 January 1943 (attended Rolls Royce course, 10 April to 23 May 1943); promoted Sergeant, 11 October 1943. Repatriated to Canada, 6 August 1945. Remained in postwar RCAF, reverting to Corporal, 1 October 1946. Promoted Sergeant, 1

October 1949; promoted Flight Sergeant, 1 April 1953; commissioned 15 April 1956; promoted Flight Lieutenant, 15 April 1962; released 29 September 1964. Awarded Queen's Coronation Medal 23 October 1953 while at Station North Bay. Died in Vancouver, 17 April 2013. No citation. However, in a career summary he described his duties, March 1943 to August 1945 at No.1659 CU as follows:

1. Setting up R.R. Merlin engine Preparation and Repair shop.
2. NCO i/c engine change crew.
3. NCO i/c Repair Section of Maintenance
4. Assisting Tech Adjutant with reports and returns
5. NCO i/c flight maintenance
6. NCO i/c Inspection Section of Maintenance (Halifax aircraft M.2, 3, 5, 6, Rolls Royce Merlin engines, Bristol Hercules engines, Lancaster aircraft Mks 3 and 10, Rolls Royce Packard Merlin engines.

Further to this, W/C H.C. Givens wrote, 10 February 1945:

This NCO is exceptional both in his organizing ability and in his technical knowledge. He has been carrying out the duties of NCO in charge Repair and Inspection Section of this unit in a very capable manner and is well worthy of promotion.

JAMIESON, Sergeant Thomas Douglas (R79722) - **British Empire Medal** - No.1659 Heavy Conversion Unit (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No published citation. A document from No.76 Base (copied from a source that H.A. Halliday cannot now identify) has the recommendation for this award, dated 19 June 1945. He was then the Non-Commissioned Officer in charge No.3 Flight, Daily Servicing Echelon.

One night in the Fall of 1943 a Lancaster aircraft crashed on this airfield and although all bodies but one were easily recovered, it was with great difficulty that a small group of men among, whom was Sergeant Jamieson, were able to retrieve the last body, as the fuel lines were broken and a strong wind was blowing. This Non-Commissioned Officer was thoroughly sprayed with petrol, but disregarding the danger to himself, even though the wreckage was still

smouldering, he rendered every possible assistance until the body was at last extricated.

This airman, by his untiring devotion to duty, his excellent department and high standard of workmanship, has been of inestimable value in keeping up the standard of morale of the men in contact with him. On many occasions he has voluntarily given up his off duty passes in order to ensure that the work of his section was completed, and to every demand made upon him he has responded with enthusiasm and willingness far beyond the normal call of duty.

* * * * *

JANES, FS Albert Josiah (R88329) - **Distinguished Flying Medal** - No.10 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born in Halifax, 2 November 1919; home there (salesman); enlisted there 22 April 1941 and posted to No.1 Manning Depot. To No.31 OTU, 21 May 1941. To No.1 ITS, 2 July 1941; graduated and promoted LAC on 8 August 1941; posted that date to No.3 EFTS; ceased training and posted elsewhere, 3 September 1941; to No.10 AOS, 26 October 1941; to No.6 BGS, 30 January 1942; graduated and promoted Sergeant, 14 March 1942; posted that date to No.2 ANS; graduated 13 April 1942; to "Y" Depot, 14 April 1942; to RAF overseas, 25 April 1942. Promoted Flight Sergeant, date uncertain; promoted WO2, 18 March 1943; commissioned 18 December 1943; promoted Flying Officer, 24 February 1944. Repatriated to Canada, 13 June 1945. Trained for "Tiger Force" and then posted to Halifax, 25 September 1945; to Greenwood, 11 October 1945; to Release Centre, 15 February 1946; released 27 February 1946.

This airman, during many sorties, has displayed keenness and devotion to duty. Although his aircraft has been badly damaged by anti-aircraft fire, attacked once by a Junkers 88, and another time by three Focke Wulfes 190, he has continued to operate with enthusiasm. A first class air bomber, Flight Sergeant James has proved to be an excellent guide through enemy defences and has contributed materially to the successful completion of many operations.

Public Record Office Air 2/8983 has recommendation drafted 2 August 1943 when he had flown 30 sorties (177 hours); reproduced in Ian Tavender, **The Distinguished Flying Medal Register of the Second World War** (London, Savannah Press, 2000):

Flight Sergeant Janes was posted to No.10 Squadron in October 1942, and having completed 30 sorties comprising 177 flying hours, has now been recommended for screening and posting for instructional duties. This Canadian Non-

Commissioned Officer is a member of an outstanding crew and has proved himself to be a first class Air Bomber. Although his aircraft has been badly damaged and riddled by flak, attacked once by a Junkers 88 and on another occasion by three FW.190s, he has continued to operate with enthusiasm, cheerfulness and morale of the highest order. He has throughout his tour shown himself to possess the ideal temperament for operations and is an excellent guide against flak and searchlights. I have no hesitation in recommending Flight Sergeant Janes for the award of the Distinguished Flying Medal.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jb910.html> dealing with Yorkshire accidents and actions has the following entry:

HALIFAX JB910 DAMAGED BY FLAK, RETURNED TO MELBOURNE AIRFIELD.

On the night of 28th / 29th June 1943 the crew of this 10 Squadron aircraft took off from Melbourne airfield at 23.08hrs to undertake an operational flight to bomb Cologne. They bombed the target area at 01.48hrs from 18,000 feet through 10/10ths cloud on to PFF target markers but while over the target area the aircraft received minor flak damage to the wings and tail. Despite the damage the crew managed to make the return to base and landed at Melbourne at 04.10hrs.

Pilot - Acting F/Lt Raymond Herbert Brookbanks RNZAF (NZ413809); Navigator - F/O Alan George Taylor RAFVR (120348); Bomb Aimer - F/Sgt Albert Josiah Janes RCAF (R.88329 (awarded DFM)); Wireless Operator/Air Gunner - F/Sgt Charles Reginald Farrar RAFVR (1263134); Air Gunner - Sgt Edward Frederick Schmidt RCAF (R.128113, awarded DFM); Flight Engineer - P/O Vernon Royle RAFVR (144883); Air Gunner - Sgt Henry Hutchinson Lewis McDaniel. RCAF (awarded DFC).

* * * * *

JANIN, F/L Joseph Maurice John George (C1918) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Home in Ouremont. Enlisted in Montreal, 23 April 1940 in Administration Branch. Promoted Flight Lieutenant, 15 July 1941. Overseas as of 27 August 1941. Promoted Squadron Leader, 5 November 1942. Repatriated 24 January 1944. To No.3 Training Command, 7 March 1944 and assigned to St. Hubert. To Toronto, 22 May 1944. To AFHQ, date uncertain, but returned to Toronto, 9 June 1944. Promoted Wing Commander, 1 October 1944. To Release Centre, 24 June 1945. Released 29 June 1945. No citation.

JANIN, S/L Joseph Maurice Jean Georges Antonio (C1918) - **Mention in Despatches** - Station Leeming - Award effective 14 January 1944 as per **London Gazette** of that day and AFRO 232/44 dated 12 February 1944. Enlisted in Montreal, 23 April 1940. No citation.

JANIN, S/L Joseph Maurice Jean Georges Antonio (C1918) - **Member, Order of the British Empire** - Leeming (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Enlisted in Montreal, 23 April 1940. No citation in AFRO or biographical file. DHist file 181.009 D.2619 (RG.24 Vo1.20628) has recommendation signed by G/C A.C. Hull for an OBE dated 20 May 1945 when he was Station Administrative Officer.

Squadron Leader Janin was one of the first RCAF Administrative Officers to serve in Bomber Command. He was employed successively as Squadron Adjutant, Station Adjutant and Station Administrative Officer during the difficult period when squadrons and stations were being formed. Administrative problems were many and onerous, but this officer attacked them with unbounded energy and enthusiasm. No demand on his time or abilities was too exacting and the results which he achieved did much to make the smooth functioning of newly formed stations possible.

He was especially interested in the provision and improvement of facilities for the welfare of all ranks. His work in connection with the provision of adequate messing and recreation facilities was outstanding and he spared no effort in seeing that the best possible living conditions were provided for the airmen.

This officer has been retired on medical grounds, grounds which in part at least were due to his unstinted efforts on behalf of the service.

* * * * *

JARDINE, F/L James Kinnard (J11572) - **Distinguished Flying Cross** - No.625 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 25 December 1915 in Collingwood, Ontario; home in Beaton, Ontario; educated at University of Toronto; druggist apprentice; enlisted Toronto 3 July 1941 and posted to No.1 Manning Depot; to No.31 ANS (non-flying duty), 8 August 1941; to No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941; posted that date to No.15 EFTS; graduated 2 January 1942 and posted next day to No.10 SFTS; graduated and commissioned, 8 May 1942. Retained as instructor in Canada (No.10 SFTS and No.17 SFTS, promoted Flying Officer, 8 November 1942) until posted to "Y" Depot, 20 January 1944. Taken on strength of No.3 PRC, Bournemouth, 20 January 1944; promoted Flight Lieutenant, 8 May

1944. Repatriated 8 June 1945; to No.14 SFTS, 31 July 1945; to Release Centre, 7 September 1945; released 19 September 1945. Postwar career in pharmaceutical sale. Died in West Vancouver. 17 June 2000. RCAF photo PL-43366 (ex UK-20603 dated 15 April 1945) is captioned as follows: "All from Ontario, these Canadians put in more than 30 trips against the most fiercely defended targets in Germany without being attacked by fighters or seriously holed by flak. The only rough passage came when flak ploughed through their wing over Pforzheim, yet they bombed tough targets like Politz, Brux and Merseburg, where the Germans had more anti-aircraft guns than at Berlin. From left to right they are, F/L J.K. Jardine, pilot, Beeton, Ontario, F/O E.E. Erling, navigator, St. Catharines, Ontario, and F/O J. Cottrell, air bomber, Galt, Ontario." 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 14 March 1945 when he had flown 29 sorties (210 operational hours), 11 November 1944 to 18 March 1945 (sortie list must have been modified or date on document somehow in error).

11 November 1944 - Dortmund
21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
6 December 1944 - Merseburg-Leuna
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
28 December 1944 - Munchen Gladbach
29 December 1944 - Gelsenkirchen
2 January 1945 - Nuremberg
5 January 1945 - Hanover
7 January 1945 - Munich
14 January 1945 - Merseburg-Leuna
16 January 1945 - Zeitz
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel

12 March 1945 - Dortmund
15 March 1945 - Misburg
16 March 1945 - Nuremburg
18 March 1945 - Hanua

Flight Lieutenant Jardine is the Canadian captain and pilot of a Lancaster aircraft and has now completed two-thirds of his first tour of operations consisting of 29 sorties comprising 21 hours operational flying. He has participated in attacks on many of the more heavily defended targets in Germany including Freiburg, Ludwigshaven, Gelsenkirchen, Nuremburg and Zeitz.

His operational record shows a high degree of skill and constant disregard of enemy opposition. His determination to reach and bomb his objective has always been evident. He is not disturbed by external conditions, but invariably pursues the task in hand with admirable coolness and good judgement, resulting in a most successful series of attacks being carried out by his crew.

I consider that the high qualities of courage and devotion to duty displayed by Flight Lieutenant Jardine fully merits him the award of the Distinguished Flying Cross.

* * * * *

JARMAN, P/O Robert Harold (J19705) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 16 May 1944 as per **London Gazette** of that date and AFRO 1296//4 dated 16 June 1944. Born 17 April 1922 in Edmonton; home there; enlisted there 15 November 1941. To No.3 Manning Depot, 30 November 1941. To No.40 SFTS (guard duty), 15 February 1942; to No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942; to No.2 EFTS, 6 June 1942; to No.5 SFTS, 1 September 1942; graduated and promoted Sergeant, 20 November 1942. To No.8 AOS, 24 November 1942. To "Y" Depot, 25 November 1942. To RAF overseas, 10 December 1942. Commissioned 8 January 1944. Promoted Flying Officer, 8 July 1944. Posted from squadron to No.22 OTU, 25 July 1944. Repatriated to Canada, 12 February 1945. Released 23 April 1945.

This officer has completed many sorties including eight attacks on the German capital. On one occasion whilst over Berlin his aircraft was attacked six times by fighters. Nevertheless, he succeeded in frustrating the attackers and afterwards bombed the target. His determination was characteristic of what he has shown throughout his tour. He is a gallant and skilled pilot whose fine qualities have been reflected in the high standard of efficiency of his crew.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has recommendation drafted 16 April 1944 when he had flown 17 2/3 sorties (131 hours); sortie list and submission as follows:

1 October 1943 - Stuttgart (7.15, second pilot)
18 October 1943 - Hanover (5.55, second pilot)
26 November 1943 - Berlin (8.05)
29 December 1943 - Berlin (6.45)
1 January 1944 - Berlin (6.55)
2 January 1944 - Berlin (7.30)
5 January 1944 - Stettin (8.25)
14 January 1944 - Brunswick (5.45)
20 January 1944 - Berlin (6.30)
21 January 1944 - Magdeburg (6.50)
28 January 1944 - Berlin (7.05)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (7.55)
20 February 1944 - Stuttgart (7.15)
24 February 1944 - Schweinfurt (8.00)
25 February 1944 - Augsburg (7.10)
7 March 1944 - Le Mans (4.55)
15 March 1944 - Stuttgart (7.30)
10 April 1944 - Laon (4.50)

This officer has participated in many sorties on Germany's most heavily defended targets including eight on the capital city. On one occasion his aircraft was attacked six times by fighters over Berlin but despite this the mission was successfully completed. On another occasion when approaching the target a Ju.88 attacked and bursts of fire rendered both turrets unserviceable. This was on the fourth of five trips completed in eight days.

Pilot Officer Jarman has consistently shown great courage, skill and determination in pressing home his attacks in the face of heavy odds. He is therefore highly recommended for the award of the Distinguished Flying Cross.

* * * * *

JARROTT, WO2 Jack Harold (R105492) - **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. Born 13 July 1913. Home in Toronto; enlisted there 15 May

1942 as "Tradesman" and posted to No.1 Manning Depot. Posted elsewhere, 25 July 1942 on transfer to Disciplinarian trade; promoted AC1, 15 August 1942; promoted LAC, 15 November 1942; to No.1 ITS, 9 February 1943; promoted Sergeant, 25 February 1943; returned to No.1 Manning Depot, 8 September 1943. To "Y" Depot, 26 May 1944; taken on strength of No.3 PRC, 2 June 1944. Promoted WO2, 24 April 1945. Promoted WO1, 1 February 1946. Repatriated 17 June 1946. Released 18 July 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for a BEM dated 22 May 1945 when he was Station Warrant Officer.

Warrant Officer Jarrott was posted to this unit in June 1944, and assumed the position of disciplinarian and P.T. instructor in the Servicing Wing. He occupied this post for seven months and carried out his duties in a most outstanding manner. In February 1945, he was transferred to Station Headquarters to take over the more responsible job of Station Warrant Officer.

Possessing tireless energy and unbounded enthusiasm, Warrant Officer Jarrott has devoted himself wholeheartedly to the interests and welfare of the airmen on this station. He has been responsible for many improvements in their working and living conditions. He has cheerfully undertaken many difficult tasks and extra duties and brought them to a successful conclusion after long and arduous hours of work. A tower of strength to his superiors, he has earned their confidence and respect and that of those serving under him.

This Warrant Officer is truly deserving of recognition. He has proven himself to have a sincere interest in Service requirements and is a credit to the RCAF...

* * * * *

JARVIS, F/L Lyle George William (J8320) - **Air Force Cross** - No.519 Squadron (AFRO gives only "Overseas" as unit - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 12 March 1919. Home in Billings Bridge, Ontario; enlisted in Ottawa, 8 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To "S", 20 March 1941. To No.3 ITS, 3 May 1941; graduated and promoted LAC, 7 June 1941; posted that date to No.17 EFTS; to No.8 SFTS, 26 July 1941; graduated and commissioned on 10 October 1941. To RAF overseas. 7 January 1942. Promoted Flying Officer, 1 October 1942. Much flying out of Wick, Scotland. Repatriated 1 May 1944. To Station Suffield, 10 June 1944. Promoted Squadron Leader, 1 January 1945. To Release Centre, 22 May 1946; released 27 May 1946. Graduated from Queens University in 1949 (mining engineering). In 1961, he founded Jarvis Clark Inc., a mining machinery company, with partner and fellow entrepreneur Jack Clark in North Bay, Ontario. After retiring in 1970 he divided his time between a summer home in England and warmer climates such as Florida, and during the winters, the South of France. In his final years, he lived near his daughters, first in St. Catharines and then in Windsor, Ontario. Died in Windsor, Ontario, 10 February 2011. No citation in Canadian sources. Public Records Office Air 2/9004 has recommended citation, drafted when he had flown 941 hours, 231 in previous six months.

This officer has been with the squadron since July 1942. He has carried out no less than 70 long range meteorological reconnaissance sorties, many of which were undertaken in extremely bad weather conditions. He has shown the greatest enthusiasm and persistence in carrying out these sorties and has only once failed to complete a sortie and then because of engine trouble. On many occasions he has carried out flights from Wick to points north of the Arctic Circle. On one occasion, whilst making a meteorological sortie, he encountered and made a determined attack upon a FW.200, damaged one of his engines and only breaking off the attack when the aircraft disappeared into cloud. As Flight Commander, Flight Lieutenant Jarvis has taken great trouble in organizing training and in giving advice and assistance to newly joined air crews. He has proved to be an inspiration to all members of the squadron.

* * * * *

JASPER, F/L Clarence Murl (J10611) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 15 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. American in the RCAF. Born in Ottawa, Kansas, 29 March 1915. Member, United States Navy, 1933-1937. Home in Spokane, Washington. Enlisted in Vancouver, 2 June 1941 and posted to No.2A Manning Depot. To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941 when posted to No.12 SFTS; graduated and commissioned, 13 March 1942. At Trenton, 30 March 1942 to 17 May 1942. Instructed at No.11 SFTS, 18 May 1942 to 22 June 1943. To No.36 OTU, Greenwood, 23 June to 12 September 1943. Embarked from New York, 8 October 1943; arrived UK 16 October 1943. Trained at No.60 OTU, 26 October to 28 December 1943. No.418 Squadron, 28 December 1943 to 30 July 1944. Returned to Canada and instructed at No.8 OTU, Greenwood, 18 September 1944 to 30 July 1945. Released 13 October 1945. Victories as follows: **12 March 1944** - one unidentified enemy aircraft (probably a Ju.86P) damaged on ground; **12 April 1944** - one FW.190 destroyed; **16 April 1944** - one unidentified enemy aircraft (possibly a Caudron) destroyed on ground and two other Caudrons destroyed; **14 May 1944** - one Ju.87B destroyed on ground and one He.111 probably destroyed in air; **27 June 1944** - one Ju.88 destroyed. Photo PL-25535 (right).

This officer is a most skilful and resolute pilot whose determination to engage the enemy has always been evident. He has completed many sorties and has destroyed three enemy aircraft in the air and others on the ground.

NOTE: Public Record Office Air 2/9158 has recommendation raised 23 May 1944 which is much more detailed. He had flown 23 sorties (86 operational hours):

This officer has completed 23 operational sorties over enemy and enemy occupied territory; of these 19 have been Intruder and Bomber Support sorties and four Day Rangers.

Flying Officer Jasper has shown a marked determination to engage the enemy and has patrolled many of the most heavily defended enemy airfields. His unflinching keenness has rewarded him with the destruction of six enemy aircraft destroyed and the damaging of another.

On the night of April 12th, Flying Officer Jasper planned an Intruder sortie into Western Czechoslovakia. While en route to his target, he encountered and shot down a FW.190.

Much of the success enjoyed by this squadron on recent daylight sorties has been due to the support and personal participation of this pilot. On March 12th, Flying Officer Jasper damaged a Ju.52 at Clermont. On April 16th this officer planned and led a very successful daylight sortie to Luxeuil where he destroyed a Caudron Goeland in the air and two more on the ground. Again on May 14th, Flying Officer Jasper planned and led a sortie in daylight to Haguenu. At Atzlot he destroyed a Ju.87 on the ground and at Nancy he shot down and destroyed a He.111.

Flying Officer Jasper has shown fine fighting qualities and has played an important part in the operations of this squadron. His usefulness to an operational squadron cannot be rated too highly and his personal example is most commendable.

* * * * *

JAWORSKI, P/O Joachim (C28043) - **Commended for Valuable Services in the Air** - No.2 SFTS - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Sudbury, Ontario, 18 November 1914. Bank teller, 1930-1934; photographer, 1934-1935; salesman, 1935-1939; Commercial Pilot, 1939-1940. Enlisted in Montreal, 26 October 1940 and posted to Trenton in rank of AC2. Promoted Sergeant, 11 December 1940 when posted to No.11 EFTS; promoted WO2, 11 December 1941. To No.6 SFTS, Dunnville, 2 April 1943. Commissioned 25 June 1943; to No.1 Flying Instructor School, 9 July 1943; to No.2 SFTS, 4 September 1943; to Northwest Staging Route, 18 January 1944; diary of Northwest Staging Route Headquarters states that he "reported in from Uplands" on 21 January 1944; promoted Flying Officer, 25 December 1943; to No.6 Communications Flight, 18 February 1944. To Pennfield Ridge, 15 March 1945 for heavy transport conversion; to No.6 Communications Flight again, 31 May 1945. Promoted Flight Lieutenant, 1 January 1946. Married Patricia Kathleen Magee, 22 April 1946 in Edmonton. Reverted to Flying Officer, 1 October 1946 (postwar number 27174). To Northwest Air Command, Edmonton, 30 November 1946. To No.6 Communication Flight again, 5 December 1946. To No.1 Composite Training School, Toronto, 1 January 1947. To No.6 (Communication) Flight again, 11 March 1947 (subsequently renamed Northwest Air Command Communications Flight). To Station Edmonton, 19 August 1948. Promoted Flight Lieutenant, 1 June 1949. To Institute of Aviation

Medicine, Toronto, 1 March 1951. Promoted Squadron Leader, 1 January 1953. To No.34 Aircraft Control and Warning Squadron, Senneterre, 10 August 1953. To Air Defence Command Headquarters, 10 December 1955. Reclassified as Flying Control Officer, 30 April 1957. To NORAD Headquarters, 7 August 1958. Retired 5 June 1964. Died in Vancouver, 19 April 1977. Photo PL-39583 is a portrait taken about 1949. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes state that as of recommendation he had flown 2,262 hours 20 minutes, of which 2,078 hours 30 minutes were instructional (368 hours 20 minutes in past six months).

Pilot Officer Jaworski has served as a flying instructor for the past three years, both in Elementary and Service Flying. His keen interest, determination and exceptional devotion to duty in the training of pilots, has been an outstanding example of efficiency and encouragement to other instructors.

JAWORSKI, F/O Joachim (C28043) - **Air Force Cross** - No.2 SFTS - home in Sudbury; enlisted in Montreal, 26 October 1940 - previously Commended for Valuable Services in the Air (5 May 1944) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 2,262 hours (as of December 1943), 2,078 instructing, 368 in previous six months (curiously, the same as for his Commendation).

This officer has completed three years as a Flying Instructor, both in Elementary as well as a Service capacity. He has served with unflinching determination without having a single accident. He has always shown exceptional devotion to duty and has taken an above average interest in the training of war pilots. His record is a model of efficiency and his example has proved a rare source of encouragement to others.

The original recommendation was raised on 31 December 1943 by S/L A.D. Haylett, No.2 SFTS, and noted he had flown 2,243 hours 30 minutes - 440.35 in previous six months; of the total, 2,078 hours 30 minutes had been as instructor - 368.20 in previous six months. The submission was endorsed on 2 January 1944 by Wing Commander J.G. Stephenson; there is nothing to explain the delay. Original text was as follows:

Pilot Officer Jaworski has completed three years as a Flying Instructor, both in Elementary as well as a Service capacity. He has served with unflinching determination without a single accident. He has always shown exceptional devotion to duty and has taken an above average interest in the training of war pilots. His record is a model of efficiency and his example has proved a rare source of encouragement to others. This officer has logged 2,262 hours, of which 1,784 were spent in Elementary School and the remainder in Service instructing.

This is a curious award given that on 29 November 1945 he was recommended for an Air Force Cross by F/L P.B. Ivey, endorsed on 30 November 1945 by Air Vice Marshal T.A. Lawrence, Northwest Air Command, for services in No.6 (Communications) Flight. His flying times were given as 4,200 hours to date (3,078 instructing, although this may be a typo - see above). The text was as follows:

During his period of duty with No.6 Communication Flight, Flying Officer Jaworski has proved to be a highly skilled pilot and a conscientious officer. He has spent over two years on bush operations in the Yukon and Northwest Territories, flying food and supplies to bases north of the Arctic Circle. On numerous occasions, under extremely hazardous flying conditions, he has gone beyond the bounds of duty, when emergencies have arisen and immediate air transportation has been necessary to save life. On another occasion he located and flew to safety the crew of a civilian aircraft lost in the Horn Mountains. His cheerful attitude toward his work in a region devoid of flying aids or personal comfort has been an inspiration to all concerned.

NOTE: See RCAF file 976-3, "Search and Rescue - Operations - Aircraft Cases", Volume 3, in National Archives of Canada, Record Group 24, Volume 18,115. On 13 January 1945 a Department of Transport Lockheed, CF-CCT, was reported overdue during an inspection tour of northern sites. The RCAF established a rescue headquarters at Mink Lake and began a search. Radio messages from 'CCT confirmed that it was down but undamaged. Nevertheless, it was not immediately pinpointed, in spite of combined RCAF and Canadian Pacific Airlines crews being on the lookout. They were joined on the 15th by two Dakotas of No.165 Squadron.

F/O J. Jaworski with Norseman 2457 had been assigned to the search on the first day. At 8.25 a.m. on the 15th he took off from Fort Simpson for yet another inspection of the area. For 50 minutes he looked south of the Horn Mountains. When 30 miles from Providence, he swung northwards. He had been airborne three hours 15 minutes when his mechanic noticed smoke to starboard. CF-CCT was sitting on the ice in the middle of an unmapped lake. Unable to raise Simpson tower on his radio, Jaworski nevertheless made a rough landing. He found the crew and passengers unhurt and the Lockheed undamaged. The aircraft had run out of fuel and force-landed. Once another Norseman had delivered some gasoline (and some passengers removed to lighten the load), 'CCT was able to take off and reach Fort Simpson on its own.

Further Notes: Letter of reference, 19 October 1939, Ontario Refining Company (Copper Cliff) stating he had been in their employ since 24 June 1935 at various jobs; since 1 March 1938 he had been classified as a furnace helper.

Letter of reference dated 19 October 1939, Austin Airways stating that he was known to them for five years, had done much flying with Sudbury Flying Club and with them.

Involved in forced landing of Finch II 4614, 1510 hours, 21 September 1942; he was Sergeant (Instructor); pupil was R79005 Sergeant A. Guyot, No.11 EFTS. Engaged in "patter practice"; engine seized; carried out successful forced landing in a tobacco field.

Assessed as Elementary Instructor, 17 November 1942. At the time he had 1,620 hours of instructional time at No.11 EFTS. Described under various headings: Voice "Excellent", Manner "Brilliant", Ability to Impart Knowledge, "Above Average". Under Ability as Pilot, "Above average, general knowledge weak." Under Remarks, "A very good elementary instructor who should improve general knowledge."

Assessed 13 September 1943 while at No.1 Flying Instructor School. Checked out on Harvard aircraft. Again described as follows: Voice "Clear", Manner "Instructive", Ability to Impart Knowledge "Above average." Under Remarks, "Interesting and instructive manner. Will make a useful instructor on service aircraft."

Report dated 24 May 1945 ("Instrument Rating Ability Report") stated he had flown 4.466 hours ten minutes single engine (including commercial time) and 261 hours multi-engine. Types were Dragon Rapide, Anson, Fleet, Waco, Bellanca, Fairchild, Norseman, Harvard, Moth, Cornell and Beechcraft. "A very confident and able pilot. Close in work a bit rough buut work on whole very satisfactory. Has done well considering lack of twin time."

Report dated 15 March 1946 when he was with No.6 (Communication) Flight; he had taken a Link Instructor Categorization Course: "Keen and conscientious instructor. With more desk experience he should develop into an exceptional instructor. Holds Instrument Rating Green Card."

Assessed on 9 October 1948 by G/C M.M. Hendrick as follows:

A very experienced pilot (7,000 hours) with a large background of bush and Arctic experience. Qualified instructor. Speaks French, reads Polish, now studying Russian.

Organized and successfully operated courses on bush operations and float and ski work for NWAC aircrew. Now on the Air Staff and adapting himself rapidly and efficiently. Smart in appearance. Graduate KTS, outstanding among junior aircrew officers and considered fully deserving of promotion to Flight Lieutenant.

Assessed 9 August 1949 by W/C N.W. Timmerman (Northwest Air Command Headquarters) as follows:

This officer, after many years of Arctic and bush flying, has displayed the same qualities of energy and ability in a staff officer appointment. His paper work has improved steadily and his organizing ability is first class.

He has planned many of the air operations in the NWAC area where his intimate knowledge of the country has proved of great value.

As Command Accident Prevention Officer (Air) he has shown imagination and originality in the presentation of effective ideas on accident prevention and has ensured, by constant monitoring, that all units are active in this important activity.

This officer is strongly recommended for a Regular Commission.

A report of his flying to 31 December 1957 noted that to that date he had flown 2,256 hours 20 minutes in "commercial aircraft", 2,567 hours 25 minutes in Fleets, 1,622 hours 45 minutes in Norseman, 246 hours 25 minutes in Dakotas, six hours 25 minutes in Vampires, 592 hours 15 minutes in Expeditors, and 196 hours 35 minutes in Harvards.

An undated clipping (Ottawa **Citizen**, probably about 1949) has an article by Desmond G. Allard, "Jack Jaworski Top Man Where Arctic Concerned":

When the annals of history are written for the vast area in Canada known as the North-West Territories, the Royal Canadian Air Force is sure to be mentioned often and at length. One man responsible for making much of this information available is Flying Officer Jack Jaworski, AFC, a former Sudbury man.

Flying Officer Jaworski has recently completed a two-week course on accident prevention along with 26 other RCAF officers from across Canada. He will return shortly to his home station, North-West Air Command Headquarters at Edmonton, Alberta.

For the past five years, Jaworski has flown over territory hundred of miles inside the Arctic Circle, where civilized man has never been before. He has on several occasions flown into the famous Nahanni Valley, the "mythical valley" where many prospectors and trappers have allegedly ventured, never to return. Jaworski flew RCMP constables into the wild there following nomadic Indians for the official Indian census.

A rugged individual with a keen sense of humour, Jaworski was a northern pilot with Canadian Airways at the outbreak of the recent war. He joined the RCAF and spent the early years of the war instructing at various stations in Eastern Ontario and the East coast.

A quick posting to Edmonton began what was to be a five-year saga during which time he gained enough practical and theoretical knowledge to be classified as one of the RCAF's top men in Arctic flying.

On Call Always

A pilot with a roving commission, he is on call at all times for duty. Usually he flew with the RCMP, other times with the various officials of government departments having work to do in Canada's northlands. During the early part of 1943 [sic], he was stationed at Whitehorse. Later, when summer fires began breaking out in patches of dry timber, Jaworski would pilot between 50 and 60 men and their equipment each day into the Yukon, along the Northwest Staging Route.

It was during this time that Jaworski learned more about the rough and mysterious miles north of the Arctic Circle probably than any other member of the RCAF. He believes that he has flown single-engine aircraft the farthest point north into the uncharted and unknown vastness of the Melville Island region.

Speaking of the Nahammi Valley, Jaworski says, "I had to fly into that area with a Mountie to get a census report on the nomadic Pelly Bank Indians. There are very few acceptable landing spots because of the extreme turbulence of rivers and the dangerous saw-toothed mountain ranges.

"The Indians usually camped alongside the larger lakes and streams and they are in the middle of one of the most inaccessible parts of the world. Some American pilots I've flown in there say that they never saw anything like it, not even when they flew the 'Hump' between Burma and China," he remarked.

Jaworski stated that the myth of a tropical valley with lush vegetation there is still a myth, although once from the air he noticed a huge tree lying at the bottom of a crystal-clear lake. The vegetation around the lake itself was only a few feet high. No large trees grew anywhere near.

Like Castor Oil

In the course of flying medical supplies such as sulfa drugs and penicillin into the remote areas for the Indians, Jack Jaworski found that the natives took to castor oil like a cat to catnip. "They could drink that stuff by the glass," he shuddered.

Jack also relates that he flew a Mountie out to cover murder cases on two different occasions. He casually remarked that he also did a stint as a midwife. Just the once, though.

According to Jaworski, the District of Franklin and the Arctic Archipelago are a fisherman's paradise. He once caught a 45-pound lake trout, and another time, during one day's fishing, he hauled in 225 pounds of fish.

One of the best remembered events connected with Jaworski's northern flying was the time he spotted as party of ten Department of Transport officials forced down in the mountainous region northeast of Fort Simpson. They had been there for three days. Jaworski flew them all out, and he and his crewmen received gold wrist bracelets for that mercy mission.

Another big job for Jaworski each year is transporting Army dentists and Army brass into the north. He would be away from civilization for as long as four months at a time. Many times, flying government officials, he would venture out into great uncharted areas, checking for remote coal deposits and making tests with the scientists for northern fish life that abounds in the thousands of small lakes and rivers.

During his five years in that country, Jaworski, a former newspaper photographer, has amassed volumes of photographs and kept several diaries that would be invaluable from a scientific point of view. He hopes some day to round it all up into a book. It would be an amazing story.

Reindeer Roundup

Jack says that volumes could be written on the annual reindeer roundup made by the Canadian government. Each year great herds, numbering between seven and nine thousand head of reindeer are flushed into tremendous corrals. They are herded down a fine narrow one, with five or six reindeer trapped inside. These are inspected for foot and mouth disease and one or two are left cut off from the remainder for some time to come.

At some future date, if some pilot ever lands near a certain lake up north he will probably be quite surprised to find that it has already been thoroughly inspected and dutifully named. Jaworski was there first, and name the lake after his wife, Patricia.

Even after five years Jack Jaworski says things have not been all good luck. Once he flew his Norseman in to a lake, just ahead of a fog. The fog closed in, then did great masses of ice which pinned the aircraft solidly in one spot. Twenty-two days later, the ice melted, released his aircraft, and Jack flew out full of caribou and fish. What did he have for supper when he returned ? You guessed it. Fish.

The following is the formal description of the Jaworski Fonds (Library and Archives Canada):

CAIN No. 261927

TITLE:

Jack Jaworski fonds [textual record, graphic material]

PHYSICAL DESCRIPTION:

5 cm of textual records : photocopies.

94 photographs : b&w.

DATES:

1935-1970.

ADMINISTRATIVE HISTORY/BIOGRAPHICAL SKETCH:

Jack Jaworski, born in Sudbury, Ont., learned to fly with the Sudbury Flying Club in 1935. After brief service with Canadian Airways Ltd., he joined the Royal Canadian Air Force (R.C.A.F.) where his skills were used during the war as an instructor and later as a pilot along the North West Staging Route. After the war he was posted to the Northwest Air Command at Edmonton. In 1958 Squadron Leader Jaworski was assigned to the NORAD Headquarters Staff in Colorado Springs, Colorado. He retired in 1963.

SCOPE AND CONTENT:

Fonds consists of a copy of memoirs of Squadron Leader Jaworski's twenty-eight years of flying experiences entitled "Cleared To Land", 1935-1963.

The fonds also contains copies of photographs showing the operations of Canadian Airways Ltd., in Northern Quebec, 1936-1937; and all aspects of the career of Mr. Jaworski as an officer in the Royal Canadian Air Force, 1940-1963.

REPOSITORY:

National Archives of Canada

TERMS GOVERNING USE AND REPRODUCTION:

Photographs: National Archives of Canada does not provide copies; they must be obtained from lender. Copyright must be established by the holder of the originals for items still in copyright.

FINDING AID AVAILABLE:

No finding aid

ADDITIONAL INFORMATION:

Textual records photocopied in 1974 from originals held by Jack Jaworski of Vancouver, B.C.

PROVENANCE:

Jaworski, Joachim, 1914-

SUBJECTS:

Canada. Royal Canadian Air Force - Officers, 1935-1963

Canada. Royal Canadian Air Force, 1935-1963

Canada - Armed Forces - Military life, 1935-1963

"Cleared to Land", 1935-1963

World War II - Personal narratives, Canadian, [1935-1963]

North West Staging Route, [1935-1963]

World War II - Canada - Armed Forces - Training, [1935-1963]

World War II - Canada - Armed Forces, 1935-1963

His memoir gives few specific dates. By his account, his first task was to take a Norseman and follow up sightings of Japanese incendiary balloon. In Edmonton he was permitted to choose his crewman, and he settled on LAC Emile Hangs. His account goes on:

Our next job was to pick the best Norseman of several, which were undergoing checks in the hangar, to fly to the Cooking Lake airstrip where we would equip with floats. After making a selection, I made several changes to the aircraft. I discarded the normal nine-foot propeller and replaced it with a nine-foot six inch prop. This gave me better take-off performance, particularly after adjusting the basic pitch to provide an additional 200 r.p.m.s on takeoff. I checked and tested about a dozen Directional Indicators before I selected one that had a minimum amount of precession over a given period of time. This was important, as some of my flights would be made in areas where the magnetic compass would fluctuate badly.

Not long afterwards he flew to Watson Lake. "I guess I created a bit of a flap, when I was on final, about to land on the lake, when I announced to the tower that I was coming in 'on one engine', which was all I had." His sense of humour was given full play when an American C-64 Norseman arrived one summer afternoon. It was piloted by a Warrant Officer; the passenger was a colonel making an inspection of weather installations. In the mess, the colonel complained bitterly about Norseman performance, notwithstanding that his pilot was "one of the best float men in the service, and was specially chosen to fly him on this special mission." The chief problem was in taking off; at Fort Simpson it had required a two-mile run to get airborne. Jaworski had already noticed that the cargo in the C-64 was badly stored relative to the centre of gravity. When the colonel was told that RCAF pilots had no difficulty in taking off with a fully-loaded Norseman, the American slapped down fifty dollars as a challenge. The Commanding Officer of Watson Lake covered for Jaworski.

The following morning, the Watson Lake CO plus the two Norseman crews were at the dock. Jaworski's aircraft was loaded; every crate and parcel weighed and stowed near the centre of gravity. The rear of his floats were nearly awash as he taxied out:

While taxiing slowly forward on the water, I wound the elevator trim to full tail heavy position and slowly and firmly pushed the throttle fully forward. The whole secret, apart from loading the aircraft properly, is to NOT RUSH THE TAKEOFF ! The pilot must be patient and must not misuse the controls to slow down the forces necessary to provide the required thrust and speed for takeoff.

As the throttle was steadily increased, the nose of the Norseman started to rise above the horizon, then stopped momentarily, as the speed over the water increased, the nose of the Norseman came up a COUPLE OF MORE DEGREES ABOVE THE HORIZON, reaching its maximum nose-up attitude ! Then and only then did I slowly and deliberately start to crank the elevator trim wheel forward, allowing the nose of the aircraft to start to come down of its own accord. This action allowed the floats of the aircraft to come up on the "step" of the float, reducing drag, and increasing the speed of the floats over the water. From here on, the take-off was a piece of cake; all that was required was to continue winding the elevator trim by fractions of inches till the best planing speed was reached, all the time watching the build up of the air speed. When safe flying speed was reached, a gentle backward movement of the control column took the aircraft off the water, and after levelling off just above the water to get additional airspeed, I climbed straight ahead, till I had sufficient altitude to make a climbing turn.

He circled the lake twice, then headed for Smith River with his cargo. On his return, the C-64 was gone, but the colonel had honoured the bet.

Another Jaworski anecdote (with no date attached, although it was soon after he had married) involved a flight north of Banks Island, near McClure Strait when heavy fog rolled in. He put down at Mercy Bay, hoping that the fog would lift. Unexpectedly, ice floes drifted into his anchorage.

For the next 22 days, my crew man and I spent many hours digging channels for the aircraft floats, so that we could pull the aircraft high and dry out of the water, during the high tides, to escape the resolute movements of ice, which was being forced by wind and current towards the shallow bay. Fortunately for us, the grinding ice blocks finally plugged the whole bay preventing any more ice movement towards our aircraft, and we missed being smashed by a matter of a few feet.

He and his crewman lived off the land, eating fish, seal liver and ptarmigan. "Fortunately I had a 50 pound bag of onions in the aircraft, and this helped to vary the meals somewhat."

September was well advanced, the nights getting colder, and it looked as though he would have to wait until freeze up when the RCAF could deliver skis. Suddenly, a southerly wind cleared away much of the ice in the bay. Taking a calculated risk (albeit with a lightly loaded aircraft), taxied out as far as possible, turned towards the shore, "poured the coal to the engine", and managed to take off just short of running out of water.

* * * * *

JAY, P/O David Joseph (J6996) - **Distinguished Flying Cross** - No.248 Squadron (deceased) - Award effective 12 August 1942 and per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 22 March 1920 in Brooklyn, New York; educated there; attended university, 1937-1940 taking aero engineering. Cadet Lieutenant, ROTC, New York University. Possessed a private license and had 45 hours 21 minutes (30 hours solo) as of 22 November 1940). Enlisted in Vancouver, 25 November 1940. At No.2 MD, Brandon, 25 November to 19 December 1940, then to PRD, Prince Rupert. Trained at No.2 ITS (6 February - 27 March 1941 when promoted Sergeant), No.8 EFTS (Sea Island, 28 March - 27 May 1941) and No.3 SFTS (27 May to 20 August 1941 when commissioned). To No.31 GRS, 22 September 1941; to United Kingdom, 5 October 1941. Attended No.2 OTU, 16 October 1941 to 7 January 1942 when posted to No.248 Squadron. Killed in action 13 August 1942; name on Malta Memorial. ADDED NOTES: The evidence is conflicting as to whether he could or could not have joined the US Army Air Corps. Went to San Diego to work in Consolidated Aircraft (he was already a keen aircraft modeller) before applying for RCAF. He was graded as excellent material from the start - smart and even over-confident; "Distinguished Pass" at SFTS (9th in a class of 47). **Circumstances of Death:** Beaufighter T5101 took off from Takoli, Malta to carry out fighter escort to convoy. Attacked by Bf.109s and heard to say over VHF that port engine was on fire and they were baling out. Statement by FS C.R. McFarlane: "Our aircraft was burning with increasing intensity and Pilot Officer Jay ordered me to bale out. Immediately I left the aircraft I lost consciousness. I was suffering from burns. There was no sign of the aircraft. Three days later a German boat picked me up, fifty miles southeast of Pantelleria." NOTE: on 22 June 1942 he wrote from Sumbrough, Shetlands, inquiring about chances of getting back to Canada as instructor.

In May 1942, Pilot Officer Jay flew to within thirty yards of the destroyer escort to the German cruiser **Prinz Eugen** and raked the destroyer with cannon fire. In August 1942 he was pilot on one of a formation of aircraft detailed to machine gun aerodromes in Sardinia. Despite heavy opposition from the ground defences he set fire to one aircraft, damaged three others and sprayed many more with cannon and machine gun fire. Pilot Officer Jay invariably showed great courage and keenness to engage the enemy.

NOTE: Public Records Office Air 2/9265 has recommendation by Group Captain W.J.M. Akerman, transmitted from Headquarters, RAF Middle East to Air Ministry, 26 August 1942.

This officer has carried out 130 hours operational flying, during which he has invariably shown great courage and keenness to engage the enemy. He is extremely efficient both in the air and on the ground.

In May 1942 he was in a formation of Beaufighters detailed to attack the destroyer escort to the **Prinz Eugen** during a torpedo attack by Beauforts. He flew his Beaufighter to within 30 yards of the destroyer, raking it with cannon fire. During recent operations on 11th August he was one of a formation detailed to grand strafe aerodromes in Sardinia. Despite heavy flak he set fire to one aircraft, damaged three others and sprayed a number of others with cannon and machine gun fire, and also attacked a gun position. After this operation he returned to and made a safe landing on a strange aerodrome by night.

THIS OFFICER WAS REPORTED MISSING ON 13TH AUGUST, BUT RECOMMENDATION WAS INITIATED PRIOR TO THAT DATE.

* * * * *

JEAN, P/O Joseph Edouard Flavien (J85358) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born in Phomphile, Quebec, 21 June 1922; home at L'Islet, Quebec; enlisted Quebec, 17 October 1941 and posted that date to No.4 Manning Depot. To No.5 Manning Depot, 27 January 1942. To No.4 BGS (guard duty), 27 February 1942. To No.3 ITS, 11 April 1942; graduated and promoted LAC, 6 June 1942; to No.11 EFTS, 4 July 1942; to No.16 SFTS, 12 September 1942; to No.13 SFTS, 24 September 1942; graduated and promoted Sergeant, 19 February 1943. To "Y" Depot, 5 March 1943; to RAF overseas, 6 March 1943. Commissioned 7 July 1944. Repatriated to Canada, 5 August 1945. Released 11 August 1945. Rejoined as pilot, 27 March 1951; subsequent service uncertain.

This officer is a pilot of exceptional skill who has completed a very successful tour of operations over enemy territory. In March 1944 he and his crew were detailed to bomb Berlin. While over the target anti-aircraft fire became very heavy, visibility was poor and the weather stormy. Despite severe damage from the anti-aircraft fire, Pilot Officer Jean pressed home a very successful attack. On the return flight severe ground fire was once again encountered over Brussels. The rear gunner was wounded and further damage done to the aircraft. With great determination and courage, however, Pilot Officer Jean flew it safely back to base. This officer has displayed exceptional gallantry, ability and resolution throughout his whole operational tour.

The original recommendation and sortie list by W/C Hugh Ledoux, found in DHH file 181.009 D.1633 (Library and Archives Canada RG.24 Volume 20603), was drafted 21 September 1944 when he had flown 34 sorties (188 hours 50 minutes), were as follows:

5 January 1944 - Stettin (8.35, second pilot)
30 January 1944 - Berlin (6.55)
18 February 1944 - Berlin (7.40)
19 February 1944 - Leipzig (7.10)
20 February 1944 - Stuttgart (7.40)
24 February 1944 - Schweinfurt (8.05)
18 March 1944 - Frankfurt (5.45)
22 March 1944 - Frankfurt (6.35)
24 March 1944 - Berlin (7.45)
30 March 1944 - Nuremberg (8.05)
10 April 1944 - Laon (5.15)
8 May 1944 - Louviere (4.05)
9 May 1944 - Calais (3.45)
12 May 1944 - Louvain (1.40, duty not carried out)
19 May 1944 - Merville (4.25)
27 May 1944 - Bourg Leopold (4.50)
28 May 1944 - Bourg Leopold (4.50)
31 May 1944 - Au Fevre (2.20, duty not carried out)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientiques (5.10)
24 June 1944 - Bemieres (4.00)
1 July 1944 - Biennais (4.35)
5 July 1944 - Biennais (3.55)
6 July 1944 - Coqueraux (4.25)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen (4.50)
18 July 1944 - Wesseling (5.55)

20 July 1944 - Ferme-de-Forestel (4.30)
24 July 1944 - Ferfay (4.25)
30 July 1944 - Amaye-sur-Seulles (4.25)
31 July 1944 - Oeuf-en-Ternois (5.15)
3 August 1944 - Foret de Nieppe (3.40)
14 August 1944 - Bons Tassily (4.40)
15 August 1944 - Brussels (4.10)
18 August 1944 - Connantre (6.45)
25 August 1944 - Brest Cornouailles (4.50)

A bomber pilot of exceptional skill, Pilot Officer Jean has recently completed a tour of operations over enemy territory. Among the 34 targets attacked were the heavily defended targets of Berlin, Leipzig, Frankfurt, Wesseling, Stuttgart and Nuremberg.

On March 24th, 1944, Pilot Officer Jean and his crew were detailed to bomb Berlin. On the run-in on the target, flak became very heavy, the visibility was poor and the winds were violent. The aircraft was riddled by flak. Undaunted in the face of very heavy opposition, the pilot pressed home a very successful attack. On the trip back to base, the aircraft, passing over Brussels, was once more attacked by heavy flak. The rear gunner was wounded. Pilot Officer Jean, displaying indomitable courage, succeeded in bringing the aircraft back to base.

Such outstanding courage and unshakable determination to succeed are deserving of the highest praise. It is for these reasons that I recommend Pilot Officer Jean for the non-immediate award of the Distinguished Flying Cross.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/planes/ryedale/ds624.html> dealing with accidents in Yorkshire has the following account of a non-operational incident:

LANCASTER DS624 AT WOMBLETON AIRFIELD

On Christmas Eve 1943 the crew of this Lancaster were awaiting take off from Wombleton airfield for a basic circuits and landings exercise and were parked with the engines idling. Fuel was found to have been dripping onto the starboard inner engine which then caught fire and the extinguishers did not put out the flames. The crew escaped the aircraft and ran clear but the bomber ran off the runway and onto the grass. The fire spread to the cockpit but the airfield's fire teams managed to put out the fire before it spread any further. Two members of the fire-fighting team; F/Sgt Whitehead and F/O Walker, were later given credit for their work in organising the fire-fighting and assisting in putting out the fire at great personal risk with the flames closed in on the partly full fuel tanks. The cause of the fire was investigated by the AIB, while the pilot was partly blamed for not spotting the dripping fuel he later became an outstanding bomber pilot and was awarded the DFC for his service.

Lancaster DS624 was built to contract AC 239 by Armstrong Whitworth Ltd at Baginton and was delivered in to MU storage in October 1942. It was eventually issued to an operation unit, 115 Squadron at East Wretham in March 1943 when the unit converted from Wellington B.III's to Lancaster B.II's. It was transferred to 426 Squadron at Linton on Ouse on unknown date in late 1943 and then onto 1679 Conversion Flight at East Moor soon after. The aircraft moved with the unit to Wombleton on 13th December 1943 only to be given Cat.E2/GA Burnt damage on the paperwork following the incident at Wombleton on 24th December 1943.

Pilot - F/Sgt Joseph Edouard Flavien Jean RCAF (R.96956 - awarded DFC); Flight Engineer - Sgt E. Dacre, RAF (575275). (probably Sgt Edgar Dacre RAFVR (575724/56574); Navigator - F/O C Gray RCAF (J.14671); Bomb Aimer - F/Sgt Hugh John Porter Lockett RCAF (R.94472 - awarded DFC); Wireless Operator/Air Gunner - F/Sgt C. Elsey RCAF (R.129030); Mid Upper Gunner - Sgt G.Desjardins RCAF (R.207492); Rear Gunner - Sgt J. Favreau RCAF (R.194221).

* * * * *

JEAN, F/L Joseph Jean Pierre (C40670) - **Mention in Despatches** - Station Sydney - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 December 1916. Home in Montreal; enlisted there 21 January 1941 in Medical Branch and posted to No.3 Training Command; commission dated 21 January 1941. Promoted Flying Officer, 21 January 1944.

To Eastern Air Command, 9 April 1944; to Station Sydney, 16 April 1944. Promoted Flight Lieutenant, 21 July 1944. To Moncton, 1 July 1945; to Eastern Air Command Headquarters, 23 August 1945. To No.10 Release Centre, 26 October 1945; to No. 2 Release Centre, 27 November 1945; retired 24 September 1946. Reported to have lived in Stockholm, Sweden after the war.

On February 15, 1945, a hangar at this station was completely destroyed by fire which resulted from an explosion caused by the accidental dropping of a depth charge from a bombed-up aircraft. This officer, as Medical Officer, was one of the first to arrive at the scene of the fire and explosion and with little regard to personal safety entered the blazing hangar, despite the fact there was exploding ammunition on all sides and three other bombed-up burning aircraft in the hangar. He assisted in the removal of several of the more seriously injured and returned with these patients to the hospital. Due to his efforts, both in rescue from the hangar and subsequent treatment the number of casualties was reduced.

* * * * *

JEFFERY, F/O Frederick Emmett McGill (J29068) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 30 March 1924 in Vancouver; home there (student); enlisted there 15 July 1942. To No.3 Manning Depot, 27 July 1942. To No.2 BGS, 11 September 1942 (guard duty). To No.2 ITS, 10 October 1942; graduated and promoted LAC on 19 December 1942 and posted to No.2 EFTS; graduated 19 March 1943 and posted next day to No.12 SFTS; graduated and commissioned 6 August 1943. Posted that date to "Y" Depot. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flying Officer, 6 February 1944. Completed his tour on Christmas Eve 1944. Repatriation date uncertain, but posted to Western Air Command, 20 March 1945. Released 19 May 1945. Reengaged in Vancouver, 1 September 1951 with rank of Flying Officer (Chipmunk instructor); retired 30 November 1952. Involved with the Boy Scouts (Scout Leader in West Vancouver, Montreal and North York); President and Director of the Halifax Aircraft Association for the past 16 years (association was responsible for the recovery of Halifax NA337 from Lake Mjosa in Norway and its restoration and exhibition at the National Air Force Museum of Canada in Trenton, Ontario). Retired from his 50 year-plus career in the sales of packaging machinery in 2006 at the age of 82. Died in North York, Ontario, December 2010 (reported in Toronto **Star** of 4 December 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.5557 (RG.24 Vol.20668) has recommendation dated 23 November 1944 when he had flown 26 sorties (135 hours 40 minutes), 24 July to 18 November 1944.

This officer has proven himself an outstanding captain of aircraft. Throughout his tour

he has displayed great keenness for flying, and his willing co-operation has been apparent at all times. His coolness in the face of danger and devotion to duty in completing twenty-six successful sorties, is deserving of the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

24 July 1944 - Ferfay (3.55, second pilot)
25 July 1944 - Stuttgart (8.15, second pilot)
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 (4.55)
27 August 1944 - Mimoyceques (3.30)
28 August 1944 - Brest (4.30, day)
31 August 1944 - Ile de Cezembre (5.00, day)
3 September 1944 - Volkel (3.50, day)
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, 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)

* * * * *

JEFFREY, F/L George David (J23059) - **Air Force Cross** - No.2 EFTS - Award effective 5 May 1944 as per **London Gazette** and AFRO 1133/44 dated 26 May 1944. Born 27 April 1916. Enlisted in Vancouver, 27 February 1941. To No.2 Manning Depot, 11 March 1941. To No.7 BGS (guard duty), 9 April 1941. To No.2 ITS, 22 April 1941; graduated and promoted LAC, 27 May 1941; posted that date to No.2 EFTS; may have graduated 14 July 1941 but not posted to No.11 SFTS until 26 July 1941; graduated and promoted Sergeant, 10 October 1941. To Trenton, 11 October 1941. To No.2 EFTS to instruct, 25 December 1941. Promoted WO2, 4 October 1942. Commissioned 5 November 1942. Promoted Flying Officer, 15 May 1943. Promoted Flight Lieutenant, 15 November 1943. To No.23 EFTS, 19 May 1944. To "Y" Depot, 23 August 1944. Taken on strength of No.3 PRC, 29 August 1944. Repatriated 2 August 1945. Released 3 October 1945. No citation in AFRO or biographical file. DHist file 181.009 D.2629 (RG.24 Vol.20628) has citation as provided for an investiture.

This officer served with distinction as a flying instructor, flight commander and assistant Chief Flying Instructor over a period of two years at this unit. He has at all times displayed outstanding leadership and devotion to duty, and the successful graduation of courses on schedule during the period has been largely due to this officer's persistent and energetic efforts.

* * * * *

JEFFERY, F/L (now S/L) Richard Henry Cram (C1475) - **Commended for Valuable Services in the Air** - No.3 FIS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in York (Toronto), 4 December 1910. Enlisted in London, Ontario, 2 January 1940. Promoted Flight Lieutenant, 1 March 1941. As of 30 June 1941 he was at No.9 EFTS. To No.1 Flying

Instructor School, 22 June 1942. To No.3 Flying Instructor School, 15 August 1942. To No.4 EFTS, 10 May 1943. Promoted Squadron Leader, 1 June 1943. To AFHQ, 4 July 1943. To No.1 Instrument Flying School, 2 April 1945. To Release Centre, 13 June 1945. Retired 15 June 1945.

With exemplary application in the discharge of his duties as a Chief Supervisory Officer and a Flying Instructor at an Elementary Flying Training School, this officer has rendered outstanding service in the furtherance of flying training.

Note: Attached to No.9 Course at the Empire Central Flying School at RAF Hullavington, which had started on the 24 August 1944, where officers from the UK, Commonwealth and USA were being brought together to develop new approaches in aircrew training, as well as being taught those things already found during earlier courses. Survived crash of Martin Baltimore I, serial AG689, which crashed shortly after take off from Rednal Airfield near Oswestry at Tedsmore Hall on the 16 September 1944.

* * * * *

JEFFS, Sqn/O Kathleen Lorena (V30102) - **Member, Order of the British Empire** - Directorate of Supply Administration, AFHQ - Award effective 1 January 1944 as per **London Gazette** and AFRO 113 dated 21 January 1944 - Born at Brantford, Ontario, 21 January 1897 (RCAF Press Release 2659 announcing award). Attended Toronto Normal School, 1915-1916. Attended University of Toronto, 1919-1923 (Household Science). Employed in summers, 1922-1925 at Bigwin Inn, Muskoka District as Assistant Dietician. Employed 1923-1942 as and Administrative Dietitian, T. Eaton Company. Enlisted in Ottawa, 11 February 1942 with acting rank of Flight Officer and posted to No.6 Manning Depot. To AFHQ, 14 March 1942; began as a dietician in the office of Deputy Director Medical Services. Appointed Chief Messing Officer with responsibilities for organizing and directing RCAF Messing. Nutrition had recently been recognized as being essential to health. Promoted Squadron Officer, 1 February 1943. Promoted Wing Officer, 1 February 1944, at which time some 125 dieticians had served under her in the RCAF. To No.3 Release Centre, 30 October 1945. Retired 5 November 1945. Died of cancer in Ottawa, 31 October 1948. A portrait of her is known to have been painted - believed by Adam Sherriff-Scott, believed to be at the University of Toronto.

Squadron Officer Jeffs, as Chief Messing Officer to the RCAF, has personally reorganized the messing services and established a messing branch of the Women's Division consisting of highly qualified dieticians. Under her direction a very high standard of Service messing has been achieved which has been an important contribution to the welfare and morale of aircrew training in Canada. This officer has displayed outstanding ability and energy in the performance of her duties.

The original recommendation (for an OBE) was raised 16 August 1943 by W/C M.J. Scott (DDSS) as follows:

For valuable services as Chief Messing Officer to the RCAF. Squadron Officer Jeffs has personally reorganized the messing services and established of the RCAF and established a messing branch of the Women's Division consisting of qualified dieticians. Under her direction a very high standard of service messing has been achieved, which has been an important contribution to the welfare and morale of aircrew training in Canada. Squadron Officer Jeffs has displayed outstanding ability and energy in the performance of her duty.

This was changed to an MBE at AFHQ, 11 October 1943 and approved by Air Marshall L.S. Breadner on 12 October 1943.

Selected Assessments: "This officer is implementing the new messing policy of the RCAF with vigour and ability, and reports indicate that her efforts are having a most beneficial effect on the general well being of service personnel." (W/C J.S. Scott, AFHQ, 17 December 1942)

"A most capable officer. Not afraid to carry great responsibility. Strongly recommended for immediate promotion to Acting Squadron Officer." (W/C J.S. Scott, AFHQ, 1 February 1943)

"A leader of outstanding personality and ability. She inspires all who serve under her." (W/C J.S. Scott, AFHQ, 25 September 1943).

"In view of the excellent work being done by this officer, and in view of the constantly increasing emphasis being placed on messing, I strongly recommend that she be promoted to the rank of Acting Wing Officer effective 15-1-44." (W/C I.C. Cornblatt, AFHQ, 15 January 1944)

"Assessed as Specialist Messing Officer, in which trade she is exceptionably well qualified and possessed of considerable administrative ability. In addition, she acquired an excellent grasp of Service matters generally." (G/C G.S. Cowan, AFHQ, 21 September 1944).

RCAF Press Release No. 2693 dated 7 January 1944 reads:

Squadron Officer Kathleen L. Jeffs, MBE, of Montreal, Quebec, has been appointed head of a recently formed deputy directorate of the Royal Canadian Air Force – that of Food Administration – it is announced by Air Force Headquarters. She is the first officer of the Women's Division to be appointed to the post of deputy director.

Chief messing officer in the Royal Canadian Air Force, she enlisted in February 1942, and under her guidance, women messing officers (dieticians) have taken over the supervision of meals at stations from coast to coast in Canada, Newfoundland and Labrador. Their work is described by Squadron Officer Jeffs as "good housekeeping on the grand scale", but their main responsibility is, she maintains, providing good food. "We have many boys in their late 'teens and early twenties in the RCAF, she added. "Some of them have hardly finished growing. Then they begin their training and flying, they must have the best meals we can offer them to combat strain and fatigue."

The work of the deputy director falls into sections dealing with policy and supervision in preparation of meals, training of cooks and supervision of dietitians; the test kitchen where meals for numbers are tested; securing rations for ordinary and particular cases and the procuring of kitchen equipment.

Formerly chief dietitian and manager of the T. Eaton Company Limited, restaurants in Montreal, Quebec, Squadron Leader Jeffs was born in Bradford, Ontario.

* * * * *

JENKINS, Corporal Ernest Jesse (R107445) - **British Empire Medal** - Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 22 January 1912. Home in Asquith, Saskatchewan. Enlisted in Saskatoon, 27 June 1941 for General Duties and posted to No.1 Manning Depot. To No.4 SFTS, 26 July 1941. Promoted AC1, 27 September 1941. Promoted LAC, 27 December 1941. To "Y" Depot, 5 February 1942. To RAF overseas, 26 February 1942. Promoted Corporal, 1 October 1942. Repatriated 23 March 1945. Discharged 7 May 1945. Identified in AFRO as "Overseas"; no citation in AFRO or biographical file. DHist file 181.009 D.4364 (RG.24

Vol.20648) has recommendation dated 2 May 1945. Although he was merely in charge of the Log Book Section, this was virtually a gallantry award and it is unusual that no official notice was taken of this when gazetting.

This airman ACH/GD has been in charge of the aircraft Log Book Section of this station since January 1943. His outstanding reliability and devotion to duty have been constantly demonstrated both in his assigned duties and in emergency. An example of his reaction to emergency occurred when Lancaster KB793 crashed about 1/2 mile from the outskirts of Darlington on the night of 14th January 1945. This airman was visiting friends in town when he heard the aircraft fly over low, and then the sound of the crash. Seizing a flash-light he ran out of the house, across the fields and ditches, and was the first Service person to arrive at the scene of the crash. The wreckage was then in flames with the ammunition exploding. With complete disregard for personal safety he made sure that there were no aircrew members still in the wreckage. He then took charge of the townspeople who were arriving in large numbers, keeping them safely back from the danger area and preventing the spread of the fire to adjacent farm buildings. Following the arrival of senior Service personnel he participated in the search of the area for the aircraft crew members until all were located. It was not until he had been exposed to winter weather without cap or greatcoat for three hours that he was satisfied there was nothing more he could do.

* * * * *

JENKINS, F/O Francis (J9441) - **Distinguished Flying Cross** - No.268 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 15 November 1921 in Maine; home in North Bay, Ontario. Enlisted in North Bay, 18 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 14 July 1941; posted that date to No.20 EFTS; graduated 13 September 1941 and posted to No.2 SFTS; graduated and commissioned 19 December 1941. To "Y" Depot, 24 December 1941. To RAF overseas, 7 January 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 19 December 1943. Repatriated at uncertain date; to Release Centre, 25 January 1945; retired 3 February 1945.

Flying Officer Jenkins has displayed great skill and courage on reconnaissance missions over enemy occupied territory. On many occasions considerable anti-aircraft fire has been encountered but Flying Officer Jenkins has executed his task with great resolution and return with valuable information.

Operational Notes: Further to the above, Colin Ford, consulting the Operational Record Book of No.268 Squadron, provides the following notes:

F/O Jenkins RCAF, joined No.268 Squadron on 12 May 1943, arriving from 410TU, along with two other RCAF pilots, F/O RG Brown and F/O WJ Irwin. He was known in the Squadron as "Frank".

He flew his first operational sortie with the Squadron on 28 July 1943:

July 28, 1943 - F/O RJF Mitchell in AP253 T, S/L Pallot in AP224 W, F/O Dohaney RCAF in AP232 K and F/O F Jenkins RCAF in AG600 R took off at 14.28 hrs to conduct a "Popular" operation on the Cherbourg Peninsular. They encountered 10/10th cloud cover from 0 to 600ft above the sea from the English Coast, and this did not improve by mid-Channel, so the aircraft returned to base.

His second was a bit more successful:

July 30, 1943 - F/O RJF Mitchell in AP253 T, F/O Dohaney RCAF in AP600 R and F/O F Jenkins RCAF in AP232 K took off from Odiham at 11.00 hrs and successfully completed 'Popular' operations on the east coast of the Cherbourg Peninsular, making landfall at Barfleur and obtaining the required photographic coverage.

He flew a further 12 sorties between then and early November 1943 when the Squadron went "on rest" at RAF Turnhouse in Scotland. A couple of those sorties were memorable:

2 September 1944 – Operation STARKEY - S/L Pallot in FD440 P and F/O F Jenkins RCAF in FD539 F were to cover from Douai to Arras and Hesdin. No movement was seen on the roads from Douai to Arras and photographs were obtained of Arras. About one hundred goods wagons were seen in the marshalling yards at Arras and two long goods trains were seen at Aubigny. No movement was seen on the roads from Arras to St. Pol and Hesdin. Flak, believed to be 20mm, came from a point south of Hesdin, but did not

hit either Mustang. On the way out to the coast, the two Mustangs were bounced by at least four Fw-190s, with the attack concentrating on S/L Pallot's Mustang. The Fw-190s seemed to be mainly firing tracer rounds from their cannon. S/L Pallot evaded the enemy fighters by diving from 2000ft down to just above the ground, jinking his aircraft from side to side, as the enemy attacked in alternating pairs. During this time S/L Pallot's aircraft received a number of hits, including one 13mm tracer round which lodged in the port ammunition tank for his 20mm cannon and fragments from enemy cannon shell fire causing damage to the underneath of the tailplane and fabric on the rudder. After evading close to the ground for some time he saw a bank of cloud above him and he climbed rapidly into the cloud losing his pursuers. Throughout all this F/O F Jenkins RCAF was also evading the attentions of the Fw-190s, following the lead of S/L Pallot. The tail of his Mustang was also hit by 20mm cannon shell splinters during the chase, and he too eventually evaded by climbing into the cloud. The two Mustangs rejoined as they crossed the French Coast at Berck and returned safely to Odiham, if somewhat shaken by the close encounter. They had not fired their cannon in response during the attacks by the enemy fighters.

After being on rest F/O Jenkins returned to the fray on 22 January 1944 in a most memorable sortie:

F/L Brees in FD472 and F/O F Jenkins RCAF in FD563 F were tasked to carry out a photographic reconnaissance of Cambrai Epinoy airfield and took off from North Weald at 13.45 hrs. They made landfall at Point de St. Quentin, crossing the coast at 2000 ft. F/L Brees made the photographic run for the oblique photographs of the airfield at 2300 ft, with F/O F Jenkins RCAF following and also taking photographs. An airfield, believed to be Beauvoir was seen with much construction activity taking place and it was photographed. They encountered much accurate light and heavy flak from Cambrai and Frevant as they photographed these targets and to avoid this they dropped down to just above ground level to exit the area. About three miles south of Hesdin they were attacked by two Focke-Wulf FW-190s which dived in to attack them from about 2,000 ft. The Mustangs split in different directions, one FW-190 attempting to attach itself to the tail of each Mustang. F/L Brees dived lower and started evasive manoeuvres and in doing so clipped a tree damaging his Mustang. The radiator cowling was torn off, the port wing was ripped open, the cannons in the port wing were bent upwards and the propeller was also bent. The FW-190 following him apparently did not avoid the trees as a large cloud of black smoke issued up and the FW-190 did not reappear. F/O F Jenkins RCAF who broke away in the other direction commenced flying very low, so low in fact that he bent the first few inches of his propeller tips back from impact with the ground and lost airspeed, so the pursuing FW-190 pilot overshot F/O F Jenkins' aircraft and had

to circle back to reacquire him. In this time F/O F Jenkins' was able to climb up into the low cloud base above him, losing the pursuing FW-190 and set course for base within the cloud.

F/L Brees recalled the incident for the press not long after the event:

"We were flying very low when we were jumped by two F.W.190's. We split in different directions, each with an F.W. on his tail. I did a steep turn between some trees, and on looking back to see the exact position of the Hun chasing me, I flew right through the top of a tree. I saw the F.W. disappear behind some other trees and a moment later there was a bright flash and black smoke shot up. He did not come up again. My engine began missing, so I made what height I could and prepared to bale out. Then the engine picked up again, and I set course for home, landing O.K. I take my hat off to the Mustang which kept going for another half hour."

F/O F Jenkins RCAF recalled his escape:

"I flew so low trying to shake off my opponent that I hit the ground with my propeller. At once I lost a lot of speed, but still managed to climb up into cloud and, after a struggle, touched down in the nearest airfield in the south of England."

Making their escape they exited the French Coast near Pointe Haut Blanc and landed at Friston. Both aircraft were damaged and classified as Cat AC, but neither pilot was hurt in the incident. Mustang FD472 would undergo significant repairs and would return to service with the Squadron later in 1944.

"Lo and behold, the gentle Brees,
Was blowing softly through the trees;
Not so the Hun who hit the deck,
Went up in smoke and broke his neck."

He flew 16 operational sorties between then and the end of May 1944, including time

for the Armament Camp at RAF Llanbedr and the Naval Gunnery Course at Dundonald. He did have a couple of 'moments' including one sortie where the engine in his Mustang started to lose power on the return from France and he barely made it back for an emergency landing in England.

F/O Jenkins flew one sortie on D-Day a late evening sortie well out past the beachhead looking for any possible German reinforcements.

He then flew 35 operational sorties between then and 9 August 1944 when he ended his operational tour and was posted to HQADGB. In November 1944 at the time his DFC was announced, he was still waiting in England to hear what his immediate posting or fate would be.

The original recommendation for the award of the DFC to F/O Jenkins RCAF contained the following details:

Total hours flown on operations: 115 hours 55 minutes - Number of sorties: 71

Flying Officer JENKINS has completed many operational sorties, both photographic and tactical reconnaissance since joining this Unit in May 1943. He has shown the greatest keenness and his skill as the leader of his Section is outstanding. Results both in photography and information gained have frequently exceeded expectations, and to obtain his reputation this Officer has, on many occasions displayed bravery of a high order. His aircraft has been often hit by fire from the ground. Operations carried out include many taken at ground level in areas heavily defended by the enemy. He took a prominent part in the photography of RADAR installations on the coast of FRANCE during the air operations just prior to 'D' day. Vertical photographs of NOBALL targets from a low altitude, again in the face of heavy ground defences and obliques of enemy beach obstructions in the area of the initial landings. Since 'D' Day Flying Officer JENKINS has completed 59 hours on Photographic and Tactical Recce sorties for 21 Army Group, some of which have entailed deep penetration in the PARIS – CHARTRES – LE MANS Area.

The recommendation was very strongly supported and the supporting statement from the OC 35

(Recce) Wing G/C PL Donkin DSO stated:

F/O Jenkins has always shown determination and resource in his efforts to give results and has succeeded in being an outstanding .

F/O Jenkins early operational sorties with the Squadron were on N.A. Mustang Mk.1 aircraft, but from early August 1943 onwards were on N.A. Mustang Mk.1A aircraft.

* * * * *

JENKINS, S/L George French (C2189) - **Mention in Despatches** - No.5352 Works Wing (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 Binghampton, New York, 11 May 1900. Educated there to 1919, at Cornell University, 1919 and LeHigh University, 1920-1924 (chemistry and mining engineering); ROTC training, at LeHigh, 1920-1923. Employed by South American Development Company, Ecuador, 1924-1926 (engineer), gold mines in Kirkland Lake area, 1926-1929 (engineer) and Asbestos Corporation, 1929-1940 (superintendent and engineer). Home in Thetford Mines, Quebec; enlisted Montreal, 6 June 1940 in Works and Buildings trade; commissioned as Flying Officer that date. Attended School of Administration, Trenton, 1-27 July 1940; assessed as "Above Average". To No.4 Training Command, 16 September 1940. Promoted Flight Lieutenant, 15 May 1941. To "Y" Depot, 22 March 1942. To overseas, 31 March 1942; disembarked in Britain, 14 April 1942. To No.3 Works Squadron, 29 April 1942. To No.5201 Squadron, 5 November 1942. To No.5352 Works Depot, 3 December 1942. Promoted Squadron Leader, 1 February 1943. Temporary Duty at Rushford, 29 June to 10 July 1943 and at RAF Saltby, 6 August 1943 to 14 January 1944, returning each time to No.5352 Works Depot /Wing. Promoted Squadron Leader, 25 July 1943. Attached to No.5202 Squadron, 6 February to 3 March 1944. Repatriated 22 October 1944. Retired 1 December 1944. Died in Montreal, 2 February 1979. RCAF photos PL-1562 and PL-1563 show Flying Officers G.F. Jenkins and R.H. Douglas, 1940. No citation in AFRO.

Note: His service file provides almost no information as to what he was doing other than administration and supervision in a unit primarily concerned with building barracks and airfield construction. A note dated 11 November 1940 states, "Would be useful in constructing air raid shelters, concealed hangars and magazines." However, the only assessment from overseas, dated 1 August 1944, describes him as "A capable technical officer with sound organizing ability and initiative." (W/C F.F. Howard).

* * * * *

JENNER, Flight Sergeant (now P/O) Raoul De Fontenay (R54093/J15822) - **George Medal** - No.7 Squadron, RAF - Award effective 26 December 1942 as per **London Gazette** dated 29 December 1942 and AFRO 232/43 dated 12 February 1943. Born 16 November 1919 in Montreal. Home in Ottawa (travelling salesman); enlisted there 28 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 16 September 1940; posted that date to No.1 WS; graduated 19 January 1941 and posted to No.1 BGS; graduated and promoted Sergeant, 15 February 1941. To Embarkation Depot, 11 March 1941. To RAF overseas, 4 June 1941. Commissioned 20 August 1942. Repatriated 13 January 1943. To AFHQ, 27 January 1943. Promoted Flying Officer, 20 February 1943. To No.2 BGS, 6 March 1943. To No.4 BGS, 15 September 1943. To No.6 ITS, 28 January 1944. Promoted Flight Lieutenant, 2 August 1944. Applied for Operational Wings, 1 January 1944 while at No.2 BGS; checked at AFHQ 3 January 1944; forwarded to AMAS/Ops on 14 January 1944 who processed application by 18 January 1944 (affirmed). Wings and certificate sent to No.1 Training Command, 10 February 1944; confirmed by AFRO 410/44, 25 February 1944. Served postwar on a Short Service Commission (Flying Officer), 28 December 1948 to 3 July 1956.

One night in September 1942, Flight Sergeant Jenner was a member of the crew of an aircraft detailed to attack a target at Dusseldorf. The target was bombed successfully, but whilst still over the objective, the aircraft was repeatedly hit by anti-aircraft fire. The port inner propeller came off and shortly afterwards the port outer engine fell out. The petrol tanks were holed in many places during the return journey. The crew displayed coolness and skill, doing all they could to keep the crippled bomber in the air. Shortly after crossing the English coast the aircraft crashed in a field and immediately caught fire. All the crew, with the exception of the rear gunner, managed to extricate themselves. The whole aircraft was soon blazing fiercely. Knowing that the fuel tanks might explode any moment, two sergeants re-entered the aircraft in an attempt to rescue the rear gunner. They went right forward to reach the place where they thought he would have been thrown, but a petrol tank exploded and both were killed. Flight Sergeant Jenner, who had seen his two comrades killed and knew that a further petrol tank might explode, then re-entered the burning fuselage. He found the rear gunner who was severely burned and succeeded in removing him to safety. Throughout, this airman displayed extreme courage, fortitude and devotion to duty in keeping with the highest traditions of the Royal Air Force.

The website "Lost Bombers" provides the following information on the above incident. Stirling W7564 (MG-T), target Dusseldorf. This was one of two 7 Squadron Stirlings lost on this operation (the other was W7630). Airborne at 2020 hours, 10 September 1942 from Oakington. Hit by Flak over Maastricht, which severely damaged both port engines. On regaining the East Anglia coast, the port outer fell from its frame and the starboard inner seized. A crash-landing was made at Weeley, 9 miles ESE of Colchester, Essex. In recognition of their tenacity, F/J.P. O Trench, P/O C.L. Selman and Sergeant I.J. Edwards were awarded the DSO, DFC and DFM respectively (gazetted 16 October 1942; these were all immediate awards). Others in crew were Sergeant H.G.Mallott (killed), Sergeant F.A.Thorpe (killed), Flight Sergeant R.F.Jenner and P/O W.N.Glendenning (injured). Sergeant Edwards, although the Wireless Operator with no knowledge of piloting, occupied the second-pilots position in the return flight, helping

the captain to keep the aircraft straight and level by his continuous pressure on the rudder bar and control column. Had it not been for his determination the aircraft would have had to be abandoned by the crew. This was Sgt Edward's 18th operation.

RCAF Press Release No. 777 dated 21 September 1942 reads as follows:

“Greater love hath no man than that he lay down his life for his friend”.

In this war scarred world where day by day stories are being told of the heroism of men of the skies, there are doubtless many cases of such heroism that have taken place yet will never be written.

The latest case to come to the light was that of the crew of an RAF Stirling Bomber crew, where the front-gunner and flight-engineer, finding the rear-gunner trapped and badly injured in the burning plane after a crash landing, rushed back to save their buddy. The petrol tank burst, killing them both.

There was one Canadian in that crew, Flight Sergeant R.F. Jenner of Ottawa, and it was he, who finally extricated the rear gunner from the flaming wreckage.

Flight Sergeant Jenner, mid-upper gunner took his life in his hands too, in making the rescue. He forced his way through a break in the fuselage defying the fast racing flames to pull his chum from the wreck.

The crew's Squadron Commander reporting what had happened, described it as an “outstanding example of the highest courage and determination on the part of the captain and crew, and proof of the team spirit which their captain had instilled into the crew”.

Continuously hit by flak in a bombing raid after unloading its bombs, the Stirling ran into much trouble. The starboard petrol tank holed, the port oil pipes severed, and then the port inner propeller flew off crashing into the mid-upper turret.

Three minutes later the port outer-engine fell right off. Only the two starboard engines

remained to keep the Stirling flying, and one was not working to full capacity.

The pilot required help to control the craft, which came from the wireless operator. It took their combined strength to handle the rudder-bar and control column and keep the bomber on an even keel. The wireless operator had no time to send out a distress message. Behind them, the flight-engineer was working hard to keep the two engines running, and nursed them all the way home. Near the Dutch coast, the aircraft had lost height and was down to 150 feet. The navigator worked out a course to avoid all heavily defended areas. They jettisoned every movable object, but they had to be careful to distribute the weight of the heavy equipment while they were collecting it, so as not to disturb the Stirling's balance.

The moment they crossed the English coast, the starboard rear engine began to splutter and then it cut out. The pilot had to crash land. He and the wireless operator were knocked unconscious, but though it was obvious the Stirling might catch fire at any moment, the navigator went to their help and eventually pulled them clear.

All the crew were away, except the rear gunner, when the machine burst into flames. He was trapped in his turret. They started the act of heroism which cost the lives of the two men who paid the supreme sacrifice for a buddy who had faced death on many previous raids with them.

RCAF Press Release No. 1113, 4 February 1943, read as follows:

THE NEW YEAR'S HONOR LIST ANNOUNCED THE AWARD OF THE GEORGE MEDAL, BRITISH DECORATION FOR VALOR, PRECEDED ONLY BY THE VICTORIA AND GEORGE CROSSES, TO PILOT OFFICER RAOUL DE F. JENNER, OF OTTAWA, YOUNG, DARK-HAIRED MEMBER OF THE R.C.A.F WHO FLEW WITH A BRITISH "PATHFINDER" SQUADRON. DISTINGUISHED FROM THE VICTORIA CROSS IN THAT IT NEED NOT BE WON IN THE PRESENCE OF THE ENEMY, THE GEORGE MEDAL HAD BEEN WON ONLY ONCE BEFORE BY A MEMBER OF THE R.C.A.F. HE IS SERGEANT T.B. MILLER, OF WABAUSHENE, ONTARIO, NOW A PRISONER OF WAR IN GERMANY. IN THE FOLLOWING ARTICLE, P.O. JENNER TELLS OF THE NIGHT ON WHICH HE WON HIS AWARD.

By P.O. Raoul de F. Jenner, G.M.

If anybody had told me that night, of September 10, as we waited by our big Stirling to take off for Dusseldorf, the things which were ahead of us, I'd frankly have refused to believe them. It would have been incredible to me that any skipper in the world could bring a Stirling home all that distance on only two engines, and with one of those two cutting out spasmodically. I'd have disbelieved anybody who claimed to have done 385 miles an hour in a dive to get out of searchlight coning, when the aircraft was one of the huge four-engine ones. And certainly I couldn't have visualized myself going twice into a burning aircraft, particularly when two others of the crew were killed in their effort to rescue the rear gunner.

But the things all happened and in my opinion they happened because of the perfect co-ordination which has been developed in aircrews, and particularly through the outstanding team spirit which has been developed in the bomber squadrons. It just never occurred to any of us to do anything but what we did.

I was wireless operator, air gunner in a Stirling squadron of the R.A.F., one of the many Canadian boys from the British Commonwealth Air Training Plan posted to British squadrons. This trip to Dusseldorf was my nineteenth operation. We rather expected a quiet trip this time, because on our previous trip to Frankfurt, we had tangled with a night fighter which our rear gunner had shot down, and we weren't looking for lightning to strike twice in the same place.

It was a quiet trip on the way to the target but we could tell, before we got there, that it wasn't going to be quiet very long. Jerry, we could see, was ready for us. The long fingers of the searchlights were terrific. They were playing all over the sky. There must have been at least five hundred of them in action.

We went weaving, doing our best to dodge them and did get in and drop our flares and incendiaries without any trouble. The skipper, F/O Paddy Trench, an Irishman, was doing a grand job of flying. After dropping the flares and incendiaries, we went in again to take photographs, and this time they really got us.

It seemed like all the searchlights in Dusseldorf had coned us and we knew that it wouldn't be long until the flak was coming up to plaster us. Off to starboard we could see a dark spot and Trench headed for that, and as soon as we got there he put the aircraft into a vertical dive. The rest of us just hung on.

I wasn't up where I could see the instruments, of course, but Trench and the second pilot said later that we reached 385 miles an hour on the clock. Certainly we lost an awful lot of altitude.

When we leveled off and started to climb again, we were out of the cone and thought we had foxed the Jerries. But we congratulated ourselves too soon because just as we started to climb, we were coned again and this time the anti-aircraft batteries really had us where they wanted us. The flak was coming up in buckets and the first thing that happened was that our main petrol tank on the starboard side was hit and the petrol started to seep out into the fuselage.

The next thing our port inner engine was hit. The propeller flew loose and came smashing back on the mid-turret where I was stationed. That, on an average trip, should have been enough but there was more to come. We'd just recovered from that when the port outer engine got it. And it really was hit, for the whole engine dropped loose from the frame, and we were left with just the two starboard engines operating. Even that wasn't too happy, for the starboard inner had developed what the engineer called airlocks. It kept cutting in and out. The engineer was working like mad, but it certainly looked as though we were for it.

The skipper, when he saw the situation, ordered us to bail out but right then Dusseldorf didn't look like a healthy spot to bail out over so we sold the skipper the idea of staying with the kite as long as he could keep it flying.

He ordered us to jettison everything we could, so, to make sure we wouldn't have to bail out, the thing we all tossed out was our parachute. Then, the front and mid-upper guns went and everything else that was loose in the kite. We kept the rear guns so that if anybody came up behind us we could do something about it and not be entirely "sitting birds".

The engineer was doing an amazing job, switching from tank to tank. The fact that the starboard main tank had been holed didn't make his job any easier, and by this time, the whole fuselage was just loaded with petrol. The fumes were terrific but we were all too excited to be sick.

Continuing to jettison, we had thrown ammunition, oxygen bottles and any armor plate we could pry loose overboard, hoping that we might get a little altitude. The wireless had gone unserviceable in all the excitement. and our return back to base, if we were to get

back, was strictly up to the navigator, P/O Selman, an English lad.

He laid out our course between the known defences of the Dutch coast and we started on it, hoping that luck would be with us.

With the engines the way they were, the aircraft was setting up a terrific vibration, just like when you try out an outboard motor on an empty apple barrel. I was sure the wings would fall off at any time.

But in spite of all this, Paddy, our skipper kept her flying. He got the D.S.O. for the job he did that night and it was certainly a well-deserved one.

When we hit the Dutch coast one, lone searchlight started to reach for us, but by this time, we had dropped to 150 feet and it was probing up above where we were.

In any event, we got through and were soon out to sea. Speed of the aircraft had slowed down to not more than 140 miles an hour. To us, it seemed to be just standing still. How we maintained flying speed I'll never know. I thought we were going to stall at any time. But we did have an engineer who was a wizard and a skipper who could keep anything flying that was capable of being airborne, and somehow or other they got us across the channel and over the coast of England.

Then new trouble developed. Our wireless, as mentioned before, was unserviceable and we were unable to send out recognition signals or to contact our base. The next thing we knew, British searchlights started looking for us, and we'd certainly have been in trouble if they had started shooting at us for we couldn't take any evasive action—just had to fly straight and level.

We had managed to get about a thousand feet altitude by this time so we fired our colors of the day with Verey lights. That got us past the British defences okay.

Just about this time, the starboard inner engine finally quit. That proved too much even for our flight engineer and there was nothing to do but land. So down we came and the skipper picked out a field.

Belly landings, even under the most favorable circumstances, are not picnic, but with us the circumstances were still far from favorable. The skipper dropped the flaps, but only the starboard one came down. That threw us off level once more, but somehow or other, just before we hit, Trench managed to get her levelled off again and we came crashing in.

We slid for about 25 feet and then the aircraft came to rest with its back broken. It was bent almost into the shape of a boomerang.

On the crash, the starboard inner engine ripped out and dropped to the ground where it lay burning right beside the break. With the fuselage filled with petrol fumes, a real fire and an explosion was inevitable. I was first out, as I was stationed right beside the break, so I yelled to everybody to get out just as quickly as they could. Everybody got out with the exception of the rear gunner.

When he didn't show up, I started back in with the engineer, Sergeant "Spud" Mallett, an English lad and the bomb aimer, Sergeant Fred Thorpe, of London, England. They went in through the escape hatch. I climbed in through the break in the fuselage. We had just got in and started towards the rear gunner when there was a huge tongue of blue flame which ran through, under my legs. Then the explosion came.

Mallett and Thorpe were killed instantly. For some reason, I was blown right out of the aircraft and landed on my feet about 20 yards away from it. I was dazed, I guess, but I wasn't hurt and didn't feel any pain, so I started back in after the rear gunner, P/O Bill Glendenning, of Scotland.

Somehow I got through to the rear turret. Glendenning had been trapped in there by pieces of his harness which had caught on broken struts and spars. His flying clothes were on fire but I was able to jerk him loose and carry him out. I ripped off as many of his clothes as I could and managed to beat out the rest of the flames but not until he had been pretty badly burned.

Strangely enough I came through it without even getting singed. Glendenning was rushed to hospital and has made a remarkable recovery, although I do not think he will ever be able to fly again.

(Editor's Note—Pilot Officer Jenner, following this experience, was found unfit for further operational flying by medical board and is now serving as an instructor for other air

gunners. He is the son of Mr. and Mrs. A.E. Jenner who now live at 250 O'Connor Street, Ottawa. Born in Montreal he lived for a time also in Toronto, at Rosedale Heights Drive. Enlisting in Ottawa, in 1940, he received his training at No. 1 Manning Depot, Toronto, No. 1 I.T.S., Toronto, Ontario, the Montreal Wireless School and No. 1 Bombing and Gunnery School, Jarvis, Ontario).

* * * * *

JENNINGS, WO Douglas Reid (R153179) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 17 March 1922 (as per MI.9 report). Home in Elmsdale, Nova Scotia (clerk). Enlisted in Halifax, 17 March 1942 (MI.9 report) or 31 March 1942 (DHH cards). Posted on enlistment to No.5 Manning Depot. To No.4 Manning Depot, 13 May 1942. To No.5 Manning Depot again, 10 July 1942. To No.5 ITS, 15 August 1942; graduated and promoted LAC, 10 October 1942; to No.1 BGS, 24 October 1942; to No.1 AOS, 28 December 1942. Graduated and promoted Sergeant, 5 February 1943. To No.7 BGS, 20 February 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 7 April 1943. Further trained at No.12 OTU (Chipping Warden) and No.1657 Conversion Unit (Stradishall). Promoted Flight Sergeant, 15 August 1943 Promoted WO2, 5 August 1944 with simultaneous promotion to WO1. Commissioned 10 October 1944 (J90111). Repatriated 18 December 1944. Retired 19 February 1945. Attended Dalhousie University and became a Minister of the United Church of Canada. Died in Halifax, 24 November 2002.

In air operations Warrant Officer Jennings has displayed courage, endurance and devotion to duty of the highest order.

His MI.9 report (based on interview of 18 September 1944) identified his crew as follows: Flight Sergeant Orr (navigator), P/O Cassan (pilot), Flight Sergeant Bryant (Flight Engineer), Flight Sergeant Whatton (radio operator), Sergeant Abbot (mid-upper gunner), Sergeant Sparks (left waist gunner), Flight Sergeant Burns (rear gunner). Jennings was bomb aimer and right waist gunner.. Aircraft was Fortress F. Came down about 0100 at Hedel, Netherlands. His report read:

On the 21 June 1944 at 2330 hours we took off from Oulton near Aylsham (Norfolk). Our mission was fighter control interference from the Dutch coast to Gelsenkirchen in Germany and back.

On the way out about 20 minutes after having crossed the Dutch coast we were hit by a night fighter. The result of the hits were: one engine on fire and tail blown off. I was

equally hit by a splinter in the calf of the right leg. The bone was equally hit. I went on firing my gun at the fighter. The intercom had gone unserviceable. The plane was rapidly catching fire and losing height. I then decided to bale out.

I landed in a pasture 10 kilometres northwest of Hedel (E.25). I hid my parachute harness and mae west in a ditch and covered it with bracken.

I set off in what I thought to be an easterly direction and walked from 0115 hours to 0500 hours. As daylight was coming I hid in a wheat field and fell asleep. A couple of hours later when I woke I managed although my leg was stiff and painful to walk to a farm where they put me to bed and sent for a doctor.

At 1100 hours (approximately) the doctor arrived with some German Military Police. The German officer in charge interrogated me. He wanted to know where I had landed, where my parachute was and all sorts of other things concerning our mission. I gave him no information. They searched me and took everything away from me.

I was taken away in a car. On our way we picked up F/O Forthe who was equally wounded in the leg. We finally reached South Hertogenbosch (E 34). There I was taken to a German Military Hospital. My wound was well attended to.

On 18 July at 0400 hours the guard was asleep. I decided to escape as I had heard that I was going to be transferred to a POW Camp.

I climbed from the second floor through a window. I had previously broken the lock of it. I set out running as best I could in a North Easterly direction. Daylight caught me in Rosmalen (E 34). I hid in a wheat field. I stayed there until nightfall. I crawled out and from there till liberated on 16 September 1944 by the Allied Armies my movements were arranged for me.

* * * * *

JENNINGS, Sergeant Harold Jack (R85952) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1943 as per **London Gazette** and AFRO 232/43 dated 12 February 1943. Born 28 July 1914 in Oshawa. Home in Toronto (florist); enlisted there 27 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 19 February 1941. To No.16 Explosives Depot, 10 March 1941. To North Sydney, 13 May 1941. To No.1 WS, 24 May 1941; promoted LAC, 26 June 1941; graduated 8

November 1941 and posted that date to No.6 BGS; graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941. To United Kingdom 9 January 1942. To No.1 Signal School, Cranwell, 24 February 1942. To No.22 OTU, 26 May 1942. To No.405 Squadron, Conversion Flight, 20 August 1942. To No.405 Squadron, 14 September 1942. Commissioned 23 October 1942 (J16817). Reported missing, 12 March 1943 (Halifax II, HB250). Arrived in Gibraltar, 17 April 1943. Arrived in Britain from Gibraltar, 20 April 1943. Promoted Flying Officer, 23 April 1943. To RCAF Overseas Headquarters, 14 May 1943. Embarked for Canada, 29 May 1943, arriving 6 June 1943. To No.20 EFTS, 9 August 1943. To No.9 SFTS, 3 October 1943. To No.4 WS, 13 March 1944. To No.1 BGS, 3 July 1944. Promoted Flight Lieutenant, 23 October 1944. To No.31 Personnel Depot, 5 January 1945. Embarked from Canada, 9 January 1945. Arrived in Britain, 17 January 1945. To RCAF Overseas Headquarters, 29 January 1945. Attached to No.127 Wing, 11 March to 4 April 1945 (intelligence). Attached to Air Headquarters, Brussels, 4 April to 14 June 1945. To No.84 Group, 18 July 1945 (disarmament intelligence). To RCAF Overseas Headquarters, 3 December 1945. Attached to Canadian War Crimes Commission, 3 December 1945 to 1 May 1946; promoted Squadron Leader, 1 February 1946. With British War Crimes Commission, 1 May 1946 to 28 July 1947. To RCAF Overseas Headquarters, 3 August 1947. Repatriated via Rockcliffe, 3 August 1947 and posted that day to No.10 Group. Released 18 September 1947. Died in Sutton, Quebec, 6 October 1996 as per **Legion Magazine** of March 1997. No citation to MiD. RCAF photo PL-45058 (ex UK-22456 dated 5 July 1945) taken following investiture at Buckingham Palace - left to right are F/L J.G. Middlemass (DFC, Toronto), F/O J.M. Stevenson (Texas), Corporal A. Anderson (Woodstock), and F/L H.J. Jennings (DFC, Toronto).

JENNINGS, P/O Harold Jack (J16817) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 25 June 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1582/43 dated 13 August 1943. Cited with S/L L.E. Logan (RCAF, DFC) and Sergeant D.V. Smith (RCAF, DFM). Shot down, 12 March 1943. Evaded capture after "miraculous escape from the enemy." No.405 Squadron ORB entry of 27 June 1943 refers. See Logan for citation to DFC. See also Logan for MI.9 report following evasion.

NOTE: Public Record Office Air 2/4974 has recommendation drafted by W/C J.E. Fauquier, 9 June 1943 when he has flown 18 sorties (202 hours nine minutes) as WOP/AG.

On 11 March 1943 on a bombing sortie against Stuttgart, the aircraft in which Pilot Officer Jennings was Wireless Operator/Air Gunner was shot down in flames by night fighters. The crew baled out on instructions from the pilot. Pilot Officer Jennings succeeded in eluding enemy patrols and showed courage and determination and a disregard for physical hardships in effecting his escape. This officer has partaken of 18 operational sorties against many of the most heavily defended targets in Germany.

Notes: Application for operational wing dated 19 January 1944 listed the following sorties:

14 September 1942 - Wilhelmshaven (5.05)
16 September 1942 - Essen (5.45)
26 September 1942 - Flensburg (5.55)
2 October 1942 - Krefeld (5.40)
5 October 1942 - Aachen (6.25)
6 October 1942 - Osnabruck (5.55)
13 October 1942 - Kiel (6.10)
15 October 1942 - Cologne (6.15)
23 October 1942 - Genoa (10.10)
28 October 1942 - Coastal Patrol, Bay of Biscay (9.15)
2 November 1942 - Coastal Patrol, Bay of Biscay (9.10, convoy escort)
7 November 1942 - Coastal Patrol, Bay of Biscay (10.10, shipping patrol)
10 November 1942 - Coastal Patrol, Bay of Biscay (9.25, anti-submarine)
15 November 1942 - Coastal Patrol, Bay of Biscay (9.05, anti-submarine)
20 November 1942 - Coastal Patrol, Bay of Biscay (8.55, anti-submarine)
25 November 1942 - Coastal Patrol, Bay of Biscay (10.20, anti-submarine)
28 November 1942 - Coastal Patrol, Bay of Biscay (9.40, anti-submarine)
1 December 1942 - Coastal Patrol, Bay of Biscay (10.55, anti-submarine)
2 January 1943 - Coastal Patrol, Bay of Biscay (10.15, convoy escort)
17 January 1943 - Coastal Patrol, Bay of Biscay (10.00, anti-submarine)
23 January 1943 - Coastal Patrol, Bay of Biscay (9.50, anti-submarine)
12 February 1943 - Coastal Patrol, Bay of Biscay (9.20, anti-submarine)
17 February 1943 - Coastal Patrol, Bay of Biscay (9.55, anti-submarine)
23 February 1943 - Coastal Patrol, Bay of Biscay (9.10, anti-submarine)
11 March 1943 - Stuttgart (9.40)

Upon first repatriation it was stated he had flown ten bomber and 15 coastal sorties (208.25 operations) and 240.10 non-operational.

When shot down, the crew consisted of P/O B/C. Dennison (captain, evaded, awarded DFC), FS E.L. Bulman (navigator, evaded, Mention in Despatches), FS G.L. Spencer (air bomber, evaded, Mention in Despatches), FS H.J. Jennings (WOP/AG, , evaded), Sergeant R.G. McDonald (AG, killed), FS R.F. Kennett (AG, POW), Sergeant E.F. Lacina (flight engineer, killed) and S/L L.E. Logan (second pilot, evaded, awarded DFC).

Training: Interviewed 17 August 1940 by F/O C.S. Stonehouse. "Fine type young man. Keen. Clean cut. Good personality. Average intelligence. Academic standing does not warrant commissioned rank.

Course at No.1 WS was 28 June to 8 November 1941. Spent one hour in Flying Classroom as first operator, three hours in Flying Classroom as second operator and eight hours in two-seat aircraft as sole operator. Ground school subjects were Theory (37/50), Radio Equipment (200/250), Morse, buzzer and lamp (138/200), Procedure (128/200), Signals Organization (130/150), Armament (80/100) and Drill and PT (27/50). Placed 53rd in a class of 112.

Course at No.6 BGS was 10 November to 6 December 1941. Battle aircraft (ten hours 15 minutes). Scored 13 percent hits in Beam Test, 5.5 percent hits in Beam Relative Speed Test, and 7.3 percent hits in Under Tail Test. Fired 480 rounds on ground, 275 air-to-ground, 1,038 air-to-air. Graded 73/100 in written examination, 69/100 in oral examination, rated 190/250 in Ability as Firer. Placed third in a class of 37. "His air firing results were quite satisfactory, and he is a very good type for Air Gunner." (Chief Instructor). "His classroom work was good. He is reliable, steady and conscientious and has shown some qualities of character and leadership. He is recommended for commissioned rank." (Commanding Officer, No.6 BGS).

Training to be a pilot, he flew 39.50 dual, 28.00 solo and logged 9.45 at 20 EFTS. At No.9 SFTS he flew 98.35 dual, 56.25 solo and logged 12.10 in Link. "This pupil possesses no natural flying ability and is quite erratic. Clear hood flying lacks precision and coordination. Instrument flying is dangerous. Pupil cannot think and fly at the same time." (Warrant Officer E.T. Webster, Chief Flying Instructor.) "A below average pilot both in general flying and instruments. This student could not absorb the instruction I tried to give him. At times he showed signs of improvement. Other times as if he had never flown." (F/O L.W. Allen, Chief Instructor). Flying training discontinued.

Selected Assessments: "Pupil pilot on course 91, due to graduate 25 February 1944. Has made satisfactory progress and has set a good example to his fellow pupils." (S/L L.B. Elwin, No.9 SFTS, 7 February 1944).

"This officer has performed his duties ably and conscientiously." (S/L J.M. Teakles, 31 December 1945).

"This officer is a restrained and rather quiet officer. He works hard and produces excellent results. He regularly undertakes and organizes new work handed to him and sees it to a successful conclusion without further need to check him. He can handle and direct personnel effectively and retain their respect and confidence." (W/C C.W. Durdin, War Crimes Detachment, 15 February 1946).

* * * * *

JENNINGS, S/L John Earl (C2428) - **Commended for Valuable Services in the Air** - No.7 Bombing and Gunnery School - Award effective 1 January 1945 as per **Canada Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 24 June 1900 in Toronto (RCAF press release 4907 announcing award). Prewar he was joint manager of Jennings Petrie, Investment Dealers. Enlisted in London, Ontario, 15 August 1940. At No.4 WS as of 7 October 1941. Promoted Flight Lieutenant, 15 December 1941. Reverted to Flying Officer, 15 June 1942. To No.8 BGS, 4 October 1942. Promoted Flight Lieutenant, 1 December 1942. To No.2 BGS, 14 June 1943. To No.5 BGS, 12 March 1944. Promoted Squadron Leader, 9 June 1944. To No.7 BGS, 29 June 1944. To No.3 WS, 24 September 1944. Retired 31 January 1945.

This officer, who has been employed as a staff pilot for four years and recently as officer in charge of flying at this school, has at all times executed his duties most skilfully. His dependability and service attitude have been an excellent example to junior officers. He has the interests of the Service at heart and has proven himself to be a most reliable and conscientious pilot and leader.

JENNINGS, S/L John Earl (C2428) - **Air Force Cross** - No.7 Bombing and Gunnery School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 1,457 hours (as of August 1944).

This officer served as a staff pilot for four years before being posted to this unit as Officer Commanding Flying. His dependability and service attitude have been excellent examples for junior officers to follow. He has the interests of the service at heart and can be relied upon under all circumstances to perform difficult assignments in a most capable manner.

NOTE: On 27 May 1943, during a routine flight at No.8 BGS (Bolingbroke 10078) he had two trainees and one passenger. Accident report read, "Pilot states he joined circuit at about 1,500 feet, changed gas cocks from 87 to 100 octane tanks and prepared to land. At about 1,000 feet port engine failed. Aircraft

would not maintain altitude on one engine and pilot was forced to land aircraft in a wheat field about 1/4 mile northeast aerodrome with undercarriage retracted." Accident attributed to poor design of gas cocks.

* * * * *

JENNINGS, P/O Warring Laird (J3117) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 15 November 1941 as per **London Gazette** dated 21 November 1941 and AFRO 1463/41 dated 5 December 1941. Born in Hamilton, 25 September 1918 (RAF Ferry Command crew cards); home there. Studied mathematics at University of Toronto, intending to become a doctor. Enlisted in Hamilton, 27 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 22 June 1940 although posting to No.1 AOS dated from 21 June 1940; to No.1 BGS, 15 September 1940; to Trenton, 29 October 1940; graduated and commissioned 22 November 1940 when posted to No.1 ANS, Rivers; graduated 10 December 1940 and posted to No.3 Manning Depot. To RAF overseas, 16 December 1940. Promoted Flying Officer, 1 January 1942. Date of repatriated unclear but he was posted to No.33 ANS, July 1942 (promoted Flight Lieutenant, 29 July 1942) and to No.31 ANS, 29 September 1942. To No.4 AOS, 20 December 1942. To No.9 EFTS, 22 January 1943; to No.5 SFTS, 20 March 1943. Qualified as pilot, 9 July 1943. To No.5 Manning Depot, 23 July 1943. Taken on strength of Ferry Command, Montreal, 24 July 1943. Promoted Flight Lieutenant, 29 July 1943. Ferry Command crew cards show him delivering Marauder FB451 to Accra via Nassau, August 1943; Marauder FB466 to Accra in September 1943, Dakota KG431 to Britain, January 1944; Dakota KG606 to Britain, May 1944, Dakota KG639, June 1944, and Dakota KJ806, August 1944. Retired, 30 January 1945. Postwar Alderman in Hamilton; employed by Jennings Insurance. Died in Hamilton. 10 June 2008. Public Record Office Air 2/9334 indicates this was recommended when he had flown 31 sorties (180 hours).

This officer as air observer has participated in attacks against a wide range of enemy targets. He has set a very high standard as navigator, specializing in astro navigation which he has brought to the highest degree of accuracy. Despite enemy opposition he has always shown himself to be a most careful and determined bomb aimer. By his accuracy and perseverance Pilot Officer Jennings has contributed materially to the successes obtained.

NOTE: Public Record Office Air 2/9334 has recommendation drafted 20 September 1941 when he had flown 31 sorties (180 hours). His name is given as "Warren Laird". Sortie list and submission as follows:

6 May 1941 - Boulogne (3.10)

8 May 1941 - Hamburg (6.45)

9 May 1941 - Mannheim (6.05)

11 May 1941 - Hamburg (6.15)
17 May 1941 - Cologne (5.40)
27 May 1941 - sweep for **Prinz Eugen** (8.45)
11 June 1941 - Brest (6.10)
12 June 1941 - Hamm (5.05)
16 June 1941 - Dusseldorf (5.30)
18 June 1941 - Brest (6.05)
21 June 1941 - Cologne (5.15)
24 June 1941 - Dusseldorf (4.55)
27 June 1941 - Bremen (5.45)
30 June 1941 - Cologne (5.35)
3 July 1941 - Essen (5.20)
5 July 1941 - Munster (5.45)
7 July 1941 - Munster (5.20)
8 July 1941 - Munster (4.55)
10 July 1941 - Cologne (5.50)
13 July 1941 - Bremen (5.05)
15 July 1941 - Duisburg (4.50)
3 August 1941 - Hanover (6.25)
6 August 1941 - Mannheim (6.30)
8 August 1941 - Hamburg (7.05)
12 August 1941 - Hanover (5.35)
14 August 1941 - Hanover (6.20)
17 August 1941 - Duisburg (4.25)
26 August 1941 - Cologne (5.50)
29 August 1941 - Mannheim (7.00)
2 September 1941 - Frankfurt (5.55)
13 September 1941 - Lorient (6.45)

Since May 1941 Pilot Officer Jennings has taken part in 31 major bombing raids. He has set a very high standard as a navigator specializing in astro navigation which he has brought to the highest degree of accuracy.

Despite enemy opposition he has always shown himself a most careful and determined bomb aimer and on numerous occasions he has brought back night photographs of the aiming point.

His record of operations is an inspiring one and the successful accomplishments of many long and arduous missions, very often in deteriorating weather conditions can be credited to his outstanding ability as a navigator. He is an officer of the Royal Canadian Air Force.

Notes: His obituary said he had flown 35 sorties and was Hamilton's first DFC recipient. It also stated, "He was so certain he would be killed - he was the sole survivor of his squadron - that he felt a kind of bravery that makes one scared but not afraid. On one harrowing flight, he was supposed to pilot a DC-3 loaded with antibiotics from Goose Bay, Nfld., to England. The plane was enveloped in freezing rain off the coast of Newfoundland and the weight of the ice forced him to fly just above the Atlantic with no visibility or communications until he made an unannounced but safe landing at a U.S. base in Iceland. Laird mourned the loss of friends and agonized over his part in civilian losses. The Second World War was not a topic of conversation at home."

* * * * *

JENNINGS, F/O Welland Thomas (J85173) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 22 June 1917 in Fort Garry, Manitoba; served in Army one year. Enlisted in Winnipeg, 15 May 1941. Trained at No.4 ITS (graduated 3 August 1941), No.5 EFTS (graduated 29 September 1941) and No.7 SFTS (graduated 19 December 1941). Further information obscure until repatriation; posted to No.6 OTU, 9 November 1945. Re-engaged by RCAF, 15 January 1946 but posted to release centre on 16 February 1946 and retired 24 February 1946.

One night in September 1944 this officer was pilot of an aircraft detailed for a mine-laying operation. When more than 200 miles from the target the aircraft came under anti-aircraft fire and was hit. The starboard mainplane, aileron and flap were damaged, making the aircraft difficult to control. Some airspeed was lost. Nevertheless, Flying Officer Jennings flew on to the target to complete his task and afterwards returned to base where he made a safe landing under difficult conditions. His determination was typical of that which he has shown throughout his tour.

NOTE: Public Record Office Air 2/9160 has recommendation by Wing Commander A.J. Ogilvie, Commanding Officer, No.90 Squadron, drafted 13 September 1944 when he had flown 20 sorties (99 hours two minutes).

On the night of 11/12 September 1944, this officer was pilot of a Lancaster aircraft detailed to lay mines in the vicinity of Stettin. While still approximately 250 miles from the mining area, his aircraft received three direct hits from heavy flak, causing severe damage to the starboard mainplane, aileron and flap. In spite of the fact that the aircraft became extremely difficult to control, and the airspeed decreased by 15 miles per hour, he carried on to complete his mission successfully, and made a safe landing on return to base. This instance of fine determination to press home the attack on the enemy is typical of the spirit with which this officer has performed all his operational tasks. On a previous occasion his aircraft was attacked by a night fighter while approaching the target at Russelheim. As a result, the rear gunner was fatally wounded, but on this mission, too, the attack was pressed home to a successful conclusion and landing carried out away from base. His recent outstanding performance, combined with his previous excellent and steady operational record, is worthy of recognition and I strongly recommend the immediate award of the Distinguished Flying Cross.

* * * * *

JENSEN, F/L Aage Koldbye (C8010) - **Mention in Despatches** - Overseas Headquarters (attached No.42 Group) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 20 January 1908, in Aarhus, Denmark. Educated there until 1922, but then to Canada where he was a Woolworth store manager, Flin Flon, eleven years. Enlisted in Winnipeg, 17 October 1941 as Equipment Officer and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 1 November 1941. To Station Vancouver, 13 December 1941. Granted rank of Flying Officer, 15 December 1941. To No.3 Manning Depot, Edmonton, 8 February 1942. To "Y" Depot, 22 May 1942. To RAF overseas, 5 June 1942. Disembarked in United Kingdom, 18 June 1942 for duty with Overseas Headquarters. Promoted Flight Lieutenant, 1 February 1943. Detached to No.31 Munitions Unit for course at No.42 Explosives Depot, 28 August to 15 October 1943. To Headquarters, No.83 Group, 21 November 1943. Arrived in France, 23 June 1944. Returned to United Kingdom, 6 December 1944. Promoted Acting Squadron Leader, 8 December 1944. On reposting to Overseas Headquarters. Attached to No.92 Munitions Unit, 18-20 January 1945 and again 6 February to 11 April 1945. To No.9 PDC (whatever that is), 11 July 1945. Relinquished Squadron Leader, 11 July 1945. To No.8402 Arms Disposal Wing, 14 July 1945. Declared supernumerary, 3 January 1946. Repatriated 15 February 1946. Retired 25 February 1946. No citation.

Notes: Interviewed in Winnipeg, 13 February 1941 by F/O G.P. Leaney - "Very personable. Good appearance. Alert and very sincere type. Feel that with education in business management and working up to present position as Manager of Woolworth Store, should qualify this man for good Administrative Officer. Recommended."

Assessed 16 November 1944 by W/C E.M. Sopwith, Rear Headquarters, No.83 Group. Described as "One of the few RCAF Equipment Officers with Explosive qualifications." Also, "As a staff officer on this Group Headquarters, Flight Lieutenant Jensen has done remarkably good work in connection with the supply of all explosives and petrol during the advance from Normandy to Holland."

* * * *

JENSEN, P/O Bent Herbst (J92115) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 25 January 1918 in Copenhagen, Denmark; home there (glass or glove cutter). Arrived in New York, 24 April 1939 on SS **Europa**. Enlisted in Montreal, 24 September 1942 and posted to No.5 Manning Depot. To No.3 Training Command, 15 January 1943. To No.3 Flying Instructor School, 5 February 1943 (non-flying duty); to No.3 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943; posted next day to No.11 EFTS; graduated 24 July 1943 when posted to No.8 SFTS; graduated and promoted Sergeant, 12 November 1943. To "Y" Depot, Halifax, 22 November 1943. Overseas posting did not immediately occur as he is reposted to "Y" Depot, 22 February 1944. Taken on strength of No.3 PRC, Bournemouth, April 1944. Commissioned 20 October 1944. Promoted Flying Officer, 20 April 1945. Date of repatriation unclear (he may have remained in Europe to take his discharge). Released from RCAF, 20 February 1946. Died 24 January 1992.

This officer has proved a most reliable captain of aircraft and has displayed exceptional skill and courage in air operations. In March 1945, he was detailed to attack Bottrop. On the completion of his bombing run the aircraft was attacked and severely damaged by anti-aircraft fire. Two engines were rendered unserviceable. The mid-upper and front gun turrets were put out of action. The hydraulic gear was rendered inoperative and a number of flying instruments were made unusable. Despite this, Pilot Officer Jensen flew back to an airfield in this country and executed a masterly landing. In the face of most difficult circumstances this officer displayed superb captaincy, high courage and great skill.

Note: RCAF photo PL-44340 (ex UK-21106 dated 4 May 1945) was to accompany Press Release 6/3991 and had the following caption: "A native of Copenhagen, Denmark, P/O B.H. Jensen, a pilot with the Porcupine Squadron of the RCAF Bomber Group at the right has been awarded an immediate DFC. On an attack on a synthetic oil plant in the Ruhr Valley, two engines of P/O Jensen's Lancaster bomber were

set on fire by flak and fire also broke out in the wireless operator's compartment. The pilot successfully landed the aircraft on an emergency aerodrome in Belgium without injury to the crew. Flight Sergeant F.G. Ridley, RR.1, York, Ontario, the wireless operator air gunner on the left cooperated with his skipper in extinguishing the fire and prevented it from spreading to the rest of the aircraft."

The following is excerpted from website <http://www.danishww2pilots.dk/profiles.php?person=45>: The site gives his name as Bent Michael Herbst-Jensen.

On 24 March 1945 Bent Herbst Jensen and his crew is part of a force of 75 Lancasters ordered to attack the Mathias Stinnes oil plant at Bottrop. The aircraft is hit by flak and both port and starboard inner engines are hit and caught fire. Also the brakes, compasses and mid upper and front turrets are unserviceable. The inner engines are feathered and both the wireless operator and mid upper gunner fight the fires inside the fuselage. Even though the aircraft was badly damaged, Bent Herbst Jensen manages to make a safe landing at the first available airfield in Belgium

Only a few days Bent Herbst Jensen and crew are in the air again. During an attack at the Blohm & Voss shipyards at Hamburg in Lancaster I (BM-C, PB908) the crew is attacked by a Messerschmitt Me 262. They escape with neither damage nor claim.

* * * * *

JENSEN, F/O John Christian (C10902) - **Mention in Despatches** - Station Prince Rupert (now 3 PRC Overseas) - Award effective 8 June 1944 as per **London Gazette** and AFRO 1380/44 dated 30 June 1944. Born 15 February 1901 at Elk River, Iowa; educated at Carmangay, Alberta, Provincial Normal Institute of Technology (Calgary), University of Alberta, and Queen's University. Enlisted in Edmonton, 18 December 1940 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 27 December 1940. Promoted AC1, 24 May 1941. To No.6 SFTS, 28 May 1941. Promoted LAC, 1 October 1941. Commissioned 17 April 1942 and posted to No.1 Manning Depot on reclassification as Education Officer. To Prince Rupert, 9 May 1942. Promoted Flying Officer, 17 October 1942. To "Y" Depot, 28 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. Promoted Flight Lieutenant, 9 June 1944. Repatriated 23 November 1945. Retired 7 January 1946 to Czar, Alberta.

This Education Officer has demonstrated a sincere and zealous application to his duties and has done much in the organization and instruction of airmen on many educational subjects. His conscientious influence and sincere attitude has done much to build up confidence in his pupils.

* * * * *

JENSEN, P/O Morton Glenis (J17291) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and AFRO 2322/43 dated 12 November 1943. Born in Aetna, Alberta, 5 December 1916. Educated in Cardston, Alberta, 1923 to 1934 and one year of pre-medical study at University of British Columbia. Worked for Fuller Brush Company as salesman, 1934-1937; established his own cement company which he operated in Calgary until enlistment. Enlisted in Vancouver, 9 June 1941 and posted to No.2A Manning Depot. To No.8 BGS, 16 July 1941 (guard duty). To No.4 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.5 EFTS; graduated 21 November 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 11 April 1942; to RAF overseas, 30 April 1942, embarking from Canada that date. Taken on strength of No.3 PRC, Bournemouth, 13 May 1942. Attended Fitter Course, St.Athan while waiting. To No.3 (Pilots) AFU, 25 June 1942. Attached to No.1519 Beam Approach Training Flight, Feltwell, Norfolk, 22-28 August 1942. To No.14 OTU, 8 September 1942. To No.1659 Conversion Unit, 13 December 1942. Commissioned 19 January 1943. To No.419 Squadron, 23 January 1943. To No.35 Squadron (Pathfinders), 16 March 1943. To No.405 Squadron, 15 May 1943. Promoted Flying Officer, 19 July 1943. To No.29 OTU, 23 August 1943. To No.82 OTU, 29 February 1944. Attached to Flying Instructor School, 15 March to 12 April 1944 (Oxfords, 15.10 dual and 25.30 solo). Promoted Acting Flight Lieutenant, 15 June 1944. Confirmed as Flight Lieutenant, 19 January 1945. Repatriated 21 February 1945. To "Y" Depot again, 28 April 1945 and returned to Britain, disembarking in Britain, 16 May 1945. To No.426 Squadron, 3 September 1945. Attached to No.1527 Beam Approach Training Flight, 24 September to 3 October 1945. To No.102 Squadron, 31 December 1945. Repatriated again, 31 March 1946. Retired 18 May 1946. Died in Vancouver, 9 August 1980 as per British Columbia Vital Statistics.

A fearless and reliable pilot, this officer has taken part in many operational sorties over heavily defended targets. At all times he has shown great determination and skill in pressing home his attacks, often in the face of heavy opposition.

Selected Assessments: On 8 March 1944 as instructor at No.29 OTU he was described as having flown 807 hours 30 minutes, 121.30 in previous six months. "A very good staff pilot. Although this officer lacks polish, he certainly has powers of leadership. Has always shown considerable zeal in the execution of his duties." (G/C R.D. Stubbs).

On 10 January 1945 at No.82 OTU, instructing, reported as having flown 1,189 hours (210 in previous six months). "A very hard working and efficient instructor - with more confidence in his powers of leadership he will make a useful Flight Commander." (W/C R.M. Cox)

As of 8 January 1946, No.426 Squadron reported his flying as 1,376 hours (397 in previous six months).

Note: On 9 January 1945 prior to return to Canada the first time he reported at that No.3 (Pilots) AFU he had flown Oxford aircraft (83.30 plus 12.25 at BAT Flight); at No.14 OTU flew Wellingtons (78.35); at No.1659 CU flew Halifax aircraft (56.50). In No.419 Squadron flew 56.50 hours; in No.35 Squadron flew 69.30. Then attended No.1 Night Training Unit (no flying except as passenger) before going to No.405 Squadron (132.05 hours). At No.29 OTU flew 109.55 and at No.82 OTU flew 308.15 (both units on Wellingtons). He gave operational flying time as 178.45, and non-operational flying time overseas as 729.15. Reported 23 Pathfinder sorties, seven ordinary bombing sorties, and last trip was 9 August 1943.

* * * * *

JENSEN, P/O William Talbot (J89320) - **Distinguished Flying Cross** - No.433 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, 12 February 1923; home there (student). Enlisted in London, Ontario, 4 April 1942. To No.1 Manning Depot, 29 April 1942. To No.6 SFTS (guard duty), 29 June 1942. To No.5 ITS, 1 August 1942; apparently graduated and promoted LAC, 10 October 1942 but not posted to No.10 EFTS until 7 November 1942; graduated 14 January 1943 when posted to No.2 SFTS; graduated and promoted Sergeant, 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 29 June 1943. Commissioned 3 September 1944. Repatriated 28 February 1945. Promoted Flying Officer, 3 March 1945. To No.16 SFTS, 22 April 1945. Release date uncertain. Rejoined RCAF as pilot, 7 April 1951 (39584). Retired 9 March 1959. RCAF photo PL-41605 (ex UK-18246 dated 19 January 1945) shows Jensen interrogating P/O A. Strelchuk (Winnipeg, on right) after a mission; W/C G.A. Tambling sits in on interrogation. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 15 January 1945 when he had flown 31 sorties (176 hours 15 minutes), 12 August to 26 December 1944.

This officer has, since August 1944, completed thirty-one sorties against some of the most heavily defended targets in France and Germany.

Pilot Officer Jensen has proven himself to be one of the finest and most consistent operators ever to serve with this squadron. He has at all times displayed a fearless brand of courage that, coupled with his superb airmanship and cheerful confidence, has set an example of the highest order, not only to his crew, but to the squadron in general.

The sortie list was as follows:

12 August 1944 - Mont Richard (5.35)
18 August 1944 - Connaitre (6.25)
25 August 1944 - Ferfay (4.15)
27 August 1944 - Mimoyecques (4.25)
28 August 1944 - Ferme de Grande Bois (4.10)
31 August 1944 - Ile de Cezembre (5.10)
6 September 1944 - Emden (5.00)
11 September 1944 - Le Havre (4.40)
11 September 1944 - Dortmund (5.35)
15 September 1944 - Kiel (5.50)
17 September 1944 - Boulogne (3.25)
28 September 1944 - Cap Gris Nez (3.40)
6 October 1944 - Dortmund (4.10)
14 October 1944 - Duisburg (5.20)
15 October 1944 - Wilhelmshaven (5.00)
23 October 1944 - Essen (5.20)
25 October 1944 - Hamburg (5.15)
28 October 1944 - Cologne (7.05)
30 October 1944 - Cologne (6.25)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.30)
6 November 1944 - Gelsenkirchen (5.10)
16 November 1944 - Julich (5.15)
18 November 1944 - Munster (6.30)
21 November 1944 - Castrop Rauxel (6.15)
30 November 1944 - Duisburg (6.45)

2 December 1944 - Hagen (7.00)

6 December 1944 - Osnabruck (6.15)

17 December 1944 - Duisburg (6.15)

26 December 1944 - St. Vith (5.30)

RCAF Press Release No. 8341 dated 18 January 1945 from F/L H.W. Eggleston reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: -- With sorties to the Ruhr Valley, and attacks on Saabrucken, Emden and Wilhemshaven behind him, P/O W.T. Jensen, London, Ontario (1272 Dundas Street), a pilot with the Porcupine Squadron, has completed his first tour of "ops" on Halifax bombers. In all, P/O Jensen, a rugged kind of individual, who makes up in initiative for what he lacks in stature, logged more than 30 sorties on enemy targets during his tour. In relating some of his experiences, the 21-year-old captain figures his final trip to Saabrucken was the most hair-raising of them all. "Everything went well until we returned to our home base," he said. "Then I discovered that I couldn't get the undercarriage locked. We battled with it for some time and finally managed to get one wheel down. "As we all held our breath, I headed the big bomber for the runway. As the one wheel hit the runway, the other one dropped down and they both locked. It was a tense few minutes, but I guess Lady Luck was watching over us."

On another occasion, P/O Jensen's aircraft was badly holed by flak over Emden. This time a piece of flak knocked the electrical panel off the instrument board. It dropped down and hit the pilot on the knee, inflicting a bruise. The youthful skipper is proud of the fact that his gunners never had to fire their guns during the tour.

Before he joined the RCAF., P/O Jensen was attending Beck High School in London, Ontario, where he performed with the rugby football team and never missed a game in four seasons. He won his wings in June, 1943, arriving overseas as a sergeant in July, 1943. He held that rank until three months ago when he was promoted to pilot officer.

* * * * *

JENVEY, F/L Donald Edward (J11309) - **Distinguished Flying Cross** - No.440 Squadron - Award effective 2 March 1945 as per **London Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 9 January 1921, West Oxford, Ontario. Home in Ingersoll, Ontario. Radio mechanic and Ordinary Seaman, RCNVR,

1940-41. Enlisted in London, Ontario, 4 August 1941 and posted to No.1 Manning Depot. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.10 EFTS; graduated 2 January 1942 and posted next day to No.6 SFTS; graduated 24 April 1942 and commissioned. To Central Flying School, Trenton, 23 May 1942. Instructed at No.14 SFTS, 16 July 1942 to 15 July 1943; promoted to Flying Officer, 24 October 1942. Posted to No.1 OTU, Bagotville, 16 July 1943, completing course on 2 October 1943; arrived in Britain, 9 November 1943; further trained at No.59 OTU (2 December 1943 to 25 January 1944) and No. 57 OTU (26 January to 2 May 1944; promoted to Flight Lieutenant on 24 April 1944); at No.3 Tactical Evaluation Unit, 2 May to 24 June 1944; to No.83 Group, 25 June 1944; to No.440 Squadron, 30 June 1944. 1942. Shot down on 29 December 1944 (Typhoon RB201) and evaded capture until 25 March 1945 when he was taken prisoner; he was killed attempting to escape.

Flight Lieutenant Jenvey is a skilful and tenacious fighter. He has completed a large number of sorties against a variety of targets and throughout his determination has been exceptional. During a short period towards the end of December, 1944, Flight Lieutenant Jenvey led the squadron on a number of sorties over the battle zone. In these operations more than forty mechanical vehicles were destroyed and a large number damaged. Much of the success achieved can be attributed to the skilful leadership of Flight Lieutenant Jenvey, who also shot down a Messerschmitt 109.

NOTE: Public Record Office Air 2/9044 has recommendation drafted 31 December 1944 by W/C F.G. Grant when he had flown 96 sorties (97 hours 40 minutes).

This officer has commanded a Flight since December 24th, 1944 and has completed 96 sorties (97 hours 40 minutes) on Typhoon fighter bombers. He has proved himself to be a fine organizer on the ground and his leadership in the air is outstanding. He has always shown great enthusiasm to engage all targets, but his great contribution to the squadron has been his ability to locate and destroy, even under difficult conditions, enemy Motor Transport vehicles and trains. He has proven himself to be quite exceptional at this and his aggressiveness and offensive spirit is the finest in his squadron.

During the period 24th-27th December in the St. Vith area, Flight Lieutenant Jenvey led seven squadron sorties, four of which were strafing attacks against MET. His squadron destroyed 43 MET and damaged 80 more and this officer set a personal example which was an inspiration to all his pilots. On the sortie which he led on December 27th in the same area he destroyed a Messerschmitt 109 and was in a position to open fire on a second enemy aircraft but ran out of ammunition.

Flight Lieutenant Jenvey has set a high standard throughout his whole tour but his example of aggressive leadership during the three day period December 24th-December 27th was quite exceptional and I consider that it fully merits the immediate award of the Distinguished Flying Cross.

This recommendation was endorsed by G/C Paul Davoud (31 December 1944) and by an Air Vice-Marshall (signature illegible) on 3 January 1945 before approval by Air Marshal A. Coningham on 8 January 1945. However, the fact that he had been recommended **after** going missing and **before** his fate was known provoked some misgivings further up the chain of command. On 20 January 1945 the Headquarters, 2nd Tactical Air Force wrote to Air Ministry:

I have the honour to refer to your signal T.7177 dated 12th January 1945, and to inform you that the facts are that this officer [Jenvey] was seen to make a forced landing in enemy territory, climb out of the aircraft and wave to another member of the squadron who returned to base and reported. The Commanding Officer of this squadron thereupon wrote his citation, and did not give a thought to the question of whether anything might have happened to the officer between the date of the forced landing on 29th December and the date of the citation (31st December).

There is, therefore, reason to believe that the officer is in fact alive, either as a prisoner of war or as an evader, making his way to our lines. It is agreed, however, that proof of this is at present lacking.

Immediate awards are always carefully scrutinised and checked with the casualty signals at this Headquarters and at Group, to avoid making irregular awards. On this occasion, however, the casualty signal which was in fact received at this Headquarters and at No.83 Group was overlooked at both Headquarters. This is sincerely regretted.

As a further safeguard, Commanding Officers have now received instructions that in all cases where personnel are missing at the time when their recommendation is sent forward, this fact must either be mentioned in the citation or in the covering letter to Group Headquarters.

JENVEY, F/L Donald Edward, DFC (J11309) - **Mention in Despatches** - No.440 Squadron - (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946.

RCAF Press Release No.345 dated 12 September 1944, transcribed by Huguette Mondor Oates, reads:

AN RCAF AIRFIELD IN BELGIUM: -- "When they saw my "Canada" badges they just took me right out of the Typhoon and carried me into their headquarters," reported F/L Donald Jenvey, Ingersoll, Ontario.

With several companions, F/L Jenvey made a forced landing south of his airfield when visibility became bad during a long move into Belgium. "I saw this big field and said 'I'm going down'. Three other lads said 'So am I' over the R.T. at the same time. I landed beside the Maquis headquarters. I didn't have a chance to get out of my plane before they had guards around it. I wanted to sleep on my kit on the floor but they were so tickled to see a Canadian, they insisted I have the best bed in the place. We ate eggs every few hours. They wouldn't even let me tie my own shoelaces."

"The F.F.I. chaps were grand. They were short of ammunition so I gave them mine. One chap showed me a pile of empty .38 shells. Each empty shell meant the bullet had killed a German. He didn't keep those that missed – and there was quite a pile. I had about 3,000 rounds of German ammunition in the aircraft, which I had picked up at the last station. One elderly chap had an ancient German machine gun in his car. He told me how he had ambushed retreating German columns by lying in ditches. One column included a bunch of officers. One was carrying a big silk swastika flag. He wiped them out and kept the flag. This, he insisted on presenting to me in exchange for the bullets."

"They were taking me back the next day, but we had to stop in at each café so the F.F.I. could let their friends see a "Canadian". So it took me most of the day to reach the American troops – and -- took me three days to get back to base. "Yes, the French people are grand. Every time we stopped, it seemed, the householder would dash out into the backyard, dig up a bottle of champagne, and bring it up for a toast. They were crazy with joy."

* * * * *

JERRY, Sergeant (now P/O) Thomas (R193667/J88412) - **Distinguished Flying Medal** - No.428 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born Toronto, 3 June 1918; home in Beeton, Ontario. Formerly in Royal Canadian Artillery. Enlisted in Toronto, 18 September 1942. To No.1 Manning Depot, 8 October 1942. To No.4 BGS, 8 January 1943. To No.4 Air Gunner Ground Training School, 4 May 1943; graduated and promoted LAC, 15 June 1943 when 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 22 April 1944. Promoted Flying

Officer, 22 October 1944. Repatriated 22 January 1945. To No.1 ITS, 8 March 1945. To No.1 WS, 28 May 1945. To No.4 Release Centre, 10 September 1945; retired 17 September 1945.

As mid-upper gunner this airman has participated in many operational missions. He has invariably displayed the finest qualities of courage and determination and his devotion to duty has been unflinching.

Public Record Office Air 2/9159 has recommendation drafted 8 August 1944 when he had flown 20 sorties (126 hours 45 minutes); reproduced in Ian Tavender, **The Distinguished Flying Medal Register of the Second World War** (London, Savannah Press, 2000):

One night in April 1944, Sergeant Jerry as mid-upper gunner was detailed for an important mine-laying operation in enemy water. When only a few minutes from the target, his aircraft was attacked by an enemy night fighter and badly damaged and Sergeant Jerry was severely injured. Since altitude could not be maintained, course was set for neutral territory, but no open sea could be seen on which to land. The Captain determined to risk a crash landing in the dark in order to get aid for Sergeant Jerry as soon as possible. Under the circumstances, if this landing had been attempted, the whole crew would have been injured or killed. Sergeant Jerry chose the greater risk to himself and insisted on being allowed to abandon aircraft by parachute so that the remainder of the crew could do likewise, even though he knew he might be forfeiting his own life in the attempt. Fortunately he got down safely, as did most of the other members of the crew and his wounds were promptly looked after. On another occasion during a trip to Leipzig, he helped beat off persistent attacks by several night fighters and so prevented possible serious damage. On 20 trips, he has rendered outstanding service and I recommend the immediate award of the Distinguished Flying Medal.

His sortie list was as follows:

16 September 1943 - Modene (9.20)

22 October 1943 - Kassel (7.35)

26 November 1943 - Stuttgart (7.25)

21 January 1944 - Magdeburg (8.30)

15 February 1944 - Berlin (7.30)

19 February 1944 - Leipzig (8.20)

24 February 1944 - Gardening (7.10)

2 March 1944 - Meulon (6.30)
6 March 1944 - Trappes (5.15)
23 March 1944 - Laon (6.45)
25 March 1944 - Aulnoye (6.45)
26 March 1944 - Courtrai (5.45)
29 March 1944 - Paris (6.20)
30 March 1944 - Gardening (5.50)
9 April 1944 - Lille (5.30)
10 April 1944 - Ghent (4.55)
18 April 1944 - Gardening (7.00)
20 April 1944 - Lens (4.55)
22 April 1944 - Laon (5.35)
23 April 1944 - Gardening (missing)

Earlier combat with night fighters was 19 February 1944.

The website "Lost Bombers" gives the following on his final sortie. Halifax LW285, No.428 Squadron (NA-Z), on Gardening (mining) operation in the Baltic, 23/24 April 1944. This aircraft was initially issued to No.429 Squadron, then sent to No.428 Squadron on 15 September 1943. When lost this aircraft had only accumulated 133.10 hours, probably as a result of having to undergo repairs to battle damage on site on two occasions. Airborne at 2046 hours, 23 April 1944 from Middleton St. George. Attacked at 13,000 feet by a Ju.88 whose fire wounded Sergeant T. Terry, RCAF, and damaged the Halifax so severely that course was set for Sweden. Subsequently, the Halifax became uncontrollable and was abandoned from 9,000 feet. F/O Blake remained at his controls to keep the unstable aircraft as steady as possible to enable his crew to successfully abandon. Unable to leave the cockpit to bale out himself he was killed in the subsequent crash. Full crew was F/O W.V.Blake, DFC, RCAF (killed); Sergeant J. Danskin (evaded); F/O N.A.Bell, RCAF (evaded); F/O W.D.Watt, RCAF (evaded); Warrant Officer C.Graham (evaded); Sergeant T.Terry, RCAF (evaded); P/O J.T.Houston, DFC (interned).

* * * * *

JESSEE, F/O James Pyle (J26908) - **Distinguished Flying Cross** - No.184 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945.

Born in Hanaker, Virginia, 2 February 1920. Served in United States Army Air Corps, November to March 1939 (mechanic) and March 1939 to July 1941 (student pilot - failed flight test). He gave his citizenship as American. Enlisted in Toronto, 2 August 1941. Posted to No.4A Manning Depot, St. Hubert, 2 August 1941. To No.31 OTU, Debert (non-flying duties), 12 September 1941. To No.3 ITS, Victoriaville, 13 October 1941; graduated 22 November 1941 when promoted LAC and posted to No.22 EFTS, Ancienne Lorette; posted to No.9 SFTS, Summerside, 1 February 1942. Graduated 5 June 1942 and promoted Sergeant. To No.14 (F) Squadron, Sea Island, 21 June 1942. Went with that unit to Alaska. Promoted Flight Sergeant, 5 December 1942. Subsequently commissioned (backdated to 16 November 1942). Promoted Flying Officer, 16 May 1943. Struck off strength of No.14 (F) Squadron, 31 July 1943. To "Y" Depot, Halifax, 1 August 1943. Embarked from Canada, 13 September 1943. Arrived in UK, 19 September 1943. To No.55 OTU, 19 October 1943. To No.401 Squadron, 21 January 1944. To No.184 Squadron, 28 January 1944. Acting Flight Lieutenant, date uncertain but relinquished on 9 November 1944 and regranted 11 January 1945 (backdated to 16 November 1944). Emplaned from Northwest Europe (tour expired), 11 November 1944. Repatriated to Canada, 1 February 1945. To Western Air Command, 12 February 1945. He was about to be released in April 1945 but re-engaged for the postwar interim force. Attended No.1 Composite Training School, Toronto, 12 April to 9 June 1946 (Admin Course). To No.9 (Transport) Group, 10 June 1946. Taken on strength of Station Rockcliffe, 11 June 1946. Killed at Estevan, Saskatchewan, 15 September 1946, in the crash of a Dakota that took 21 lives

This officer has completed a large number of operational missions which have included bombing attacks and fighter patrols. He took a very active part in attacks before and during the invasion of Normandy. He has invariably displayed the highest degree of skill, courage and determination in pressing home his attacks.

NOTE: Public Records Office Air 2/9043 has recommendation dated 6 November 1944 when he had flown 105 sorties (160 operational hours); text is much more detailed than the one published:

Flight Lieutenant J.P. Jessee has completed 105 operational sorties, with a total of 160 hours. He completed 58 hours on Kittyhawks in the Aleutian Islands of which 18 were bombing attacks and 40 patrols. He has operated against European targets since April 1944, taking a very active part in the attacks subsequent to D Day and in the Battle of Normandy. His European sorties include three "No Ball" targets, four dive bombing and 90 rocket projectile missions. He has invariably displayed the highest degree of skill and courage in pressing home his attacks. By his coolness and determination in the face of opposition he has set an outstanding example to the men he leads.

His record at No.55 OTU (19 October 1943 to 11 January 1944) is interesting as it is typical of such units. He flew 58 hours ten minutes by day (of which 11.30 was formation), six hours 45 minutes by night, all in Hurricanes, plus ten hours in Link. He fired 3,150 rounds (air-to-air) and 850 rounds (air to ground), exposed 334 frames of cine, and was credited with 11.3 percent hits. He also dropped 24 bombs

(average error, 13.1 yards). Assessed on ground in Airmanship (180/300), Armament (201/300), Intelligence (92/100), Navigation (90/200), Signals (76/100). Assessed in air on General Flying (240/400), Applied Flying (120/200), Instrument Flying (150/250), Night Flying (60/100) and Link (36/50). Described as "A good average pilot. He has a very cool and collected nature."

Assessed on 27 March 1944 after No.3 Tactical Evaluation Unit course when he had flown 600 hours (95 in past six months) - "Very keen; has done consistently well on course. Above average pilot who will do well in a squadron". On 21 November 1944 (when he had flown 160 operational hours, 95 in previous six months), S/L W. Smith wrote, "This officer has been recommended to command a squadron. Has just completed a successful tour." An interview on 16 May 1945 yielded that he had flown on D Day and in big attacks on tanks at Advanches (?) And Falaise - 90 sorties with RAF rocket-firing Typhoons against tanks, gun positions, flying bomb sites, etc. His total tour had amounted to 160 hours 20 minutes, 155 sorties, and last sortie on 29 October 1944.

His home was latterly given as Vancouver - he had married there, 3 August 1943 and left a ten-month daughter (Carolyn Lee Jessee). His other family all resided in Lebanon, Virginia - five brothers (Robert Trigg, 31, Ralph Stanford, 28, Joseph Harold, 23, Lawrence Carroll, 21, Lowell Lee, 13) and four sisters (Ruth Jessee Parks, 29, Anna Marie Jessee, 25, Dorothy Cawood Jessee, 17, and Margaret Louise, 15).

* * * * *

JESSIMAN, P/O (now F/O) William Herkis (J10390) - **Commended for Valuable Services in the Air** - Conversion Training School - Awarded 1 January 1943 as per **London Gazette** and AFRO 55/43 dated 15 January 1943. Born at Fort William, Ontario, 9 October 1915. Clerk in a grocery, Fort William, 1936-1939; aircraft riveter, Canadian Car and Foundry, Fort William, 1939-1940. Enlisted at Fort William, 4 June 1940 and posted to No.1 Manning Depot, Toronto. Tot No.1 ITS, Toronto, 24 June 1940; graduated 22 July 1940 and promoted LAC although he was posted on 19 July 1940 to No.2 EFTS, Fort William. Graduated 14 September 1940 and posted to No.4 SFTS, Saskatoon; graduated 18 November 1940 and promoted Sergeant. To Central Flying School, Trenton, 9 January 1942. To No.4 SFTS, Saskatoon, 24 March 1941. Promoted Flight Sergeant, 1 April 1941. Promoted WO2, 1 December 1941. Commissioned 1 March 1942. To Conversion Training School, Rockcliffe, 5 May 1942. Promoted Flying Officer, 1 November 1942. To No.1 OTU, Bagotville, 19 November 1942. To "Y" Depot, Halifax, 28 March 1943. To RAF Trainee Pool, 3 April 1943. Disembarked in Britain, 18 April 1943. To No.41 OTU, 15 May 1943. Attended School of Artillery, Larkhill, 13-20 July 1943. To No.400 Squadron, 21 July 1943. Killed in action, 3 January 1944 with No.400 Squadron (Mustang AP191); buried in France.

This officer has done very fine work as a flying instructor. His attention to duty, skill as a pilot and his initiative in instructing on advanced and service aircraft have been marked. This officer has completed 1,270 hours of instructional flying and has a total flying time

of 1,471 hours.

He was first recommended for an award on 18 August 1942 by the Chief Flying Instructor, No.4 SFTS, who suggested an Air Force Medal (sic) as follows:

This officer has acquired a most enviable reputation on this station due to his excellent spirit and attitude towards his work and the Service as a whole. During the time when this unit was very short of instructors, this officer realized the situation and worked extremely diligently, setting an example and a basis for other instructors to follow. His devotion to duty coupled with his keenness and his ability have made him one of the most efficient instructors on the station. This officer had a total of 852 hours 30 minutes flying when leaving the station.

W/C C.F. Newcombe added his remarks on 18 August 1942:

This officer is most deserving, his character and work on this unit have been absolutely exemplary.

The Air Officer Commanding, No.2 Training Command concurred (28 September 1942). At an unspecified date, A/M L.S. Breadner concurred in a Commendation. However, this submission does not appear to have gone to an awards committee, given a second submission soon afterwards.

Recommended for Air Force Cross, 2 October 1942 by W/C J.C. Huggard, Commanding Officer, Conversion Training School of No.3 Training Command:

This officer enlisted on June 4th, 1940 and received his wings at No.4 SFTS, Saskatoon, Saskatchewan on November 7th, 1940. He was recommended as an Instructor and received his Category "C" at Central Flying School, Trenton, Ontario on March 23rd, 1941 and returned to No.4 SFTS as an Instructor where he served until commissioned on March 1st, 1942. He was then posted to Conversion Training School, Rockcliffe as an Instructor where his attention to duty, skill as a pilot and his initiative in instructing on Advanced and Service Aircraft has been marked. This officer has completed 1,270 hours of instructional flying and has a total of 1,471 hours.

On 7 October 1942, G/C J.L. Hurley (Officer Commanding, Station Rockcliffe) added his remarks:

This officer has shown exemplary devotion to duty, notwithstanding his earnest desire to engage in operational flying. Recommend him for the above noted award.

The Air Officer Commanding, No.3 Training Command concurred (19 October 1942) but appears to have been the party that substituted a Commendation for an AFC. Air Marshal L.S. Breadner concurred in the recommendation for a Commendation (no date on form).

Assessments through his career confirm his skills. On 9 October 1941 the Commanding Officer of No.4 SFTS described him as "An above the average flying instructor and pilot", adding:

A particularly keen and enthusiastic individual who displays willingness and ability to accept responsibility. This fact, coupled with his deportment and character give him the makings of a fine officer.

Circumstantial Report from No.400 Squadron, 4 January 1944, stated:

At 1100 hours 3.1.44 Flying Officer W.H. Jessiman and Flight Lieutenant K.L. Morham carried out a sortie (Popular) over the French coast. When nearing the French Coast at Cabourg they climbed up through cloud. When at about 4,500 feet, near top of cloud, Flying Officer W.H. Jessiman was seen to peel off to port and climb away. F/L K.L. Morham then called on the R/.T to F/O Jessiman but received no answer. Flight Lieutenant Morham climbed above the cloud and orbited for five to ten minutes calling Flying Officer Jessiman every minute or so. Flight Lieutenant Morham then circled back over the French coast and found a hole in the cloud over sea. He then attempted to go in low east of Trouville at 1,000 feet down to 500 feet but ran into 10/10ths cloud on deck so returned home. Flying Officer Jessiman did not return from this sortie. No flak was encountered on this sortie.

His brother, R.68645 Sergeant George Harkis Jessiman was killed as a flight engineer with No.428 Squadron, 20 December 1943. The family wrote several letters trying to have the brothers buried in the same cemetery (G.H. Jessiman was buried in Germany, W.H. Jessiman in France) but were unsuccessful.

* * * * *

JESSUP, P/O Clifford Gerald (J46883) - **Air Force Cross** - Eastern Air Command Meteorological Flight - Award effective 21 April 1945 as per **London Gazette** dated 24 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Cache Bay, Ontario, 3 November 1916. Enlisted in North Bay, 9 January 1941 and posted to No.1 Manning Depot; to No.1A Manning Depot, 29 January 1941; to No.1 Manning Depot again, 18 March 1941; to No.4 Manning Depot, 24 April 1941; to No.3 Training Command, 4 May 1941. To No.1 WS, Montreal, 23 June 1941; promoted LAC, 25 July 1941; to No.3 BGS, 7 November 1941; graduated and promoted Sergeant, 8 December 1941. To Western Air Command, 9 December 1941; to No.120 Squadron, 16 December 1941; to No.119 Squadron, 30 December 1941. Promoted Flight Sergeant, 8 June 1942. Promoted WO2, 8 December 1942. To Station Yarmouth, 6 October 1943. Commissioned 20 March 1944. Promoted Flying Officer, 20 September 1944, serving there to 24 September 1945. Retired 24 October 1945. Served in postwar RCAF (25667) from 1 September 1947 onwards (still serving as of 1956). Governor General's Records (RG.7 Group 26 Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 2,020 hours, 824 of them operational (168 sorties).

Throughout a long period on operational and meteorological flying this officer has proved himself to be a most efficient and resolute wireless operator and crew member. He has flown hundreds of hours on operational and meteorological flights under difficult and hazardous weather conditions and has at all times demonstrated his keenness and devotion to duty which is worthy of the highest praise.

* * * * *

JEWITT, F/L John Harold (J14310) - **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 22 May 1917. Home in Woodroffe (Ottawa), Ontario. Enlisted in Hamilton, 26 August 1940. To Trenton, 30 September 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.10 EFTS; graduated 28 January 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 10 April 1941. To Trenton, 25 April 1941. To No.6 SFTS, 18 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 10 April 1942. Commissioned 18 August 1942. Promoted Flying Officer, 18 February 1943. Promoted Flight Lieutenant, 1 June 1943. To No.1 OTU, Bagotville, 8 December 1943. To No.36 OTU, 30 January 1944. To "Y" Depot, Lachine, 8 April 1944. Taken on strength of No.3 PRC, Bournemouth, 20 April 1944. Repatriated 5 August 1945. Retired 14 September 1945. Rejoined as pilot, 10 December 1946 (120062).

* * * * *

JEWSBURY, F/L Herbert Charles (C5582) - **Commended for Valuable Services in the Air** - No.7 Bombing and Gunnery School - 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 Dauphin, Manitoba, 31 January 1912; educated and home in Brandon, Manitoba. Enlisted at Camp Borden, 1 November 1939 and granted rank of Sergeant; qualified for pilot wing, 15 February 1940. To Trenton, 9 April 1940. To No.1 BGS, 9 August 1940. To No.3 BGS, 10 March 1941. Commissioned 15 May 1941 with simultaneous promotion to Flying Officer. To No.7 BGS, 23 June 1941. Promoted Flight Lieutenant, 1 August 1942. Promoted Squadron Leader, 15 September 1943. To No.5 BGS, 22 June 1944. To No.7 BGS, 17 February 1945. To No.6 OTU, 24 March 1945. To "Y" Depot, 22 August 1945. To United Kingdom, 5 September 1945. Repatriated 1 April 1946. Retired 26 August 1946. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

Flight Lieutenant Jewsbury has done exceptionally fine work as a Staff Pilot. Through his untiring efforts as a Staff Pilot and later as a Flight Commander, he has set an excellent example to those under him. His energetic and efficient manner is commendable. His total flying time is 1,215 hours, 495 of which were flown in 1942.

JEWSBURY, S/L Herbert Charles (C5582) - **Air Force Cross** - No.7 BGS - Award effective 10 June 1944 as per **Canada Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Described as having completed 1,967 flying hours, 249 hours in previous six months.

This officer has served as a staff pilot at various units for the past four years. He has completed his long tour of duty with untiring effort and devotion and has been an excellent example to those serving under him. His leadership and skill as a pilot is of an exceptionally high order.

* * * * *

JOB, FS Allan Dixon (R53004) - **Mention in Despatches** - No.415 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 24 June 1913. Home in Fesserton, Ontario; enlisted in Toronto, 25 October 1939 as Airframe Mechanic. To "R", 9 January 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 March 1941. To "H", 5 January 1942. To No.123 (Army Cooperation) Squadron, 17 February 1942. Promoted Sergeant, 1 January 1943. Promoted Flight Sergeant, 1 September 1943. To "Y" Depot, 5 December 1943. Taken on strength of No.3 PRC, Bournemouth, 13 December 1943. Repatriated by air, 18 June 1945. To Debert, 19 June 1945. To Halifax, 4 September 1945. Retired 21 September 1945. No citation in AFRO. Recommended 3 August 1944 for following - "As N.C.O. in charge of "A" Maintenance Flight, this airman has been instrumental in maintaining a high percentage of serviceability with which the squadron is credited. His skilful direction and personal efforts have resulted in a high spirit and complete co-operation of the ground crew under his control." DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, confirming he was a Fitter IIA; enlisted 25 October 1939; had

served 42 months in Canada, one year overseas:

This NCO has been instrumental in maintaining a high percentage of serviceability with which the squadron is credited. His skilled direction and personal efforts have resulted in a high spirit and complete co-operation of the groundcrew under his control.

* * * * *

JODRELL, P/O Leonard James (J92646) - **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 in Toronto, 4 July 1922; home there (CPR messenger); enlisted there 28 October 1940 as Bandsman. Reclassified as Trumpeter, 12 February 1941. Promoted LAC, 28 April 1941. To No.8 Repair Depot, 16 May 1941. Reclassified as Security Guard, 8 April 1942. Promoted Corporal, 1 October 1942. Remustered to aircrew and posted to No.1 Manning Depot, 26 May 1943.. To No.6 ITS, 27 June 1943. To No.1 Air Gunner Ground Training School, 7 August 1943. To No.9 BGS, 18 September 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, Bournemouth, 25 November 1943. Commissioned 21 November 1944. Promoted Flying Officer, 21 May 1945. Repatriated 13 June 1945. To Halifax 19 September 1945. Retired 23 September 1945. Died in 1986. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 18 February 1945 when he had flown 22 sorties (135 hours 25 minutes), 9 July 1944 to 15 February 1945. Incident mentioned was 12 January 1945 and is described in much more detail. Rear gunner was P/O William C. Hay, also recommended for a DFC which appears not to have been granted.

This officer has participated in many operational sorties as air gunner, which have included attacks against heavily defended industrial targets in the Ruhr Valley. At all times he has shown outstanding skill, great courage and determination. On one occasion in January 1945, Pilot Officer Jodrell was mid-upper gunner in an aircraft detailed for a minelaying mission. Whilst some distance from the target he sighted a Junkers 88 at only 500 yards range. Evasive action was taken, he opened fire and hit the enemy aircraft which burst into flames and was destroyed.

DHH file 181.009 D.1509 (Library and Archives Canada RG.24 Volume 20599) has original recommendation by W/C R.L. Bolduc dated 25 February 1945 when he had flown 24 sorties (148 hours 50 minutes).

On the night of January 12th, 1945, Pilot Officer Jodrell was mid-upper air gunner of an aircraft detailed for a mining sortie. Whilst some distance from the target he sighted an unidentified enemy aircraft with a range light in the nose at approximately 500 yards on

the stern to port and level. He immediately warned his captain and rear gunner. The enemy aircraft closed to 300 yards but when evasive action was taken appeared to break away. When course was resumed the enemy aircraft again came in at 500 yards and crossed to dead astern. At 350 yards evasive action was taken again and both gunners opened fire and claimed hits registering on the aircraft. The enemy aircraft, which was identified as a Ju.88, burst into flames and was seen to burst on the ground, destroyed.

Pilot Officer Jodrell has participated in 24 attacks on enemy targets, most of which have been attacks on industrial Germany. He has at all times shown a determination to come to grips with the enemy and his continued watchfulness has enable him on several occasions to warn his captain of impending attacks in time for him to take evasive action and evade combat so that he could continue on his mission and return safely to base. It is considered that this officer's skill as a gunner, offensive spirit and devotion to duty fully merit the award of the Distinguished Flying Cross.

RCAF Press Release No. 8243 dated 13 January 1945 from: F/L H.W. Eggleston reads

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: -- Returning to base in England after a successful mining expedition to enemy waters, two gunners of a Halifax bomber from the Bison squadron beat off a sudden attack by an enemy fighter identified as a JU88, brought their guns into play, and finally saw the Nazi head earthward in flames.

The successful marksmen, who both claim the enemy fighter 'destroyed', are P/O L.J. Jodrell, 387 Gerrard Street East), Toronto, Ontario, and P/O W.C. Hay, 26 Grange Road, Toronto, Ontario. Skipper of the bomber was F/L R.K. Mitchell, 353 Lincoln Road, Windsor, Ontario.

The bomber was over enemy occupied territory when it was jumped by the enemy fighter. It was sighted by the rear gunner at 500 yards range dead astern amidst a series of fighter flares. As he watched it close in rapidly with an orange light in its nose, he instructed the pilot to take evasive action. During the evasive action, the fighter broke away level on the port. The bomber was at the bottom of a dive when the fighter attacked a second time from dead astern. Before he could open fire, both gunners gave him a short burst. He was seen to catch fire and dive through the cloud in flames by both gunners and the flight engineer (an Englishman). As the Halifax resumed its course, a large glow could be seen on the ground through the cloud. "I am certain we got him", said P/O Jodrell. "We could see our tracers hitting him. As he went down, his port wing was on fire. He hung momentarily in the air and then went straight down."

Both gunners claim "kill".

Application for Operational Wing dated 18 May 1945 states he had flown 33 sorties (207 hours ten minutes), 4 June 1944 to 31 March 1945.

* * * * *

JOEL, LAC Sigurdur (R110604) - **Mention in Despatches** - Station Leeming (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 2 June 1914. Home in Baldur, Manitoba; enlisted in Winnipeg, 16 June 1941 as Airframe Mechanic and posted to No.2 Manning Depot. To Technical Training School, 13 August 1941. Promoted AC1, 13 August 1941. To No.6 Repair Depot, 11 March 1942. Promoted LAC, 1 October 1942.. To "Y" Depot, 4 March 1943. To RAF overseas, 27 March 1943. Repatriated by air, date uncertain. To "R", 23 July 1945. To No.5 Release Centre, 5 September 1945. Retired 8 September 1945. Died in Winnipeg, 13 October 1999. 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 21 months in Canada, 22 months overseas.

This airman is employed as a rigger, forming part of a crew in the Repair and Inspection Section at RCAF Station Leeming. He has proved himself to be extremely capable and conscientious in his trade, at all times dependable and an untiring worker. His character and personality have made him popular in his section and his ability to accomplish difficult tasks have made him a definite asset. His conduct and deportment are of a high order.

* * * * *

JOEL, P/O Willard Vernon (J96470) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 23 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 14 July 1914 in Winnipeg; home in Vancouver. Enlisted in Winnipeg, 5 August 1942 and posted to No.2 Manning Depot. To No.3 BGS, 25 September 1942; promoted LAC, 9 November 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 4 January 1943. Promoted Flight Sergeant, 18 Junr 1943. Commissioned 14 May 1945. Repatriated 1 June 1945. To No.3 Repair Depot, 12 June 1945. To No.8 Release Centre, 28 August 1945. Released 30 August 1945. Re-engaged as Clerk/Admin in rank of LAC, 9 August 1946 with Western Air Command. To No.2 Composite Training School, 10 September 1946 To Trenton, 10 March 1947. To AFHQ, 14 May 1947. Retired 19 May 1947. Settled in Vancouver; died there 11 January 2003. On 24/25 May 1944, in Lancaster ND526 "M" of No.405 Squadron, he was shot down over Holland. His captain, S/L George

Bennett, DSO, DFC (RCAF) was killed. As mid-upper gunner Joel, then a WO2 (R18404) evaded, as did the rear gunner, then-WO2 J.H. Frame (R167560). Commissioned May 1945.

This officer has completed as air gunner many successful operations against the enemy in the course of which he has invariably displayed high skill, fortitude and devotion to duty.

NOTE: Public Record Office Air 2/9632 has recommendation drafted 22 May 1944 when he had flown 42 sorties (248 hours 25 minutes):

* not counted as operational sortie

24 June 1943 - Gelsenkirchen (4.45)
28 June 1943 - Cologne (5.00)
2 July 1943 - GARDENING (5.00)
3 July 1943 - Cologne (6.00)
9 July 1943 - Gelsenkirchen (5.55)
13 July 1943 - Aachen (5.45)
15 September 1943 - Montlucon (2.30)*
16 September 1943 - Modane (7.15)
22 September 1943 - Mannheim (5.45)
29 September 1943 - Hanover (4.40)
2 October 1943 - Munich (7.00)
3 October 1943 - Kassel (5.45)
7 October 1943 - Friedrichshaven (6.25)
8 October 1943 - Hanover (5.00)
20 October 1943 - Leipzig (2.30)*
22 October 1943 - Kassel (5.00)
3 November 1943 - Dusseldorf (3.40)
17 November 1943 - Ludwigshaven (5.00)
18 November 1943 - Berlin (7.05)

2 December 1943 - Berlin (5.55)
16 December 1943 - Berlin (8.00)
20 December 1943 - Mannheim (5.10)
23 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.50)
2 January 1944 - Berlin (6.20)
5 January 1944 - Stettin (8.30)
20 January 1944 - Berlin (7.25)
21 January 1944 - Magdeburg (6.30)
27 January 1944 - Berlin (6.55)
28 January 1944 - Berlin (7.30)
19 February 1944 - Leipzig (6.30)
20 February 1944 - Stuttgart (6.00)
26 February 1944 - Augsburg (6.30)
1 March 1944 - Stuttgart (6.35)
14 March 1944 - Stuttgart (6.25)
18 March 1944 - Frankfurt (5.00)
18 April 1944 - Paris (3.45)
20 April 1944 - Lens (2.55)
24 April 1944 - Karlsruhe (5.55)
26 April 1944 - Paris (4.10).
27 April 1944 - Freidrichshaven (6.40)
30 March 1944 - Nuremburg (6.40)
3 May 1944 - Mont Didier (2.55)
10 May 1944 - Ghent (2.30)

This Warrant Officer is a very keen and efficient Air Gunner who has completed 42

operational sorties against such heavily defended enemy targets as Berlin, Hanover and Munich. Warrant Officer Joel has, at all times, displayed courage and determination of a very high order, and keenness for operations which has acted as an incentive to those less experienced than himself, setting a fine example which will be difficult to surpass. Strongly recommended for the award of the Distinguished Flying Cross.

Note: For a Combat Report involving his career (27/28 September 1943), see entry for Warrant Officer F.C. Davies, RCAF.

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

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire compiled 24 May 1944. He reported having flown 43 sorties.

We took off from No.405 Squadron in a Lancaster on May 24th in good weather. We crossed the enemy coast without incident. The trouble started when we turned on for the target. A large twin-engined aircraft believed to be a Dornier of a Junkers with a top turret began to fire on us from below with his turret guns at a range of about 800 or 1,000 yards. We did a corkscrew and evaded him. He attacked three times from a long range. I didn't think he hit us but other crew members say he did. The range was so great that I didn't fire at him. My Rear Gunner did on his last attack and the fighter broke off downwards and we saw him no more. We proceeded and bombed Aachen, seeing many bombers get shot down by fighters which were numerous. Just after we

turned for the coast there was a bang and the port wing and the fuselage caught fire. The pilot ordered us to bale out. The WOP and myself left by the rear escape hatch. I don't know where the Rear Gunner got out. Everyone is safe except the pilot as far as I know. As I was floating down I saw out aircraft go down in two pieces and so I think the port wing fell off. Possibly the pilot was still in aircraft. I landed comfortably in a grain field.

* * * * *

JOHN, F/O James Elmore Logan (J27306) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1704/45 dated 9 November 1945. Born 26 June 1924 in Victoria, British Columbia; home in Sydney, British Columbia (student). Enlisted in Swift Current, Saskatchewan. Trained at No.7 ITS (graduated 4 December 1942), No.19 EFTS (graduated 19 February 1943) and No. 39 SFTS (graduated 11 June 1943). Commissioned 1943. Remained in postwar RCAF (20326), retiring 17 December 1971. Public Records Office Air 2/9081 has recommendation dated 22 February 1945 when he had flown 29 sorties (170 hours 51 minutes), 23 September 1944 to 8 February 1945.

* denotes daylight sortie

23 September 1944 - Neuss

5 October 1944 - Saarbrücken

7 October 1944 - Emmerich*

14 October 1944 - Duisburg

14 October 1944 - Duisburg*

19 October 1944 - Stuttgart

31 October 1944 - Cologne

2 November 1944 - Düsseldorf

4 November 1944 - Bochum

11 November 1944 - Dortmund

16 November 1944 - Düren*

21 November 1944 - Aschaffenburg

27 November 1944 - Freiburg

29 November 1944 - Dortmund*

2 December 1944 - Urft Dam*

4 December 1944 - Karlsruhe

6 December 1944 - Merseburg

7 December 1944 - Rheydt*

22 December 1944 - Koblenz

28 December 1944 - Bonn

31 December 1944 - Osterfeld

2 January 1945 - Nuremberg

5 January 1945 - Hanover

14 January 1945 - Merseburg

28 January 1945 - Stuttgart

2 February 1945 - Weisbaden

3 February 1945 - Bottrop

7 February 1945 - Cleve

8 February 1945 - Stettin/Politz

Flight Lieutenant John, a Canadian captain of aircraft, was posted with his crew to this squadron on its reformation, having already nine operational sorties to his credit. Since then this captain has completed a further twenty missions, the whole comprising 170.51 hours on his first tour of operations. The targets which he has attacked include the heavily defended centres of industry such as Duisburg (twice), Stuttgart (twice), Merseburg Leuna (twice), Nuremberg, Hanover and Politz.

Flight Lieutenant John possesses a fine offensive spirit in action which has inspired confidence in his crew throughout his operational tour. He has proved himself to be an ideal leader of men, and has set a praiseworthy standard by his fine record of

achievement and by his efficiency as captain of aircraft. I consider he has contributed in no small measure to the discomfiture of the enemy by his determined aerial bombing attacks, which he has pressed home with the utmost vigour.

* * * * *

JOHNS, WO2 (now WO1) Arthur Currie (R69281) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 17 August 1919 in Cobalt, Ontario; educated in Sudbury; enlisted in North Bay, 29 November 1940 for General Duties and posted to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To No.1 SFTS, 20 January 1941. Promoted AC1, 29 February 1941. To Trenton, 29 March 1941. To Air Armament School, 23 April 1941. Promoted LAC, 29 May 1941. Remustered to aircrew, 2 August 1941, reverting to AC2 and posted to No.4 WS. Graduated 13 February 1942 and posted to No.6 BGS; graduated and promoted Sergeant, 16 March 1942. To Halifax, 17 March 1942. To No.10 (BR) Squadron, 18 April 1942. Promoted Flight Sergeant, 16 September 1942. Promoted WO2, 16 March 1943. Promoted WO1, 16 September 1943. Commissioned 30 December 1943 (J96859). To No.9 AOS, 31 May 1944. Promoted Flying Officer, 30 June 1944. To Transport Conversion Squadron, 21 January 1945. To No.164 (Transport) Squadron, 1 April 1945. To No.124 (Communications) Squadron, 1 September 1945. To No.2 Release Centre, 6 May 1946. Retired 9 May 1946. As of award had flown 1,077:15 hours, 922:15 operational hours (102 sorties).

This warrant officer has completed hundreds of hours on anti-submarine operations in the past two years. He has attained a high standard of proficiency in his work through his careful attention to detail and application to training. During the course of one patrol, he expertly manipulated his turret during the attacks against two heavily armed submarines.

RCAF Press Release 2912 issued 4 April 1944 tells of a crash where he was aboard on Saturday, 19 February 1944 (Liberator 586) and subsequent rescue. For full text see entry for G.R. Harland (later awarded a DFC).

* * * * *

JOHNS, W/C Charles Frederick, ED (C1743) - **Member, Order of the British Empire** - AFHQ - Award

effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Portsmouth, England, 24 November 1903, where he attended elementary schools and the Royal Technical College. Apprenticed in electrical engineering at HM Dockyard, Bermuda, came to Canada and attended Mount Allison University, graduating in 1930 (B.Sc.). From 1928 to 1939 was Chief Engineer, Enterprise Foundry Company, Sackville, New Brunswick. Member, Princess Louise 8th (New Brunswick) Hussars, 1930-1939. Enlisted 5 February 1940 in Moncton, New Brunswick. To AFHQ. Promoted Flight Lieutenant, 1 September 1940. Promoted Squadron Leader, 15 January 1943. Promoted Wing Commander, 1 February 1944. In AFHQ he helped form and expand the Construction and Engineering Branch. In 1942 became Director of Mechanical and Electrical Engineering. Appointed in 1945 as Chief of Construction Engineering. Retired 8 November 1945 and returned to private business in Sackville, where he was appointed to the executive of the Board of Regents, Mount Allison University. In 1947 acquired control of Tribune Press Company (President and General Manager, Sackville **Tribune-Post**). On 25 October 1950, at outbreak of Korean War, was requested to come back to help with renewed expansion in Construction Engineering in former rank of Wing Commander (promoted Group Captain, 1 September 1951, Air Commodore 15 June 1953 and Air Vice-Marshal, 1 June 1960). Supervised on behalf of RCAF the design and construction of RCAF Air Materiel Base, Langar, England and the four bases in France and Germany. In 1951 was appointed Chief of Construction Engineering. In 1953 was appointed Special Assistant, Construction Engineering, Department of National Defence. In 1955 he was seconded to the Department of National Defence and appointed Assistant Deputy Minister in charge of Construction Engineering and Properties. Queen's Coronation Medal, 4 November 1953 (AFHQ, Office of Deputy Minister). Retired 11 October 1963. Photo PL-1316 taken as Flying Officer, 1940. See Photograph PL-102214. Died in Bermuda, 15 September 1984.

As officer in charge of Mechanical Engineering for the Directorate of Construction Engineering, Wing Commander Johns has performed outstanding service for the Royal Canadian Air Force since his appointment in February 1940. His professional ability and knowledge have resulted in outstanding achievements in the field of Mechanical Engineering. He has at all times displayed a high degree of resourcefulness and ingenuity with the result that difficulties were overcome and the full co-operation of his staff was gained. In addition to his established duties, he has been personally responsible for the design of special mechanical equipment for service overseas. He has always worked conscientiously, putting in many hours of overtime, and his exceptional ability and devotion to duty have been splendid contributions to the Royal Canadian Air Force.

* * * * *

JOHNSON, Corporal Allan Herbert (R59498) - **Mention in Despatches** - Skipton-on-Swale - Award

effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born at Moore Park, Manitoba, 18 February 1919. Home in Brandon, Manitoba; enlisted Winnipeg 15 July 1940 as Airframe Mechanic. To Eastern Air Command, Sydney, 16 August 1940. To Technical Training School, St. Thomas, 17 September 1940. Promoted AC1, 1 February 1941. To No.1 BGS, Jarvis, 6 February 1941. Promoted LAC, 1 October 1940. To Station Vancouver, 15 December 1941. To "Y" Depot, 11 February 1942. Embarked from Canada, 28 February 1942, Taken on strength of No.3 PRC, Bournemouth, 10 March 1942. Attached to No.3076 Echelon, date uncertain. To No.4 School of Technical Training, 16 September 1942. To No.424 Squadron, 21 December 1942. Served with that unit in North Africa, 15 May to 6 November 1943. To No.9424 Servicing Echelon, 5 January 1944; promoted Corporal that date. To No.63 Base, Leeming, 9 September 1944. To Repatriation Depot, 7 July 1945. Released 10 September 1945. Re-enlisted in Winnipeg, 14 February 1951 as Airframe Technician in rank of LAC (37297). To CJATC, Rivers, 18 February 1951. Promoted Corporal, 1 April 1954. To No.433 Squadron, Cold Lake, 8 December 1943. To Station Cold Lake, 16 July 1955. To Station Namao, 1 August 1960. Promoted Sergeant, 1 July 1967. Retired 16 July 1969 to Edmonton. Died in Edmonton, 8 January 1992 as per Legion **Last Post**. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit.

Assessed 1 June 1954 - "Corporal Johnson has a quiet manner and is an excellent tradesman. In addition to other aircraft, he has a good working knowledge of C-119s and is a crewman on helicopters. He is a new Corporal and is learning to handle men more firmly than he did at first, He works well under adverse conditions, making use of whatever is available and seldom complains." (F/L G.C. Bryan, Station Rivers).

Assessed 26 November 1957 - "Corporal Johnson's initiative and determination is shown in his efforts towards ever increasing his trade knowledge and his ability to accomplish a job well done. He is loyal and has a keen interest in the service and the welfare of his subordinates. He has a high moral standard which tends to be instilled in his associates." (F/O D.J. Hunt, Cold Lake).

Assessed 22 September 1965 - "Corporal Johnson has been employed in the Tire and Component Shop for over two years and during this period has proven himself to be an outstanding NCO. Due to the absence of his immediate superior due to TD, etc, Corporal Johnson has taken charge of the shop and on these occasions has proven himself most capable in coping with the additional responsibilities. This NCO possesses a rare sense of humour and the ability to get along with all personnel. This, coupled with his above average trade knowledge and organisational abilities have gained him the respect and admiration of all personnel both senior and junior to him. He enjoys a good family life, his financial affairs are sound and his behaviour above reproach. He is an asset to his community and a credit to the RCAF. Very strongly recommended for promotion." (F/O J.F. Little, Station Namao).

* * * * *

JOHNSON, P/O Arthur Bernard (J86086) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 15 July 1922 in Toronto; home there. Enlisted Toronto, 14 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Rockcliffe, 31 January 1941. To No.1 ITS, 22 April 1941; graduated 27 May 1941 and promoted LAC; to No.1 Manning Depot on that date; to No.9 EFTS, 9 June 1941; ceased training and posted elsewhere, 29 June 1941; reverted to AC2 and reclassified as Clerk, 16 July 1941; to No.7 BGS, 30 August 1941; to No.1 AOS, 19 July 1942; graduated and promoted Sergeant (Navigator), 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Commissioned 6 May 1944. Promoted Flying Officer, 6 November 1944. Repatriated 2 August 1945. Released 19 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 2/9026 has recommendation dated 20 July 1944 when he had flown 33 sorties (152 hours 25 minutes), 8 September 1943 to 17 July 1944.

* counted as 1/3 an operation

** daylight operation

duty not carried out - no operation counted

8 September 1943 - Boulogne (3.30)

18 November 1943 - Mannheim (8.35)

19 November 1943 - Leverkusen (6.45)

25 November 1943 - Frankfort (7.20)

20 December 1943 - Frankfort (6.40)

29 December 1943 - Berlin (7.40)

20 January 1944 - Berlin (7.35)

19 February 1944 - Leipzig (3.40)#

20 February 1944 - Stuttgart (4.15)#

24 February 1944 - Schweinfurt (7.30)

9 April 1944 - Lille (3.00)*

10 April 1944 - Laon (3.35)*
11 April 1944 - Aachen (3.30)
18 April 1944 - Paris (3.35)*
22 April 1944 - Dusseldorf (3.45)
24 April 1944 - Karlsruhe (4.55)
26 April 1944 - Essen (3.55)
3 May 1944 - Montdidier (3.05)
6 May 1944 - Mantes Gassicourt (3.05)
8 May 1944 - Haine St.Pierre (2.45)
10 May 1944 - Ghent (2.45)
11 May 1944 - Boulogne (2.30)
27 May 1944 - Rennes (4.00)
28 May 1944 - Mardick (2.05)
31 May 1944 - Mont Couple (1.55)
6 June 1944 - Longues (3.00)
7 June 1944 - Foret de Cerisny (3.20)
9 June 1944 - Rennes (4.05)
11 June 1944 - Tours (5.00)
14 June 1944 - Cambrai (2.40, deputy master bomber)
21 June 1944 - Oisemont-au-Bois (2.10)**
24 June 1944 - Bientiques (2.05)**
27 June 1944 - Wizerne (1.40)
28 June 1944 - Metz (5.10)
1 July 1944 - Oisemont-au-Bois (2.10)**
2 July 1944 - Oisemont-au-Bois (2.10)
17 July 1944 - Caen (2.45)

This officer is a very keen and efficient navigator. He has taken part in many operational sorties, most of which have been directed against heavily defended enemy areas. Pilot Officer Johnson possesses a fine offensive spirit, initiative and devotion to duty of the highest order. On one occasion, this officer was wounded by flak, but in spite of intense suffering, he remained at his post and safely navigated the aircraft back to its home base. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

* * * * *

*JOHNSON, A/C Allan Lawrence (C77) - **Commander, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 25 May 1890. Appointed to CAF commission (Flight Lieutenant), 4 January 1922 and placed in charge of new Aeroplane Inspection Department, Camp Borden. Later in charge of Engine Repair Section. In 1923 went to Ottawa and subsequently appointed Resident Inspector at Canadian Vickers, Montreal. Appointed to Permanent Force, RCAF, 1 October 1925. Numerous postings throughout Canada as a technical supervisor, inspector, etc. until 1937 when he returned to AFHQ. There he became Deputy Director (and later Director) of Aeronautical Inspection for the RCAF. Promoted to wing commander, 20 October 1939, group captain 25 February 1941, and air commodore, 1 September 1942. Retired 5 December 1946; died 17 December 1949.

This officer has been the head of the Aeronautical Inspection Branch for the whole of Canada and his various Aeronautical Inspection Districts have been responsible for the inspection of not only Royal Canadian Air Force equipment being manufactured in Canada but also all the aircraft for the United Kingdom and the United States. Through his initiative and leadership the staff of the various Districts have been exceptionally well chosen and organized and it is to his great credit that there has not been one complaint regarding the inspection throughout these war years when production was of such vital importance to the Allied cause. His zeal and outstanding achievements in the important field of inspection and production are most praiseworthy.

* * * * *

JOHNSON, A/C Bertram Frederick (C97) - **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 14 August 1904. CAF airman at Camp Borden, 1922-23; commissioned as Provisional Pilot Officer, 17 June 1924; confirmed as Pilot Officer, 21 December 1925; promoted to Flying Officer, 21 December 1926; promoted

to Flight Lieutenant, 1 April 1930; to Squadron Leader, 1 April 1937; to Wing Commander, 15 January 1940; to Group Captain, 25 February 1941; to Air Commodore, 18 June 1943. At Camp Borden, 17 June to 31 August 1924 and 17 June to 29 August 1925; to Station Vancouver, 31 May 1926; to Camp Borden, 9 March 1927. Assigned to Seaplane Course, Station Vancouver, 16 February to 30 April 1928. To No.5 Photo Detachment, Ottawa, 30 April 1928; to No.5 Photo Detachment, Winnipeg, 6 June 1929; on courses overseas, 15 December 1933; to Camp Borden, 10 January 1935; to Station Trenton, 9 March 1936; to Military District No.10, Winnipeg, 31 December 1937; Eastern Air Command Headquarters, Halifax, 16 January 1939; to No.5 SFTS, Brantford, 8 November 1940; to No.1 Training Command Headquarters, Toronto, 9 February 1942; to RCAF Overseas Headquarters, 15 November 1942; to Station Topcliffe, 31 December 1942; to No.61 Base, 18 June 1943; to Canada, 22 February 1944; Chief Staff Officer, 4 Training Command, 31 March 1944; same post, No.2 Air Command, 30 November 1944; retired 28 July 1946. Had been injured in flying accidents, October 1926 and uncertain date, 1929. Died 29 October 1975 in Vancouver. RCAF photo PL-15811 (ex UK-3767 dated 3 May 1943) shows him as Group Captain and Station Commander, No.6 Group; caption says he had "recently flown as second pilot in one of the Halifaxes on his station during a night raid on Germany."

JOHNSON, A/C Bertram Frederick (C97) - **Officer, Order of the British Empire** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation.

Notes and Selected Assessments:

Report for 1929 prepared 29 January 1930 by S/L R.S. Grandy, OC Ottawa Air Station. Johnson had been with No.5 Photographic Detachment since 31 March 1929. Flew 151 hours as pilot, two hours as passenger. "Keen to get back to work. Nervous system does not seem shaken by crash. Tests applied well taken." (Colonel W.E. Snell, RCAMC). "This officer showed keenness and initiative in the carrying out of his duties as a photographic pilot while with No.5 Photo Detachment during the past season. A fair photographic pilot. A good type of officer and a good athlete." (Grandy).

Attended Second Army Cooperation Course, Camp Borden, 1 August to 5 November 1933. Flying in Avro Tutor (35.06 solo and 10.39 as passenger). Written tests in Photography (77 %), Signals (68 %), Army (81 %), Artillery Observation (87 %), Map Reading (58 %), Air Reconnaissance (73 %). Qualified in Morse (15 words a minutes) and Semaphore and Aldis Lamp (eight words a minute. Practical tests in Medium Reconnaissance (78 %), Close Reconnaissance (60 %) and Artillery Reconnaissance (51 %). Under **Practical Air Work** described as "Average. Inclined to be slow at first but has made steady improvement throughout the course." Under **Ground Subjects**: "Average. Very good in Army subjects." Under **General Remarks**: "Keen, conscientious and attentive. This officer missed 17 days instruction at

the commencement of the course through hospitalization. This was undoubtedly a handicap. He has made steady progress while attending. Department exemplary." (S/L C.M. McEwen, Officer Commanding, School of Army Cooperation.)"

Assessment of 27 November 1936 by S/L T.A. Lawrence, Station Trenton, noted that Johnson had flown 44 hours 25 minutes that year as a pilot and 25 minutes as passenger. He was with the School of Army Cooperation. "Flight Lieutenant Johnson has carried out his duties as Air Reconnaissance Instructor in a satisfactory manner. He takes an interest in his work and in the welfare of the Airmen on the Station."

Recommended 8 August 1942 for an OBE by A/C G.E. Wait. He was then on Headquarters, No.1 Training Command. Submission read:

Group Captain Johnson in the first months of the war was senior personnel staff officer at Eastern Air Command Headquarters, Halifax. Then he was appointed to command No.5 SFTS, Brantford on organization. The RCAF was undergoing dramatic war expansion and both these appointments called for initiative, tenacity of purpose and leadership. Group Captain Johnson showed all these qualities in marked degree. He is now Senior Air Staff Officer in charge of training at No.1 Training Command Headquarters. The Command is continuously expanding and Johnson's administration is most efficient and is reflected in high training standards and the high output of trained airmen and tradesmen.

"Air Commodore B.F. Johnson was posted overseas from Canada in November 1942, commanded RCAF Station Topcliffe for six months and was then appointed to the post of Base Commandeer, No.61 Base, which post he filled until repatriation action was commenced in February 1944 on medical grounds. He has obtained experience on operations as well as heavy conversion training and is now fully conversant with heavy bomber activity. He has filled his appointment satisfactorily although under the handicap of repeated colds." (A/V/M G.E. Brookes, 23 February 1944).

* * * * *

JOHNSON, F/O Carl Helmer (J22577) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 14 May 1915 in Strome, Alberta; home there. Grocery clerk, 1934-1938, mechanic, 1938-1939 and

assistant manager, Alberta Lumber Company (Calgary), 1939-1940. Enlisted in Edmonton, 2 May 1941 and posted to No.1 Manning Depot as Radio Mechanic Under Training. To University of Toronto, 23 May 1941. To No.1 Manning Depot, 15 September 1941. To University of Toronto again, 6 October 1941. To No.1 Manning Depot, 13 November 1941. To No.1 ITS, 15 February 1941. To No.9 EFTS, 14 April 1942. Ceased training, 15 May 1942 and posted to Trenton. To No.9 AOS, 6 June 1942; graduated and commissioned 25 September 1942. To "Y" Depot, 8 October 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942. To No.31 Tank Battalion, 5 November 1942 (commando training). To No.4 AOS, 8 March 1943 (Anson aircraft, 31 hours 40 minutes). Promoted Flying Officer, 25 March 1943. To No.16 OTU, 20 April 1943 (Wellington aircraft, 63.15) . To No.1661 Conversion Unit, 6 July 1943 (Lancasters, 39/25). To No.57 Squadron, 13 August 1943 (Lancasters, 140 hours). To No.630 Squadron, 15 November 1943 (Lancasters, 75.25). To No.1654 Conversion Unit, 6 March 1944 (Stirling aircraft). To No.1659 Conversion Unit, 11 April 1944 but inactive due to injuries and surgery following a bicycle accident. Promoted Flight Lieutenant, 25 September 1944. Repatriated 8 December 1944; to No.2 Air Command, Winnipeg, 20 December 1944; To No.7 Release Centre, 24 January 1945. To Moncton, 6 May 1945; to North-Western Air Command, Edmonton, 27 May 1945; to Fort St. John, 9 July 1945; to No.7 Release Centre, Calgary, 11 December 1945; released 11 December 1945. Died in Edmonton, 6 January 1986. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

Notes: Accident, 23 April 1942 at No.9 EFTS, St. Catharines; Fleet Finch 4607 on landing; bounced badly

On repatriation form dated 28 November 1944 he stated he had flown 27 sorties (215 hours 25 minutes on squadrons) and 154.30 non-operational time. Last sortie had been 30 January 1944 (but see below).

Application for Operational Wing dated 10 May 1944 stated he had flown 26 sorties with Nos.57 and 630 Squadrons, (177 operational hours), periods being 13 August to 15 November 1943 and 6 March 1944.

Training: Course at No.1 ITS had courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 783 points of a possible 1,000. Placed 31st in a class of 75. "This trainee has determination and fair ability, will give his best to anything he undertakes. He has applied himself well to his training at this unit."

At No.9 EFTS he flew 13 hours dual and 55 minutes solo (Fleet Finch). Washed out when landings deemed unsafe,

Course at No.9 AOS was 8 June to 25 September 1942. Anson aircraft - 33.30 as first navigator by day, 31.25 as second navigator by day, 16.15 as first navigator by night, 22.15 as second navigator by night. Graded in following areas - Navigation air work (520/700), Photography air work (64/100), Elements of Navigation (369/500), Magnetism and Compasses(90/100), Instruments (41/50), Signals, practical (95/100), Signals, written (28/50), Maps and Charts (26/50), Meteorology (70/100), Photography (35/50), Reconnaissance (85/100) and Aircraft Recognition (40/100). Placed 18th in a class of 23. "Makes fair marks by hard work."

Course at No.16 OTU was 20 April to 6 July 1943. Flew 23.55 as first navigator by day, 35.05 as first navigator by night, 4.15 as second navigator by night. "Does accurate work but needs constant pushing to make him use all the aids. Has very good crew, who have taken him in hand with good results. Confident type." (F/L J.W. Martin).

* * * * *

JOHNSON, F/O Donald Alexander (J19041) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born in Beamsville, Ontario, 3 July 1918. Home in Toronto (glass engraver); enlisted there 10 April 1942. To No.1 Manning Depot, 3 August 1942. To No.9 BGS, 24 October 1942; promoted LAC, 21 December 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 9 February 1943; to RAF overseas, 8 March 1943. Commissioned 18 October 1943. Promoted Flying Officer, 18 April 1944. Repatriated 9 March 1945. Released 24 May 1945. RCAF photo PL-28650 (ex UK-9819 dated 17 April 1944) is captioned as follows: "All set for a spin on his bicycle built for one id P/O Don Johnson (510 Brunswick Avenue, Toronto), an air gunner with an RAF Halifax squadron in England. His bike ride will likely be a bit easier on the nerves than his recent trip over Frankfurt when he survived one of the most thrilling 'dos' of the war. 'We were at 17,000 feet', he said. 'They coned us and started shooting up predicted flak. We were hit and the kite was filled with the stuff but fortunately no one was hit. We went into a dive straight down and they followed us with the lights all the way down. The skipper pulled us out at 3,000 feet.'" After that P/O Johnson and his crew limped home at 3,000 feet and were attacked at the enemy coast by a Ju.88 but managed get away and stagger to a landing at an English coastal airfield." 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 22 December 1944 when he had flown 23 sorties (147 hours) 25 July 1943 to 23 April 1944. NOTE: It is odd that a recommendation should be put in so long after completion of his tour. Also, the sortie list as typed is a poor carbon; several dates cannot be deciphered.

25 July 1943 - Essen (3.13)
27 July 1943 - Hamburg (6.05)
2 August 1943 - Hamburg (5.25)
17 August 1943 - Peenemunde (7.30)
23 August 1943 - Berlin (8.31)
27 August 1943 - Nuremburg (7.46)
22 September 1943 - Hanover (5.20)
23 September 1943 - Mannheim (4.35)
27 September 1943 - Hanover (5.00)
3 December 1943 - Leipzig (8.35)
6 January 1944 - GARDENING (4.50)
20 January 1944 - Berlin (7.31)
21 January 1944 - Magdeburg (7.10)
28 January 1944 - Berlin (7.53)
Date ? 44 - GARDENING (5.30 ?)
Date ? 44 - GARDENING (7.03 ?)
15 February 1944 - Berlin (7.03 ?)
19 February 1944 - Leipzig (7.20)
Date ? 44 - GARDENING (2.35 ?)
Date ? 44 - GARDENING (5.42 ?)
Date ? 44 - GARDENING (5.44)
29 July 1944 - Hamburg (5.16)
26 March 1944 - Essen (4.50)
30 March 1944 - Nuremburg (7.52)
23 April 1944 - GARDENING (6.10)

Pilot Officer Johnson was posted to No.10 Squadron in July 1943 as a Sergeant and after

completing 23 sorties comprising 147 operational hours has been posted for instructional duties. He has taken part in attacks on some of the most heavily defended targets in Germany including Berlin (four times), Leipzig (twice), Hanover (twice), Nuremburg (twice), Hamburg (three times) and Magdeburg.

This Canadian officer has proved himself to be a fearless and dependable member of a very gallant crew. He is undeterred by heavy opposition and his cheerful confidence and complete fearlessness in the face of danger set a fine example to the rest of the crew.

He was the mid-upper gunner of a Halifax aircraft detailed to attack Nuremburg on the night of 27th August 1943. On the return flight the aircraft was coned over Frankfurt and immediately engaged by flak. The aircraft was held by searchlights for twenty minutes during which time it was extensively damaged. The aircraft lost height from 17,000 feet to 3,000 feet and as it was going down the Air Bomber baled out. The aircraft made a successful crash landing at Manston on its return to this country. Pilot Officer Johnson's humorous and encouraging remarks during this anxious time had a bracing effect on the other members of the crew.

I strongly recommend that Pilot Officer Johnson's courage, skill and strong sense of duty be recognized by the award of the Distinguished Flying Cross.

* * * * *

JOHNSON, FS Eric Turner (R65698) - **British Empire Medal** - No.12 Communications Squadron) - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 3 September 1902. Home in Lansing, Ontario; enlisted in Toronto, 31 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 5 July 1940; promoted AC1, 2 November 1940; to Ottawa, 6 November 1940; promoted LAC, 2 February 1941; promoted Corporal, 1 September 1942; promoted Sergeant, 1 July 1944; promoted Flight Sergeant, 1 September 1945; to No.1 Air Command, 28 October 1946; released 31 October 1946.

This non-commissioned officer has been employed as a crewman for approximately five years in a squadron transporting, by air, high government and service officials. Because

of his ability, initiative and cheerful manner he has continually been selected as a crew member for all the most difficult and important tasks. During all this time, Flight Sergeant Johnson has never failed to substantiate the faith of his superiors in discharging his duties. As non-commissioned officer in charge of crewmen he has displayed excellent qualities of leadership and has set a sterling example to all members of his squadron by his ready acceptance and successful completion of all duties detailed to him. Recently, through his presence of mind and knowledge of aircraft he was directly responsible for successfully lowering the undercarriage of a Lodestar aircraft and thereby making it possible to land the aircraft safely and without damage. On this occasion the undercarriage selector valve had become jammed and it was impossible to move the wheels to the down position. With little fuel left in the aircraft and consequently a short time in which to work, Flight Sergeant Johnson calmly proceeded to gain access to this valve by dismantling the floor boards, then working directly on the valve making it again serviceable. For his work on this one occasion alone he earned the utmost respect and admiration of the remainder of the crew and also of the high ranking officials who were passengers at the time.

* * * * *

JOHNSON, LAC Floyd Louis (R182785) - **British Empire Medal** - RCAF Overseas Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 21 December 1924 in Saskatchewan (RCAF press release 4907 reporting award). Enlisted in Saskatoon, 8 September 1942. To No.7 ITS, 15 January 1943; to No.5 Manning Depot, 10 March 1943; to Technical Training School, St. Thomas, 15 April 1943; to No.19 SFTS, 29 July 1943; promoted AC1, 15 November 1943; to "Y" Depot, 4 April 1944; taken on strength of No.3 PRC, 10 April 1944. Repatriated to Canada, 15 January 1945; released 11 April 1945. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation.

This airman was the first despatch rider to reach Normandy for service with public relations officers in that field. He has carried out his duties in a highly commendable manner, frequently under enemy fire. He has been called upon to work long hours navigating routes which have been choked with traffic and in particularly bad weather. His work has been dangerous but with energy and determination he has maintained his runs up to schedule. His courage and determination to execute successfully the tasks allotted to him, despite exposure to enemy fire, are most praiseworthy.

RCAF photo PL-30908, caption dated 25 July 1944, has the following caption: "This smiling 19-year old

lad, Floyd Johnson, of 1428 Fort Street, Montreal, is responsible for carrying almost every word of what is happening with the RCAF-RAF in France to the outside world. He is the despatch rider who collects feature stories and news copy from allied war correspondents and Public Relations officers for fast mail and press planes which ply several times daily across the channel. In his first month in France, Floyd rode over 5,000 miles of narrow, convoy choked Normandy roads."

RCAF Press Release No.6072 dated 4 August 1944 from "Taylor", transcribed by Huguette Oates, follows. Note, associated with RCAF photo UK-12806:

WITH THE RCAF IN FRANCE: --- Having just clocked off 5,000 miles of motorcycling on rough, winding roads and around lorry convoys since he arrived in France, LAC Floyd L. Johnson of Montreal, P.Q. (1428 Fort Street), a dispatch rider with the RCAF Directorate of Public Relations, plans a nice "busman's holiday" in Canada after the war. "Yes," he said, "if the wife is agreeable, I'd like to buy a motorcycle after the war---this business gets into your blood, you know." As well as "seeing the country", reported Johnson, he is enabled by his job to keep in pretty close touch with the news. "Most of the correspondents and public relations officers read their copy to me as they check it for the mail planes back to Britain," he pointed out.

The 19-year-old dispatch rider has discovered, he said, that "most of the military policemen on point duty throughout Normandy have soft hearts and they just look tough, standing there in the rain and dust and heat". "One of them ticked me off for speeding and he was a real gentleman about it," Johnson added. "He said he would feel better if he put me in jail before somebody else put me in a funeral home." As well as travelling roads "which could be used as an obstacle race course", Johnson has ridden most popular makes of motorcycle, but finds the heavier Canadian models far easier to handle in France. "The others stand up well, but they're so light they hop around like a frog," he contends.

Johnson suggests one way to speed up delivery of newspaper copy. It is that "each fellow who keeps me waiting while he finishes a story should have to ride on the pillion when we have to rush to deliver it in time".

* * * * *

JOHNSON, F/L Frederick Arthur (J12259) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1147/45 dated 13 July 1945. Born 6 October 1919 in Campbellford, Ontario; home in Belleville, Ontario. Enlisted in Toronto, 25 June 1941 and posted that date to No.1 Manning Depot. To No.1 BGS (guard duty), 2 August 1941; to No.1 ITS, 13 September 1941; graduated and promoted LAC on 7 November 1941; posted that date to No.14 EFTS; graduated 2 January 1942 and posted to No.1 SFTS; graduated and commissioned 19 June 1942. To Trenton, 18 July 1942. To No.2 SFTS, 9 September 1942 (instructor); promoted Flying Officer, 1 February 1943; to No.36 OTU, 11 November 1943; to "Y" Depot, 26 February 1944; taken on strength of No.3 PRC, 5 March 1944. Repatriated to Canada, 5 August 1945. Released 19 September 1945. Credited with one Junkers 88 destroyed, 28/19 September 1944 and one unidentified single engine enemy aircraft damaged, Erding, 2/3 October 1944. Both victories with F/L N. Gibbons as navigator. RCAF photo PL-33040 (ex UK-15444 dated 29 September 1944) is captioned as follows: "F/L N.J. Gibbon, DFC, veteran navigator with the City of Edmonton night intruder squadron, looks on as his pilot, F/L F.A. Johnson points to the spot that they made the 100th kill in the air to be registered by the squadron. F/L Gibbon of 2355 Marine Drive, Vancouver, was on the 13th trip of his second tour. F/L Johnson, who lived in Belleville, Ontario, was formerly a flying instructor at Uplands."

Throughout many operational sorties this officer has displayed a high standard of skill and efficiency. He has destroyed at least one enemy aircraft and inflicted considerable damage on the enemy's mechanical transport, railway communications and industrial targets. As a flight commander he has materially contributed to the high standard of operational efficiency attained by his squadron.

NOTE: Public Record Office Air 2/9088 has recommendation drafted 23 February 1945 when he had flown 45 sorties (165 hours).

This officer has displayed a very high standard of skill and efficiency. He has completed 45 sorties during which he has destroyed a Junkers 88 at Echterdingen, damaged another near Munich, and destroyed or damaged one train, several factories, and a large number of motor vehicles. He has at all times pressed home his attacks with great determination and daring, inflicting much damage on the enemy in heavily defended area. In his capacity as deputy flight commander he has given invaluable service in passing on his experience to newer crews, and has contributed in great measure to the operational efficiency of the squadron.

* * * * *

JOHNSON, A/V/M George Owen, MC (C4) - **Companion, Order of the Bath** - Eastern Air Command (formerly Deputy Chief of the Air Staff) - 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 Woodstock, Ontario, 24 January 1896. Moved west and graduated from Calgary Normal School, 1912. Taught in Edmonton and elsewhere in Alberta. Applied to join RNAS, 1915-16; appointed probationary Flight Officer, 24 April 1917 and sent to England for training. Schools were filled so he transferred to Royal Flying Corps. Attended No.1 School of Aeronautics, Reading, and then to Netheravon basic flying instruction. At Central Flying School he learned to fly service aircraft. Graduated in September 1917 and sent to France; he had 54 hours flying time (38 hours 0 minutes solo). Joined No.84 Squadron, 22 October 1917, flying SE.5a fighters. First sortie (line patrol) on 17 November 1917; first combat on 22 November 1917; first victory on 16 February 1918 (Albatross scout fell out of control and seen to crash). Awarded MC in April 1918 for attacks on ground targets, destruction of two enemy aircraft and driving down two more out of control. Posted to No.24 Squadron, 18 April 1918, gaining several more aerial victories before posting to England (19 June 1918). Served with No.1 Squadron, CAF. Returned to Canada, 1919 and joined CAF, being appointed Flight Lieutenant, 18 February 1920; participated in Trans-Canada Flight of 1920. Granted permanent appointment as Air Sub-Station Superintendent, Air Board, 11 December 1920. Serving as Assistant Director of Flying Operations, CAF, June 1921. Promoted Squadron Leader, 1 September 1921. Taken on strength of reorganized CAF, 11 May 1922 and posted to Air Headquarters for duty. Appointed to permanent force, RCAF, 1 April 1924 and posted to RCAF Headquarters as Assistant Director of Air Staff and Personnel. Relinquished post of Assistant Director of Air Staff and Personnel on assuming command of Prairie Provinces Station Winnipeg, 3 May 1925. Weekly Order 109/25 June 1925) reports him as "Qualified as Certificate Examiner and authorized to carry out inspections and examinations of Air Harbours, Aircraft, Air Engineers and private and Commercial air pilots." Weekly Order 113/26 (June 1926) reports him a Officer Commanding No.1 Wing, Winnipeg. Weekly Order 139/26 reports he is to attend Preparatory Staff College course at Royal Military College and to report to Commandant of RMC, 1 October 1926. On strength of Winnipeg Air Station (new name of unit), 1 July 1927. Relinquished command of Winnipeg Air Station, 19 August 1927. On command to England, 26 August 1927 to attend RAF Staff College. Course completed, 14 December 1928 and entitled to have "p.c.a." as post-nominal letters. Ceased to be on command to RAF Staff College and reported to RCAF Headquarters, 24 December 1928. Promoted Wing Commander, 1 January 1929 and on same date appointed Assistant Director of Civil Government Operations. To be Acting Director, Civil Government Air Operations, 1 January 1931. Appointed Air Staff Officer, 1 November 1932. Appointed Acting Senior Air Officer, RCAF, 1 June 1933 (vice Gordon). Transferred from RCAF Headquarters to command of Station Trenton, 30 November 1934. To "Courses Abroad", 25 December 1936 to attend Imperial Defence College. Promoted Group Captain, 1 April 1937 while attending Imperial Defence College. Completed course, December 1937 and permitted to have "i.d.c." as post-nominal letters. Transferred from "Courses Abroad" to Station Trenton, 29 January 1938. To Western Air Command, 5 April 1938 and appointed to command that formation, 6 April 1938. Posted to be Air Member for Organization and Training, 13 November 1939. To be Deputy Chief of the Air Staff, 8 November 1940; appointed AOC No.1 Training Command (22 July 1942), appointed AOC Eastern Air Command (9 January 1943). Promoted Air Marshal, 25 March 1945. To United Kingdom, 26 March 1945

to assume duties as AOC RCAF Overseas (1 April 1945 to July 1946). Repatriated 22 July 1946. To No.1 Air Command, 13 February 1947. Retired to pension as Air Marshal, 17 February 1947. RCAF photo PL-4306 (ex UK-23) shows Air Commodore L.F. Stevens shaking hands with Air Commodore G.O. Johnson who had recently arrived in United Kingdom. PL-4307 shows him alone. RCAF photos PL-43790 and PL-43791 (ex UK-20819 and UK-20820 dated 15 April 1945) shows Air Marshal G.O. Johnson on taking command of RCAF Overseas Headquarters; accompanied by G/C Dean Nesbitt. RCAF photo PL-46292 (ex UK-23776 dated 4 December 1945) taken at mess dinner, Leeming; shown are G/C E.H. Evans (Minnedosa, Manitoba), Air Marshal G.O. Johnson, and W/C J.C.R. Brown, DFC and Bar. Died in Vancouver, 28 March 1980. Recommendation for CB raised by A/M L.S. Breadner, 2 April 1943.

Air Vice Marshal Johnson, as Deputy Chief of the Air Staff, was responsible for the excellent planning and construction of the vast number of stations required for the successful operation of the British Commonwealth Air Training Plan as well as the increased Home War plans. He has, on many occasions, deputized for the Chief of the Air Staff and, during the Ottawa Conference held in June 1942, he was in charge of the arrangements and the planning of material for discussion. The success of this meeting was, in no small measure, due to his untiring efforts. He later rendered outstanding and meritorious service as Air Officer Commanding, No.1 Training Command.

JOHNSON, A/M George Owen, CB, MC (C4) - Overseas Headquarters - **Legion of Honour (France)** - Award as per AFRO 845/46 dated 23 August 1946. 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:

Air Marshal Johnson served as Deputy Chief of the Air Staff during the period the French personnel were trained in Canada and provided the utmost cooperation in any question concerning the French trainees.

JOHNSON, A/M George Owen, CB, MC (C4) - **US Legion of Merit (Degree of Commander)** - Award effective 15 August 1947 as per AFRO 441/47 of that date. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. Why republication? Public Records Office Air 2/9108 has recommendation.

As Air Officer Commanding-in-Chief of the Royal Canadian Air Force, Overseas, Air Marshal Johnson has been responsible for ensuring the maintenance by the RCAF of the hearty and effective co-operation and the cordial relations which have always existed between the fighting forces of the USAAF and the British Air Services in the United Kingdom. The success of these relations is a reflection of his outstanding achievements in his previous position of Air Officer Commanding, Eastern Air Command where effective co-operation with the United States Forces was the keynote of his fine efforts.

The republication is all the more odd given a letter dated 30 January 1947 from Colonel Jack C. Hodgson (U.S. Military Attache, Ottawa) to the Department of National Defence. It read, in part:

Last June the Royal Canadian Air Force published orders announcing United States awards to Canadian personnel. Unfortunately, the records of the War Department in certain instances are at variance with the list published by the RCAF. Particular reference is made to the case of Air Marshal G.O. Johnson, now retired.

It is understandable that under the pressure of war administrative errors were bound to occur and names were omitted or lost in a maze of administrative detail.

As Air Marshal Johnson's record of service is not available in this office it would be greatly appreciated if you would arrange to furnish this office with a citation which could be used for a recommendation for the Legion of Merit.

This office will then initiate action recommending that the award to Air Marshal Johnson receive favourable consideration.

On 5 February 1947, Air Marshal Robert Leckie replied, supplying the following text:

During Air Marshal Johnson's many senior appointments in the Royal Canadian Air Force, including his responsibilities in such positions as Deputy Chief of Air Staff, and Air Officer Commanding in Chief of Eastern Air Command and the Royal Canadian Air Force Overseas, he at all times was considered a brilliant leader and an inspiration to those with whom he came in contact. His tireless devotion to duty, together with the friendly

spirit and enthusiastic cooperation extended to all branches of the United States Armed Forces was a strengthening bond of amity between the two nations, as well as a material factor in the successful conclusion of hostilities against mutual enemies.

On 1 July 1947 the War Department despatched a letter to the American Embassy in Ottawa, restating approval of this honour and this time providing the following citation:

Air Marshal G.O. Johnson, CB, MC, Royal Canadian Air Force, performed exceptionally meritorious service from December 1941 to May 1945 as Deputy Chief of Air Staff, then Air Officer Commanding in Chief of Eastern Air Command and later as Air Officer Commanding in Chief of Royal Canadian Air Force Overseas. His tireless devotion to duty, together with the friendly spirit and enthusiastic co-operation extended to all branches of the United States Armed Forces was a strengthening bond of amity between the two nations, as well as a material factor in the successful conclusion of hostilities against mutual enemies.

JOHNSON, A/M George Owen (C4) - **King Haakron VII's Cross of Liberation (Norway)** - Award effective 12 June 1948 as per **Canada Gazette** of that date and AFRO 371/48 dated 11 June 1948. However, on 3 June 1948 Air Marshal W.A. Curtis wrote to him as follows:

I have just received official advice from the Royal Norwegian Government, through their Canadian Legation, that additional honour has been bestowed on you by virtue of the award of King Haakron VII's Cross of Liberation. I therefore wish to undertake this opportunity of expressing to you, personally, and on behalf of all ranks of the Royal Canadian Air Force, sincere and hearty congratulations. This well merited award not only recognizes your personal contribution to the success of the Allies in the recent conflict, but adds lustre to the proud record of our Service.

The official announcement of this award will be promulgated in both the **Canada Gazette** and Air Force Routine Orders in the near future.

Arrangements regard presentation of your award, if you have not already had advice in this respect, will be completed by the Norwegian authorities in Canada. In the meantime, the appropriate ribbon may be worn on the Service uniform.

Added Notes: The duties of an Air Station commander in the 1920s involved considerable travel by air and rail to the various sub-stations. The record for 1926 is typical. He was on Temporary Duty for Militia Service, Fort William, 3-7 March 1926; TD to Lac du Bonnet by car, 27 April 1926; TD to Lac du Bonnet by car, 5 May 1926; TD by rail and boat to Norway House, 2 June 1926 and from there to Cormorant Lake by air, 7 June 1926 (return to Winnipeg 7 June 1926); TD by rail to Cormorant Lake, 9 June 1926; TD by rail to Lac du Bonnet 18 June 1926, returning 19 June 1926; TD by air to Lac du Bonnet, 26 June 1926, returning by rail 27 June 1926; TD by rail, Victoria Beach, 14 July 1926 and return same day; TD by road to Lac du Bonnet and return same day, 16 July 1926; TD by rail to Kashabowie, 22 July 1926, returning 24 July 1926; TD by rail to Collins, 28 July 1926, returning same day; TD by rail to Collins, 30 July 1926, returning same day; TD to Victoria Beach, 2 August 1926, returning same day; TD by car to Lac du Bonnet, 10 August 1926; by air from there to Norway House the same day; flew early morning of 11 August 1926 from Norway House to Cormorant Lake; proceeded by railway gas car from Cormorant Lake to The Pas, 11 August 1926 and thence by rail to Winnipeg the same day; Inspection Duty by rail, 22 August 1926; Inspection Duty to Lac du Bonnet and return by rail, 23 August 1926; Inspection Duty to Lac du Bonnet and return by road, 12 September 1926.

Crisis of Promotion: On 25 November 1936, while commanding Station Trenton, he address the following to "The Secretary, Department of National Defence, Ottawa" (i.e. to AFHQ):

I respectfully request your consideration in regard to promotion.

From 1st January 1931 to 31st October 1932, I filled the Appointment of Director, Civil Government Air Operations, for which the rank of Group Captain was allowed by establishment, but I received neither rank nor pay. I was not the senior Wing Commander at that time, and therefore did not request recognition, although had Militia practice been followed I would have had the temporary rank of Group Captain for that period, irrespective of seniority.

From 1st June 1933 to 31st December 1933, I was Acting Senior Air Officer, an appointment for which the rank of Group Captain was allowed by establishment, but again, not being the Senior Wing Commander, I received no recognition.

By the promotion of Group Captain Breadner on 1st February 1936, I became the senior Wing Commander. There was another vacancy for a Group Captain in the Limited Establishment at that time, the authorized rank for the Commanding Officer at Trenton

having been raised to Group Captain by an amendment to the Working Establishment on January 21st, 1936. No doubt you will remember when we discussed the situation in the Spring, you said that consideration of my promotion would have to wait until a portion of the Flying Training Group was moved from Camp Borden to Trenton.

The move of the School of Army Co-operation on March 9th, 1936 and the Technical Training School on June 13th, 1936, increased the establishment and strength of RCAF Station Trenton above that originally provided for Camp Borden, and the responsibilities of the Commanding Officer were considerably increased, involving the supervision of construction of a permanent station, and organization of Station Headquarters facilities as well as command of two schools and two Service Squadrons.

I submit:-

- (a) That since June 13th, 1936 I have had responsibilities and duties considerably in excess of the other Wing Commanders in the Force.
- (b) That there is a vacancy in the establishment for a Group Captain.
- (c) That I am the senior Wing Commander and eligible for promotion.
- (d) That delay in effecting my promotion penalizes me in respect of pay, seniority in the RCAF, and seniority in the combined Gradation List of Militia and Air Force Officers.
- (e) That the practice of the Militia Service is to effect promotions as soon as vacancies occur, and delays in effecting Air Force promotions penalizes all the Officers of the Air Force and generally lowers the morale of the Air Force.

I request that these facts be brought to the attention of the Honourable the Minister.

The response to this was a memo from the Senior Air Officer (Air Commodore G.M. Croil) to A.G. (Adjutant General) dated 24 December 1936 as follows:

(1) This officer was promoted to his present rank of Wing Commander on the 1st January 1929.

(2) Within the last six years he has held the appointments at this Headquarters of Acting Director, C.G.A.O., Air Staff Officer and Acting Senior Air Officer. He assumed command of RCAF Station Trenton on the 1st December 1934.

(3) Wing Commander Johnson has shown exceptional ability on air staff work during his period of employment at this Headquarters. He has commanded the station at Trenton in a very satisfactory manner under most difficult circumstances and has shown marked administrative ability. His Annual Confidential Reports have all been exceedingly favourable.

(4) Wing Commander Johnson is a graduate of the Royal Air Force Staff College, Andover.

(5) He is the senior Wing Commander on the General List.

(6) A vacancy for a Group Captain exists on the 1936-37 Limited Establishment and funds are available to cover the promotion.

(7) It is strongly recommended that Wing Commander Johnson be promoted to the substantive rank of Group Captain, effective 1st July 1936.

* * * * *

JOHNSON, F/L George William (J9262) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Hamilton, Ontario, 8 June 1922. Served in army before joining RCAF. Enlisted there, 30 January 1941 and posted to No.2 Manning Depot. To No.1 SFTS (guard), 22 April 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.1 EFTS; graduated 13 September 1941

when posted to No.6 SFTS; graduated and commissioned, 6 December 1941. To Trenton that date. To No.6 SFTS, 28 February 1942. Promoted Flying Officer, 15 November 1942. To No.1 OTU, Bagotville, 31 January 1943. To "Y" Depot, 8 May 1943. To RAF overseas, 15 May 1943. Served in No.411 Squadron (20 July 1943 to 5 August 1944) and No.401 Squadron (5 August to 30 October 1944). Instructed in UK (No.61 OTU), 17 November 1944 to 8 March 1945. To Canada, 9 July 1945; released on 4 September 1945. Rejoined RCAF Auxiliary, 7 September 1952 in rank of Flying Officer and on strength of No.424 Squadron, Hamilton. Promoted Flight Lieutenant, 1 January 1954; promoted Squadron Leader, 1 January 1958; promoted Wing Commander, 1 March 1962. Retired 22 March 1964. Photos PL-28284 and PL-36332 are portraits. Chris Shores, **Aces High**, provides details on the following victories: **7 June 1944**, one Bf.109 destroyed north of Caen (Spitfire MH754); **27 June 1944**, two FW.190s damaged, Bretteville (Spitfire MJ474); **28 June 1944**, one FW.190 destroyed southeast of Caen (Spitfire MJ474); **30 June 1944**, one Bf.109 destroyed; **7 July 1944**, one FW.190 destroyed east of Caen; **27 July 1944**, one Bf.109 destroyed southeast of Caen (Spitfire ML264); **3 August 1944**, one Bf.109 destroyed south of Damfront (Spitfire ML305); **19 August 1944**, one Bf.109 destroyed and one FW.190 damaged east of Bernay (Spitfire ML305); **27 September 1944**, two Bf.109s destroyed and one Bf.109 damaged, Arnhem (Spitfire MH479). As of 20 February 1945 he had flown 314 operational hours (225 sorties).

This officer is a highly capable and skilful flight commander. Within a short period recently he has destroyed five enemy aircraft. He has also damaged a great deal of enemy transport on the ground. His leadership and zeal for operations have been a fine example to all.

NOTE: Public Record Office Air 2/9610 has recommendation drafted 5 August 1944 when he had flown 150 sorties (190 hours):

This officer has at all times displayed a remarkable determination to engage the enemy, both in the air and on the ground. He has taken part in 150 sorties over enemy territory, as a result of which he is a very capable and skilful flight commander. In the past two months, Flight Lieutenant Johnson has destroyed five enemy aircraft in the air and damaged two more. In addition, he has destroyed or damaged much enemy transport on the ground. His good leadership and zest for operational flying have set a fine example to the rest of the squadron.

JOHNSON, F/L George William, DFC (J9262) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945.

Since being awarded the Distinguished Flying Cross, Flight Lieutenant Johnson has continued his attacks against the enemy with great success. On two recent occasions while he was leading his squadron large formations of enemy aircraft were destroyed and two were damaged. Flight Lieutenant Johnson has destroyed three and damaged one enemy aircraft. In addition he has destroyed a large number of enemy mechanical transport vehicles, often in the face of intense anti-aircraft fire. Flight Lieutenant Johnson continues to display outstanding courage and coolness in the face of danger.

* * * * *

JOHNSON, F/L James Robert Feir (J14873) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 2 March 1944 as per **London Gazette** dated 17 March 1944 and AFRO 766/44 dated 6 April 1944. Born in Omemee, Ontario, 26 September 1916 (RCAF press release announcing AFC award); home there. Educated in Omemee and Lindsay Collegiate. Operated a telephone line and repair service before war; enlisted in Toronto, 11 February 1941. To No.1 Manning Depot, 16 February 1941. To No.1 BGS (guard), 23 March 1941. To No.1 ITS, 16 May 1941; graduated and promoted LAC, 21 June 1941 when posted to No.7 EFTS; graduated 8 August 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 24 October 1941. To No.2 ANS, 25 October 1941. To No.1 WS, 22 November 1941. Promoted Flight Sergeant, 24 April 1942. To "Y" Depot, 20 August 1942. Commissioned 18 September 1942. To RAF overseas, 27 October 1942. Arrived in United Kingdom, 4 November 1942. To No.9 (Pilots) AFU, 23 November 1942. To No.12 (Pilots) AFU, 19 January 1943. To No.51 OTU, 16 March 1943. Promoted Flying Officer, 18 March 1943. To No.60 OTU, 26 May 1943. To No.418 Squadron, 17 June 1943. Repatriated 19 April 1944. To No.31 OTU, 27 May 1944. To No.7 OTU, Debart, 1 June 1944. To No.133 Squadron, Patricia Bay, 28 June 1944. Promoted Flight Lieutenant, 10 October 1944. Remained in postwar RCAF (19780), retaining rank of Flight Lieutenant. Promoted Squadron Leader, 1 January 1952. Retired 21 March 1964. Died at Omemee, 19 May 1997 as per **Legion Magazine** of September 1997. Cited with F/O Noel Gibbons (also awarded DFC). Victories as follows: **23/24 September 1943**, one FW.190 destroyed; **28 November 1943**, two Ar.196 damaged on water; **12 December 1943**, one He.111 destroyed (shared with R.A. Kipp) and one He.111 damaged (also shared with Kipp); **27 January 1944**, one Ju.88 destroyed, one Ju.86 damaged plus two W.34s destroyed (both with F/O Caine). Photo PL-26176 shows him. See also entry for R.A. Kipp with a press release that includes personal account of action of 12 December 1943.

As pilot and observer, respectively, these officers have completed a large number of sorties. They have displayed great skill and determination throughout, and their example of keenness and devotion to duty has been most commendable. They have

destroyed at least four enemy aircraft.

JOHNSON, F/L James Robert Feir, DFC (J14873) - **Air Force Cross** - No.7 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. No citation in AFRO or biographical file. DHist file 181.009 D.2629 (RG.24 Vol.20628) has citation as provided for an investiture. When recommended he had flown 1,109 hours, 46 of them as instructor (all in previous six months).

Flight Lieutenant Johnson has spent eight months at this unit engaged in the training programme. During the time he has spent here, Flight Lieutenant Johnson has proven invaluable in imparting to his pupils his knowledge of operational flying tactics in the gunnery squadron of this Operational Training Unit. His enthusiasm and keenness in his work have been a great factor towards contributing to a high standard of gunnery training which is one of the most important assets in a crew.

* * * * *

JOHNSON, Corporal John Midgley (R101524) - **Mention in Despatches** - No.424 Squadron (AFRO gives unit as No.63 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Middridge, Yorkshire, England, 26 January 1906. Home in St.James, Manitoba where he had been employed in electrical and radio repairs for eight years and involved in public demonstrations of electricity for one year. Enlisted in Winnipeg 16 April 1941 as Electrical Mechanic. To No.1 Manning Depot, 15 May 1941. Reclassified as Radio Mechanic, 21 July 1941. To Halifax, 30 June 1941. Embarked about 20 July 1941. Taken on strength of No.3 PRC, 31 July 1941. To No.1 Ball [Balloon ?] Centre, 28 August 1941. To No.1 Signals School, 31 December 1941. Promoted AC1, 11 March 1942 and posted to Carrick the same day. To No.420 Squadron, 31 August 1942. To No.419 Squadron, 8 October 1942. Promoted Corporal, 1 March 1943. To No.424 Squadron, 1 May 1943 and proceeded with them to North Africa. Disembarked again in UK, 6 November 1943. To No.63 Base, 9 September 1944. To Skipton, 4 April 1945. Repatriated 15 April 1945. Retired 29 June 1945. Died at Port McNicol, Ontario, 21 January 1991 as per **Legion Magazine** of May 1991. DHist file 181.009 D.2619 has recommendation dated 17 July 1944 when he had served six months in Canada, six months in Africa, 27 months in UK.

Leading Aircraftman John Midgley Johnson came to the squadron in May 1943 and departed with it to Africa in the same year. During this campaign an aircraft exploded on the ground and LAC Johnson was largely instrumental in aiding a crew that were

trapped in the wreckage. With coolness and courage he dragged one of the crew away from the burning aircraft in spite of being hit five times by flying metal.

LAC Johnson has shown great interest in his work apart from this act...

* * * * *

JOHNSON, P/O Joseph Albert Lawless (J18070) - **Distinguished Flying Cross** - No.108 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Ponoka, Alberta, 22 February 1915; home in Edmonton. Enlisted in Calgary, 6 November 1940. Trained at No.2 ITS (graduated 26 February 1941), No.5 EFTS (graduated 3 May 1941) and No.10 SFTS (graduated 8 August 1941 and promoted Sergeant). Posted for embarkation, 9 August 1941; to RAF overseas, 27 August 1941; promoted Flight Sergeant, 8 February 1942. Commissioned 19 June 1943. Promoted Flying Officer, 19 December 1943; repatriated to Canada, 20 July 1945; to Northwest Air Command, 22 July 1945; to Western Air Command, 28 February 1947; released 5 March 1947. Re-engaged by RCAF as an Education Officer, 10 January 1955, serving in the rank of Flying Officer until 14 November 1962 (service number 301154) when he retired to Rycroft, Alberta. Chris Shores, **Those Other Eagles**, provides the following list of victories with No.108 Squadron: **22/23 July 1943**, one Junkers 88 and one He.111 destroyed east of Augusta (Beaufighter V8836, "E"); **4/5 August 1943**, one Junkers 88 destroyed, Malta area (Beaufighter V8836, "E"); **18/19 August 1943**, one Junkers 87 probably destroyed, Sicily (Beaufighter "C", serial uncertain but ended in "300"). His radar operator for the tour was F/O E. Lloyd Greenwood (J15364, RCAF, of Vancouver). RCAF photo PL-27388 (ex UK-10627 dated 11 May 1944) is captioned as follows: "A dhaisa pulls up to the wharf on F/O J.A.L. Johnson's signal. Johnson, a tour-expired night fighter pilot, (Edmonton) finds this method of sight seeing both convenient and inexpensive." RCAF photo PL-27389 (ex UK-10628) circa 11 May 1944 has the following caption: "F/O J.A.L. Johnson, DFC, Edmonton, Alberta, a tour-expired night fighter pilot, examines some of the famous Maltese lace. This little article is his for the trivial amount of \$ 60.00. He didn't buy it." Photo PL-27393 (ex UK-10632) also from 11 May 1944 is captioned, "F/O J.A.L. Johnson, Edmonton, Alberta, is a tour-expired night-fighter pilot, now awaiting a posting to England from his base on Malta."

During the recent period of intensive air activity over Sicily this officer destroyed three enemy aircraft and probably destroyed one more. Since his arrival in this theatre of war he has completed a large number of operational missions and has at all times displayed exceptional keenness and determination.

RCAF Press Release No. 2752 dated 11 September 1943, transcribed by Huguette Oates, reads:

Malta, September 11 – Destroying two aircraft in one night, a pair of young Canadians manning a night-fighter have boosted their score in the Mediterranean theatre of war to three destroyed and one probable. The pilot is P/O Joseph Albert Johnson of 1081-228th Street, Edmonton, and the observer is F/O Lloyd Greenwood of 4178 West 14th Avenue, Vancouver, British Columbia.

Their double score represented a Heinkel 111 and a Ju.88 shot down in flames off the Italian coast. Their other destroyed was also a Ju.88, pieces of which lodged in the RAF machine when it exploded in the air.

* * * * *

JOHNSON, WO Leonard Alfred (R78489, later J16036) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 8 September 1942 as per **London Gazette** dated 29 September 1942 and AFRO 1653/42 dated 16 October 1942. American in the RCAF; born 28 January 1914 in St.Paul, Minnesota; home there (newsman). Enlisted in Toronto, 24 October 1940. To No.1 Air Training Command, 9 November 1940. To No.1 ITS, 4 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.7 EFTS; graduated 10 April 1941 when posted to No.1 Manning Depot; to No.2 SFTS, 4 May 1941; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941; to RAF overseas, 14 August 1941. Promoted Flight Sergeant, 15 January 1942. Commissioned 8 October 1942. Resigned commission on transfer to American forces, 8 December 1942. David Wallace, via e-mail, reports that Operational Record Book stated he was promoted Warrant Officer effective 1 August 1942 and was posted to No.1651 Conversion Unit, 17 October 1942. First combat described in citation was 28/29 July 1942, target Saarbrucken, Stirling R9146 (BU-S). Second combat was 28/29 August 1942, target Nuremburg, Stirling W7577 (BU-J), attacked at 0017 hours and 16,000 feet. The Form 540 monthly summary states : "A further crew, W/O Johnson's definitely destroyed a M.E. 110, shooting it down and seeing it explode in the Liege area. The rear gunner, Sgt McGown damaged it badly and the mid-upper gunner, Sgt. Agg finished it off. This is the second enemy aircraft to be destroyed by W/O Johnson's crew, besides one damaged". Cited with Sergeant Richard William Agg (later killed in action) and Sergeant John McGown.

One night in July 1942, Warrant Officer Johnson and Sergeants Agg and McGowen were captain and air gunners respectively of an aircraft detailed to attack Saarbrucken.

Before the target was reached the aircraft was engaged by a Messerschmitt 110. Sergeants Agg and McGowen met several attacks with resolute fire and succeeded in destroying the attacker. The skilful airmanship of Warrant Officer Johnson contributed materially to this success. On another occasion in August 1942, this aircrew were detailed to attack Nuremberg. On the outward flight, whilst still a considerable distance from the target, their aircraft was intercepted by an enemy fighter. Skilful manoeuvring by Warrant Officer Johnson enabled his gunners to deliver their fire from a favourable position and destroy the attacker. Despite damage sustained to his aircraft, Warrant Officer Johnson continued his mission, located his target and bombed it. These airmen have displayed praiseworthy determination to achieve their purposes.

* * * * *

JOHNSON, F/O Magnus Jonas (J20834) - **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 Baldur, Manitoba, 19 December 1920; home there. Enlisted in Winnipeg, 20 September 1941. To No.3 Manning Depot, 19 November 1941; to No.15 SFTS (guard duty), 31 January 1942; to No.7 ITS, 28 March 1942; graduated and promoted LAC on 22 May 1942 but not posted until 6 June 1942 when taken on strength of No.19 EFTS. Ceased training, 15 July 1942 and posted elsewhere; to No.8 BGS, 1 August 1942; graduated 25 September 1942 and posted to No.5 AOS; graduated and commissioned 6 November 1942. To "Y" Depot, 20 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 6 May 1943. Promoted Flight Lieutenant, 6 November 1944. Repatriated 14 April 1945. Released 16 June 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 28 May 1944 when he had flown 32 sorties (201 hours 25 minutes), 27 September 1943 to 23 May 1944. First sortie had been very dramatic with severe icing and two engines failing; aircraft abandoned by parachute.

27 September 1943 - Hanover (6.30)

8 October 1943 - Hanover (5.25)

22 October 1943 - Kassel (7.30)

3 November 1943 - Dusseldorf (6.10)

26 November 1943 - Stuttgart (7.15)

20 December 1943 - Frankfurt (8.15)

29 December 1943 - Berlin (8.25)
20 January 1944 - Berlin (7.30)
28 January 1944 - Berlin (9.05)
2 February 1944 - GARDENING Kiel (6.25)
3 February 1944 - GARDENING La Rochelle (8.15)
24 February 1944 - GARDENING Flensburg (6.45)
25 February 1944 - GARDENING Copenhagen (7.15)
3 March 1944 - Meulan-les-Mureaux (6.00)
5 March 1944 - GARDENING Brest (5.00)
6 March 1944 - Trappes (6.00)
11 March 1944 - GARDENING Lorient (7.15)
13 March 1944 - Le Mans (5.55)
22 March 1944 - GARDENING Kiel (3.35) early return
23 March 1944 - Laon (6.05)
25 March 1944 - Aulnoye (6.10)
29 March 1944 - Vaires (5.55)
17 April 1944 - GARDENING, Kiel (6.00)
18 April 1944 - GARDENING, Copenhagen (6.40)
22 April 1944 - Laon (5.40)
23 April 1944 - GARDENING Fehmarn (6.15)
29 April 1944 - GARDENING Le Havre (4.20)
30 April 1944 - GARDENING St.Nazaire (6.10)
9 May 1944 - GARDENING St.Nazaire
10 May 1944 - Ghent (4.45)
12 May 1944 - GARDENING Frisians (4.05)
23 May 1944 - GARDENING Cherbourg (4.00)

As bomb aimer, Flying Officer Johnson has attacked Berlin, Frankfurt, Hanover and many other targets of the enemy. Throughout his tour he has shown steadiness and reliability and a high degree of skill, co-operating well at all times with his crew and giving invaluable aid to the navigator.

For a good performance throughout many operations, I recommend the non-immediate award of the Distinguished Flying Cross.

* * * * *

JOHNSON, F/L Paul Gilbert (J20050) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 8 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. American in the RCAF; born Bridgeport, Connecticut, 5 March 1920; home in Bethel, Connecticut. Worked as a "Screw Machine Operator", 1927-1938, Foreman in a Rug Department of a store in Bridgeport (1938-1940) and Carpenter (1940-41). Enlisted in Toronto, 11 October 1941. To No.1 Manning Depot that date. To No.4 BGS, 10 November 1941 (non-flying duty). To No.6 ITS, 4 January 1942. Promoted LAC, 27 February 1942; posted next day to No.7 EFTS. To No.14 SFTS, 6 June 1942. Graduated and commissioned 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 19 November 1942. Arrived in UK, 6 December 1942. Further trained at No.17 (P) AFU (posted there 11 February 1943) and No.52 OTU (posted there 23 March 1943). Promoted Flying Officer, 23 April 1943. With No.421 Squadron, 1 June to 3 December 1943 and again from 9 January to 18 July 1944 (promoted Flight Lieutenant, 20 May 1944). Killed in action 18 July 1944 (No.421 Squadron, Spitfire MB809).

Flight Lieutenant Johnson has participated in many attacks on enemy airfields, communications and other targets on the ground and has proved himself to be a fearless and skilful pilot. He has displayed the greatest keenness to engage the enemy and has destroyed five hostile aircraft, three of them in one day.

NOTE: Interviewed for RCAF, 9 October 1941 by F/O H.G. Raney who described him as "Average type American, rugged build, mature appearance, alert, intelligent, keen to fly and fight. Confident, sincere, industrious, good character, quiet pleasant manner. Should respond well to RCAF training."

Training at No.6 ITS was 5 January to 27 February 1942. Placed 65th in a class of 85. Subjects and marks as follows: Mathematics (81/150), Armament, P and O (33/50), Signals (105/150), Anti-Gas (38/50),

Aircraft Recognition (93/100), Drill (62/100), Law and Discipline (62/100), Navigation (138/200), General Studies (85/100). Described as "Good, all round boy; great interest in flying; doing well; admits hasn't worked; keen; willing; likeable; second aircrew recommendation - Wireless Operator Air Gunner."

Training at No.7 EFTS, Windsor, Ontario described as 30 March to 5 June 1942. Fleet Finch aircraft - 41 hours 40 minutes dual, 54 hours 45 minutes solo. Of this, ten hours five minutes on instruments. Also ten hours five minutes in Link. Described by CFI as "General flying very good. Tends to be slightly rough on the controls. Learns quickly and retains knowledge well. Aerobatics good. Instruments good average. Thinks and acts quickly." Ground School subjects and marks as follows: Airmanship (138/200), Airframes (64/100), Aero Engines (79/100), Signals, Practical (95/100), Theory of Flight (53/100), Air Navigation (123/200), Aircraft Recognition (89/75), Armament (102/125). Placed 18th in a class of 35. Described as "Average student. No outstanding faults. Neat appearing and well mannered."

Course at No.14 SFTS described as 6 July to 23 October 1942 -longer than usual but put back one course following injury while playing ball (left ankle in cast, 23 July to 1 September). Harvard and Yale aircraft - flew 65 hours 50 minutes day dual, five hours 30 minutes night dual, 85 hours 20 minutes day solo, ten hours 45 minutes night solo. Instrument time was 23 hours 50 minutes; also logged 26 hours in Link. Described by CFI as "A well disciplined, intelligent, eager and conscientious pilot with above average ability." Ground School courses and marks were as follows: Airmanship and Maintenance (138/200), Armament W (172/100), Navigation and Meteorology (128/200), Signals W and Signals P (126/150). Graduated 16th in a class of 53.

Training at No.17 (P) AFU described as 19 February to 23 March 1943. Flying tests and marks as follows: General Flying (290/400), Applied Flying (140/200), Instrument Flying (180/250), Link (34/50) - no night flying. Qualities as Leader grade was 65/100. Described as "A very keen type whose day flying is up to a high average standard. Has not done night flying at this unit. He should develop well." AI flying on Miles Master II - two hours 55 minutes dual to first solo, nine hours 55 minutes dual in all, ten hours 30 minutes solo. Formation flying was one hour 45 minutes. Instrument time in this was two hours five minutes. He also logged three hours five minutes in Link. He had one accident, dated 3 January 1942 (do they mean 1 March 1943 ?) following engine failure (no injury, pupil not responsible, and aircraft repairable at unit).

Course at No.52 OTU described as 23 March to 1 June 1943. Ground examination marks not shown. Flying Tests and marks as follows: General Flying (275/400), Applied Flying (170/200), Night Flying (75/100), Link (25/50). Character and Leadership mark was 70/100. Fired 800 rounds air to ground, 4,080 rounds air to air, canon shells 320. Hit average was three percent. Exposed 300 feet of cine film. Marksmanship "Average". Described as follows: "This officer is a good steady all round type. He will

make a capable leader." Time flown were two hours 40 minutes day dual on Master (20 minutes to first solo), 65 minutes night dual on Master and 45 minutes total solo on Master plus 49 hours 30 minutes day solo on Spitfire, three hours 50 minutes night solo on Spitfire. Of these times, 11 hours 35 minutes were formation, 80 minutes on instruments; also logged 15 hours 16 minutes in Link.

Accident with No.421 Squadron, 10 June 1943, Biggin Hill (Spitfire BN211 or BM211 damaged Category AC). Non-operational mission (formation flying). At the time he had 56 hours on type. At 1700 hours (having been airborne about eight minutes), white smoke poured from exhaust stacks and his engine cut - glycol leak. He was at 2,000 feet. Attempted force-landing but found himself overshooting, so retracted wheels and made a belly landing. Damage to radiators, flaps and airscrew. Squadron Leader J.D. Hall concluded that a more experienced pilot might have made a successful wheels-down landing; overall, no blame attached to Johnson.

Killed 18 July 1944. Flying Brown 1 with "A" Flight, they were attacking enemy transport southwest of Liseux. His aircraft struck a tree, seriously damaging port wing. He remained in R/T communication with his Commanding Officer and returned to base. With little control over his aircraft, he climbed to 7,000 feet and tried to bale out, 0804. As soon as he turned the aircraft over to do so, it went out of control and crashed; he was not seen to escape.. Such, at least is the official circumstantial report of aircraft loss, the gist of which was communicated to his next of kin. Another internal RCAF message suggested he had baled out but parachute failed to open.

* * * * *

JOHNSON, F/O Raymond (J27585) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 16 August 1921 in Prince Albert, Saskatchewan; home in Henribourg, Saskatchewan (truck driver). Enlisted in Regina, 17 March 1942 and posted to No.2 Manning Depot. To No.2 BGS (guard duty), 27 May 1942; to No.2 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted until 10 October 1942 when taken on strength of No.15 EFT; to No.11 SFTS, 5 December 1942; ceased training and posted to Composite School, 5 January 1943; to No.7 BGS, 19 February 1943; graduated 15 May 1943 and posted that date to No.7 AOS; graduated and commissioned 26 June 1943. Posted away on 26 June 1943; to No.5 BGS, 12 July 1943; to "Y" Depot, 11 February 1944; taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Repatriated to Canada, 28 August 1945. Released 10 October 1945. Subsequently rejoined as a Flight Lieutenant (Medical Officer) with No.4003 Medical Unit (Auxiliary), Winnipeg, 17 September 1953 to 1 June 1957. Photo PL-43753 shows F/O Ray Johnston of Prince Albert (navigator, left) and F/L D.T. Magee of Souris, Manitoba (right) taken while serving with No.427 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.2610 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he had flown 27 sorties (183 hours 25 minutes), 1 November 1944 to 16 April 1945.

This officer has completed twenty-seven sorties against the enemy, including six Gardening missions requiring the highest degree of skill and accuracy. As an air bomber, he has always shown outstanding ability, accuracy and coolness and has, to a great extent, been responsible for the successful completion of many operations. Flying Officer Johnson has, by his continued display of keenness and determination, been an inspiration to all.

It is considered that this officer's skill and devotion to duty, combined with his exceptional operational record, fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

1 November 1944 - Oberhausen (5.15)
18 December 1944 - Duisburg (6.15)
29 December 1944 - Oberlar (6.30)
30 December 1944 - Cologne (6.30)
2 January 1945 - Ludwigshaven (7.35)
5 January 1945 - Hanover (6.05)
6 January 1945 - Hanau (6.40)
13 January 1945 - Saarbrucken (7.35)
14 January 1945 - Grevenbroich (6.10)
16 January 1945 - Magdeburg (6.30)
28 January 1945 - Stuttgart (7.20)
13 February 1945 - Bohlen (8.15)
17 February 1945 - Wesel (6.00)

18 February 1945 - Gardening, Fredrichshaven (6.20)

21 February 1945 - Worms (7.20)

24 February 1945 - Kamen (6.25)

25 February 1945 - Gardening, Aredal (6.45)

1 March 1945 - Mannheim (7.05)

2 March 1945 - Cologne (5.50)

5 March 1945 - Chemnitz (8.30)

7 March 1945 - Hemmingstadt (6.35)

9 March 1945 - Gardening, Oslo (7.15)

12 March 1945 - Gardening, Hesselo (6.20)

4 April 1945 - Gardening, Oslo (7.20)

9 April 1945 - Gardening, Kiel (5.40)

13 April 1945 - Kiel (6.25)

16 April 1945 - Schweindorf (8.55)

Application for Operational Wing dated 23 April 1945 states he had flown 28 sorties (188 hours 55 minutes), 1 November 1944 to 22 April 1945.

* * * * *

JOHNSON, F/O Robert Earl (J23885) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. American in the RCAF; born 1 September 1919 in Boulder, Colorado; home there (lineman). Enlisted in Windsor, Ontario, 19 December 1941 and posted to No.1 Manning Depot. To No.5 ITS, 25 April 1942; graduated and promoted LAC on 20 June 1942; to No.10 EFTS, 15 August 1942; taken on strength of No.2 SFTS, 24 October 1942; graduated and commissioned 19 February 1943. To Eastern Air Command, 5 March 1943. To "Y" Depot, 22 May 1943. To RAF overseas, 13 June 1943. Promoted Flying Officer, 19 August 1943. Repatriated 17 February 1945. Promoted Flight Lieutenant, 19 February 1945. Released 27 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 1 February 1945 when he had flown 33 sorties (161 hours 15 minutes), 7 August to 28 December 1944.

Flying Officer Johnson has completed a tour of operations on heavy bombers as pilot. During his tour he has flown over many heavily defended targets such as Kiel, Sterkrade, Dortmund and Duisburg.

Throughout his tour he has at all times displayed a fine offensive spirit and has pressed home his attacks with exceptional coolness and determination. On each and every occasion he has been more than anxious to come to grips with the enemy and his conduct on operations has been exemplary.

The sortie list was as follows:

- 7 August 1944 - Caen (3.20)
- 8 August 1944 - Foret de Chantilly (4.35)
- 9 August 1944 - Foret de Nieppe (3.25)
- 10 August 1944 - La Pallice (7.00)
- 12 August 1944 - Falaise (4.35)
- 14 August 1944 - Bons Tassily (4.45)
- 15 August 1944 - Brussels (4.10)
- 16 August 1944 - Kiel (5.10)
- 18 August 1944 - Connantre (6.00)
- 25 August 1944 - Brest (4.55)
- 27 August 1944 - Mimoyecques (3.35)
- 28 August 1944 - L'Hey (3.20)
- 9 September 1944 - Le Havre (4.35)
- 11 September 1944 - Castrop Rauxel (5.00)
- 12 September 1944 - Bochum (4.55)
- 13 September 1944 - Osnabruck (4.00)

15 September 1944 - Kiel (5.20)
16 September 1944 - Boulogne (4.20)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (4.40)
27 September 1944 - Sterkrade (4.55)
28 September 1944 - Cap Gris Nez (3.45)
29 September 1944 - Sterkrade (4.40)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.05)
14 October 1944 - Duisburg (5.35)
14 October 1944 - Duisburg (5.35)
2 November 1944 - Dusseldorf (5.00)
26 November 1944 - Neuss (5.10)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (6.40)
5 December 1944 - Osnabruck (5.30)
28 December 1944 - Opladen (6.35)

* * * * *

JOHNSON, F/L Robert Gordon (J7810) - **Military Cross** - No.28 Squadron - Award as per **London Gazette**, 5 June 1945. Born in Winnipeg, 4 November 1917; home there; served in Fort Garry Horse. Enlisted in Toronto, 3 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 29 January 1941. To Trenton, 19 February 1941. To No.1 ITS, 28 April 1941. To No.3 EFTS, 28 May 1941; to No.1 SFTS, 27 July 1941; graduated and commissioned, 7 October 1941. Attended School of Army Co-Operation, Rockcliffe (8 October 1941 to 17 February 1942). Served with No.123 Squadron, 22 March 1942 to 17 April 1943. To "Y" Depot, 17 April 1943; to RAF overseas, 3 May 1943; arrived in UK, 23 May 1943; to India July 1943. Served in No.28 Squadron (11 December 1943 to 14 January 1945 (89 sorties, 175 hour 50 minutes operational flying). Missing on 14 January 1945; reported safe on 7 February 1945. Repatriated to Canada, 12 March 1946. Released 27 April 1946. Re-engaged with RCAF Auxiliary, 13

September 1946 to 31 October 1948. Died 30 October 2014 in Charlottetown. Personal documents indicate his aircraft was hit by flak and caught fire at 500 feet; he nevertheless baled out. Suffered many hardships, being without adequate food or water for most of the three weeks he was down. No citation at the time but a Winnipeg clipping of October 1948, at time of investiture, states that S/L R.G. Johnson was shot down over Burma and made his way back home through enemy territory to the front lines and an Indian regiment. The following citation was released in 1948:

This officer carried out a model, well-considered escape from enemy-occupied territory following a parachute descent in January 1945. He walked for 22 days with a ration of only six Horlick's malted milk tablets a day to live on. He had a hand-to-hand struggle with a Japanese soldier, during which he stabbed him, smashed his face with a stone, and made good his escape.

Squadron Leader Johnson's determination to return to his unit and the exemplary manner in which he carried out his journey, overcoming all difficulties for over three weeks gave a great example and encouragement to other air crew personnel faced with this same problem.

NOTE: In January 1997 the Royal Air Forces Escaping Society (Canadian Branch) presented to the National Aviation Museum a "dossier" (actually more like an album) with extended autobiographical notes on members (catalogued in the museum as D.805 C3 L96 1995 NMM). This included much information on Johnson from which the following is extracted:

Early morning 14 January 1945 I was on a low-level reconnaissance in an area south of Mandalay along the Irrawaddy River, about 150 miles into enemy-held territory. I was taking a low-level oblique photo of a large river boat being loaded with oil drums when I was hit by flak. I got back to the west side of the river before I was obliged to leave aircraft by parachute.

I was chased immediately but managed to evade and then spent 22 days either looking for water, hiding from Burmese or Japanese as the case might be and finally getting around the problem of making safe contact with our own troops who were well trained in shooting anyone who came within range. Burmese were under strict Japanese control so there was no help available. The greatest obstacles were overcoming fear of the jungle, animals, and having faith in my night navigating since I had decided it was

safer to move at night. There was one hand-to-hand confrontation with a Japanese soldier and a tiptoe walk through some others but the greatest challenge was making safe contact with trigger-happy Indian troops, the 14th Punjabi Regiment, who almost got me with Tommy Subs [Tommy guns] on my first attempt at contact. Later the same day I made safe contact and was able to give them some info as to the location of Japanese troops I had encountered. I had lost a lot of weight but returned to my squadron a week or so later none the worse. Normally the Adjutant would have sent my gear away but he said, "I felt that if anyone would get back, you would, so I held it".

FURTHER NOTE: The Commanding Officer of No.28 Squadron wrote a letter to Personnel Office, RAF, Bombay (date obscured, "th January 1945), subject "Circumstantial Report: Flight Lieutenant R.G. Johnson".

On 14th January 1945, Flight Lieutenant R.G. Johnson was airborne at 0830 hours from Kalembo as No.1 of a Section on a Tactical Reconnaissance of the Pauk-Pakkoku - Pagan area on the Irrawaddy River. He was accompanied by Flight Lieutenant G.T.A. Douglas.

At approximately 0910 hours Flight Lieutenant Johnson instructed his No.2 to carry out a reconnaissance of one bank of the river, while he would do the other side. The next message was that he was approaching Pagan from the south and was attacking a concentration of river craft there. A little later he stated that his aircraft had been hit by AA and that he was setting course up the Irrawaddy and would probably get out. The next report indicated that Flight Lieutenant Johnson had flown west so as to reach friendly territory and gave his position and due west of Pagan on the Yaw Chuan River.

He again said that he would have to abandon the aircraft and would be flying due north till he was forced to do so. Approximately three minutes later his last message was received stating that he was baling out. From the available data it can be deduced that he descended roughly 7-8 miles due north of Kagwe, PP 0087.

It is considered that Flight Lieutenant Johnson would probably be able to make a successful landing and his chances of safe return or at worst POW are considerable. Owing to the extreme distance from our Forward troops it may be some days before any further news can be expected.

Subsequent air search has proved abortive.

The following was published in **The Telegraph** of 22 March 2015.

Squadron Leader Bob Johnson, who has died aged 96, was a Canadian Hurricane pilot who managed to evade the murderous attentions of the Japanese enemy for 23 days after being shot down on a reconnaissance patrol over the Irrawaddy river in Burma.

On January 14 1945, Johnson, a pilot with No 28 Squadron, RAF, was leading a two-man sortie some 150 miles from base and photographing a boat being loaded with drums of petrol when his Hurricane was hit by an anti-aircraft round. The round just missed his legs but blew a hole in the instrument panel. As his aircraft went down he managed to cross the river and establish radio contact with his No 2, Flt Lt Gawain Douglas, who replied: "Good luck, old chap", just before Johnson bailed out.

Douglas subsequently failed to locate him, but his parachute was immediately spotted by the enemy as he landed near Pagan. Clutching his homemade escape kit of maps, compass, torch and rations, Johnson started to run some 500 yards ahead of a pursuing posse of Burmese, led by a Japanese sergeant. He dived into a crevice beneath a bush, where he lay undiscovered for the rest of the day.

Having consulted his maps, Johnson decided to make for a junction of two streams which would lead towards the Allied lines. He set off by moonlight, but was soon driven off his chosen path by the sound of voices coming from a village. For the next six nights he struggled on in what he hoped was the right direction; but finding no water to drink, he became delirious. It was only on coming to some paddy fields that he was able to suck some water from the bottoms of rice stumps. On reaching a pond he drank the dirty water until he was sick, but discovered he could think clearly again while lying down. Later a clear stream enabled him to fill up his canvas water bag.

On the 12th night Johnson became completely lost and had to double back, on one occasion stealing past a sleeping Japanese soldier guarding rafts loaded with bamboo baskets. At 2am on the 18th day he heard a twin-engined aircraft overhead and flashed his name in Morse, but to no avail.

Hearing voices at dawn, he hid behind a thorn bush and watched as a Japanese soldier slowly approached with rifle at the ready. Johnson drew his knife and jumped on the soldier. As they struggled on the ground, the soldier dropped his rifle and Johnson plunged his knife into the man's back .

Springing up, Johnson then ran along a cart track, ducking behind some more bushes as six bullock carts passed by loaded with Japanese soldiers. That night he made his way towards a hill where he had spotted a Dakota dropping supplies. But on seeing three Indian soldiers he raised his hands and was greeted by tommy-gun fire – the men apparently having assumed, from the flying helmet he was wearing, that he was Japanese.

The next evening he walked to the bottom of the hill, took off his shirt to show his white skin and met four Burmese peasants who were cooking rice. In return for money they reluctantly agreed to take him towards the Allied lines. Finally Johnson met some more Indian soldiers, whom he asked to take him to their CO. He had been on the run for 23 days and was awarded an MC – one of a handful of airmen to be so honoured – for the bravery and resourcefulness he had shown during his escape.

Looking back, Johnson recalled how he had once found the bodies of members of a captured Army patrol who had been hanged by the Japanese in the jungle. Though he did not enjoy the business of killing, he recalled: "You had to. And because of the way the Japanese treated our people, I was really kind of glad to do it."

The son of a Canadian Pacific Railroad switchman, Robert Gordon Johnson was born on November 4 1917 and educated at Daniel McIntyre Collegiate in Winnipeg. After working on a farm and driving a truck he joined the Fort Garry Horse in October 1939. A year later he switched to the RCAF. After being trained on Harvards he arrived in Britain just after the Battle of Britain. He was then sent to India, where he joined No 28 Squadron in the Imphal Valley.

On April 18 1944 Johnson was attacking ground targets over Kohima when his starboard cannon exploded, ripping off all the wing covering and forcing him to land with wheels up at 175mph. He sustained only minor injuries. After his escape from the Irrawaddy,

Johnson never flew operationally again. Instead he was ordered to give lectures on survival to squadrons in India and Ceylon and to personnel on aircraft carriers preparing for the invasion of Japan.

On returning home in 1946 he married Shirley Laver, with whom he had four sons and a daughter. He joined No 402 (City of Winnipeg) Squadron, flying Vampire jets at weekends for three years while working as an insurance salesman. He discovered an enthusiasm for insurance claims adjusting and after spells in Detroit and Georgia he moved to Prince Edward Island, where he worked as a loss adjuster until his retirement in 1977.

The following was published in an Intelligence Officer's Report from No.28 Squadron's ORB:

AN ACCOUNT OF CAN.J.7810 F/L R.G. JOHNSON'S ESCAPE AFTER THREE WEEKS IN ENEMY OCCUPIED TERRITORY. TAKEN FROM THE C.I.O., H.Q., A.C.S.E.A. WEEKLY INTELLIGENCE

SUMMARY NO. 70

Flight Lieutenant Johnson was reported "Missing Particulars Unknown" on 14th January, 1945 and returned to this Unit on 6th February, 1945.

Hurricane Pilot Who Bailed Out 100 Miles from Base, Chased by Natives with Dogs

"This is an excellent example of a search carried out by local inhabitants on this occasion under direct Japanese supervision," write "E" Group, commenting on the following account of a Hurricane pilots three weeks in enemy occupied territory. "Evaders should always be prepared for this and should lie low to begin with until the search dies down or they are sure that they have not been spotted," "E" Group add.

HIT BY FIRE FROM GROUP

F/L "A" took off from Kalemvo on the morning of the 14th January, 1945, to carry out a recce. When over a hundred miles from base, his aircraft was hit by ground fire, he climbed to 1500 feet, but his engine began to lose power and he realized that he would have to bail out. He therefore made for the hills, and jumped when the aircraft was 500 feet and losing height rapidly. He informed his No.2 of his intention. The parachute opened satisfactorily and he had a very short drop, with no trouble at all; but when the parachute opened, his pistol and ammo became detached. He landed on top of a hill and rolled about five feet into a gully.

SEEN BY NATIVES

He released his parachute harness, pulled his jungle kit bag off the parachute, and ran west along a ridge for about 400 yards when he heard voices. So he ran down into the gully, pulled off his earphones and oxygen mask, and stuffed them into a hole. He heard voices the whole time, and realized that people were looking for him. He climbed one of the hills – all mud, with very sparse undergrowth – and just as he was about to look over the ridge at the top, he spotted some natives who also saw him on another ridge opposite to the South, some 400 or 500 yards away. There were about 20 of them, and there were others lining the ridge all round. To the North of them five Burmese of all ages came down a path opposite to try to cut him off while the others kept watch on his movements. Dogs were also being used in the hunt.

"A" was rather exhausted by these hectic events and the heat, and his face and hands were scratched. He ran North for 100 yards and slid down a very steep bank where he saw a bend in a chaung which he recognized and was thus able to pinpoint his position. At the bottom of the bank, he found cover, and lay still. The natives searched all round for him the whole day, but he remained where he was until 2100 hours and was not discovered. On top of a hill was a Japanese guard with a rifle.

Planned a month ahead

While in hiding he managed to get his pack off, making as little noise as possible, and went through his kit very carefully. He estimated that he had enough Horlicks tablets and chocolate to last him 31 days at the rate of six tablets a day and reckoning on four days for the chocolate. He calculated that he would have to cover a hundred miles, and

that he could do it in a month. He had his maps with him, and went over the country very carefully.

He decided on his first objective, which was the junction of two chaungs, and determined that from there he would follow one of these roads which he wished to reach. He had been briefed on our forward troop positions, and knew where to make for. (In the event he met with them earlier as in the meantime they had advanced).

He realized at the time the importance of making a plan and of sticking to it; during that evening, therefore, he thought it all out carefully and determined to follow his intended plan as closely as possible. He felt that he had made a good beginning in avoiding capture, and felt very encouraged. He was fairly confident that he would manage the journey.

At 2100 hours, he started to move up the ridge. There was no moon but, by starlight, he succeeded in finding a path on the top of the ridge which led westwards and downhill to some fairly thick scrub. He heard barking and bullocks making a noise in a village, and also voices, so he left the path and turned south across a chaung.

While it was still dark, he climbed to the top of the hill, which was fairly well wooded. He moved very carefully, 20 feet or so at a time, stopping to listen to make sure that he was not being observed. On reaching the ridge, he was able to follow it for about a quarter of a mile. He searched to find a hiding place in readiness for daylight, and found a cave which had been made by a watershed. He decided to use it for the day. The whole countryside was arid, with no water, and even leaves, which he chewed, seemed to have no moisture in them.

Decided to move by night

He felt greatly encouraged by this first attempt at moving and decided that in future he should move by night, partly because he knew that the country was heavily occupied by the enemy, and partly because he thought that the sun would tire him out more quickly. He was worried about the water situation, but observed from his map that there were chaungs to the west; so he had hopes. His tongue, however, was very dry.

He remained where he was all day without incident, and slept fitfully for about three hours. He went through his kit again, and disposed it carefully so that if he should have to move quickly and abandon his pack he would still have some equipment on his person. He thus placed some food, his compass, sterilizing tablets and other mere essentials in the pockets of his green battle-dress (which he was carrying in preference to the Jungle Kit, though of course he had all the contents with him).

He was prompted to do this by his recollection of the experiences of another recent evader, who, having taken off his Jungle Kit, was surprised by some Japanese and had to make a hasty gateway, leaving all his kit behind. He also doctored his cuts and bruises, and took salt tablets and Horlicks tablets. He finally moved off again about 2100 hours, taking a westerly direction.

Frequently delirious

“A” was frequently delirious during the next five days owing to the lack of water, and cannot remember precisely what happened. He did, however, keep to his drill of moving and hiding during the day, and ate tablets and took the medicines regularly. He maintained as well as he could by sighting the compass on a star, but, as the days wore on, he grew gradually weaker, less confident, and a victim of nightmares. Up to this point, he had managed to keep count of the days by making marks for holes in his map. In the early hours of the eighth day, he found cultivated rice fields. He broke off the rice stalks and found that they were slightly moist at the bottoms, chewing them provided a little relief, but he rubbed his tongue raw by sucking them.

Drank dirty water

He moved across the fields – it was not yet 0300 hours – and came to a track which he followed and soon found a bullock cart water hole. He lay down in the dirty water and drank until he was sick and brought it all up again. But after laying in the water for about half an hour, he felt much better and was able to think clearly again. He filled his chagul with fairly clear water and used sterilizing tablets putting in an extra dose to try to offset what he had already drunk. The de-tasting tablets did not work.

After he had recovered himself he continued along the track, but as he heard people and noises of animals he skirted the area cautiously and took cover before daylight. He drank frequently from the chagul and felt much better; he was quite confident that he would get through.

For the next three days he kept to his policy of moving by night, but ran out of water and did not find another buffalo water hole till the third night, when he came across a much better one than the last. During these three days, he could not get a pinpoint and consequently did not know his position accurately; but he headed to the west and north in a zigzag course hoping to find the chaung he had in mind. He still kept to his drill of eating Horlicks and taking Mepecrine. He had cigarettes with him but did not smoke as it would have increased his thirst.

Reached Chaung Junction

At 0100 hours on the twelfth day, he reached the chaung junction he had been making for. There was nobody about, so he took off his clothes, washed himself completely, drank, and filled his chagul. He then set off along the chaung as he had originally intended, and came to a point where he found that he had to go out into the open along a sort of beach.

His boots made a lot of noise on the gravel, and plimsolls, he said, would have been better. Natives were up, getting their bullock parts ready, and they must have heard him, as they called out. He stopped and listened and then moved on again, when he again heard them call out. Some of them started to come towards him so he walked steadily on and climbed up the bank through some thorn bushes to the top of the hill, where they did not follow him, though they continued their march along the chaung itself.

He slept for a while at the top of the hill and at dawn moved along a path and found a hiding place for the day. He had been able to establish his position accurately and felt much happier. After nightfall, he set off again for the chaung, arrived, washed himself, and took cover for the following day in the hills to the south.

He crossed the Chaung on the 14th day and followed a ridge of hills to the north. On climbing a particular hill, he got a pinpoint and discovered that he had mistaken the ridge for some other hills further west. He therefore made for the chaung once more and hid there for the day. Next night, he continued his journey westwards, pinpointing himself again. There were traces of habitation here and there, so, on these, he picked up the track again and continued on his way till daylight, when he lay up in some bushes near a temple.

Sleeping Jap soldier

Still moving at night, he continued westwards and forded a chaung; but he discovered that it was not the right one and re-crossed it. He skirted a village with a view to reaching the chaung he was looking for, and eventually came out on the bank. He went down to the edge of the river, and there, found himself two feet away from the head of a sleeping Japanese soldier, who had a dark blanket over him and was using his pack as a pillow.

On the river were five large rafts loaded with bamboo baskets. He stopped dead, looked all round, and saw six other people, four of whom were natives. He backed for 20 yards along the gravel, his boots making dreadful noise, and after half an hour reached the grass again. He followed the west bank till he came to the road, and then followed this until daylight, skirting a village as route, and hid for the day.

Hid from caravans

At night, he joined the road again and followed it north for about four miles. He had to hide when two bullock cart caravans passed him in the opposite direction. He later came upon one that was stationary, and could not pass it as there was no cover. He later came to the river again and followed it until he had to seek cover for the day.

He set out once more at nightfall on the 18th day, went about two miles west and then two miles north, forded the chaung and followed the course of another small chaung. At 0200 hours, he heard a twin-engined aircraft passing over head, so flashed his torch, using the morse signal for the first letter of his name six times. The aircraft circled,

blinked his navigation lights on and off and then went away. He then left the chaung and picked up the road to the west, which he followed till daylight, when he went into the hill and slept. During the day, he tried flashing his heliograph at our own aircraft passing over head, but without success; the country was such that if he had been able to attract attention, a light aircraft could have landed with very little danger.

He came down to the road again at night and continued along it until he heard voices, which were not Burmese. He took them to be the Japanese. He was looking along the chaung to find the best place to cross when he heard a scuffling noise and dropped dead. The noise stopped too, so he started moving again, and a Japanese soldier with his rifle and red bayonet jumped down from the far bank of the chaung and ran across. "A" hid behind a thorn bush, crouched with his knife in his left hand and stayed motionless for about half an hour. The soldier came to the bush and also stood motionless. Suddenly, he ran round the bush with a rifle and bayonet at the ready; "A" jumped at him and hit his legs with his shoulder. They both sprawled on the ground and the Jap's rifle fell from his hands.

Stabbed Jap with knife

"A" leaned over quickly and stabbed the Jap in the back with his knife, which unfortunately only penetrated about 1 ½ inches and seemed to strike a bone. The Jap rolled over and tried to grapple with him; "A"'s right hand came in contact with a large stone, which he grasped and brought over with a swinging motion, hitting the Jap in the face. "A" jumped up, ran up the chaung to the cart track and ran along it for about 400 yards. He heard bullock carts coming, so hid in the bushes. Six loaded bullock carts passed him, with ten soldiers equipped with their packs and rifles walking behind each one.

After a rest, "A" started to walk along the track, and after skirting a village, was in open paddy when, coming over a slight rise,, he met a Jap soldier face to face coming towards him on the other side of the track. It was moonlight, and it was too late to try to hide or to run, so he walked brazenly past him and he took no notice. He must have mistaken "A" for a Japanese soldier.

A further 20 Japs with mules were coming along the track, so he hid as best he could at the side of the track and watched in all about 100 troops and many mules all heavily laden, pass south. He then moved across the fields and took cover in the hills till

about 0630 hours, when he returned to the track; ten more Japs passed, so he returned to the hills and slept there that day.

Many camp fires

He decided to try to stay in the hills and reach a certain village across country, but there was a great many camp fires about, so he returned and slept the night and the next day in hiding. On the last day, he heard what he thought were machine guns and mortar fire about four miles away. In the evening, he joined the road again and watched to find out what movements were taking place. Eventually, he followed the road north, walking barefooted through a village and some distance onward, when he went into the hills and slept. He had seen flashes and heard gun and mortar fire in the valley to the east, coming from three different hilltops. Later in the afternoon, he saw Dakotas supply-dropping on the most easterly of the three temples.

At night, he moved N.E. for two miles, then S.W. for a mile and a half, and at about 0600 hours, he climbed the hillock on which he had seen supplies being dropped. As soon as he reached the top, three I.O.R.s appeared so he put his hands up but they opened fire with their tommy guns, the bullets passing within six inches of his legs. He took cover and climbed into some trees, where he removed his flying helmet; he thinks this led them to mistake him for a Japanese. He then waved a white handkerchief and shouted in Urdu that he was a British Officer and that they were not to fire. He shouted three times, but received no reply. After a time, he came down and hid in some bushes on the top of the hill where he ate the last of his Horlicks.

Showed white skin

At about 1700 hours, he removed his shirt to show his white skin, and walked down to the bottom of the hill, where he found some natives cooking rice. He approached them, and they gave him some food for which he paid them in money and with chewing gum. He asked them to take him to forces, which they eventually agreed to do. There were four of them, he made one walk 20 yards ahead, and he kept a boy beside him. They walked for four miles in a S.W. direction, when they came on some more I.O.R.'s. "A" spoke in Urdu, and asked to be taken to their C.O. This was done, then he was given food, cigarettes and a bed. He was able to give the C.O. information about Jap

movements he had observed. The following day, he was taken off by hospital jeep and was later flown back to Kalemyo.

“This performance is of particular interest in that it is one of the very few in which movement was made entirely at night,” comments “E” Group. “This officer, on his return, himself testified to the necessity of preparing a plan and of sticking to it. Experto credo.”

* * * * *

JOHNSON, F/O Russell Edward (J87545) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 27 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 21 July 1921, Winnipeg; home there (stock clerk, interior decorator). Enlisted there 11 May 1942 and posted to No.2 Manning Depot. To No.12 SFTS, 18 July 1942 (guard duty); to No.2 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942; to No.19 EFTS, 21 November 1942; to No.10 SFTS, 21 November 1942; graduated and promoted Sergeant, 14 May 1943. To “Y” Depot, 28 May 1943; embarked for United Kingdom, 23 June 1943. Disembarked in Britain, 1 July 1943. To No.14 (Pilots) AFU, 10 August 1943. While there attached to No.1512 Beam Approach Training Flight, 29 September to 3 October 1943. To No.24 OTU, 16 November 1943. To No.61 Base, 10 March 1944. Attached to No.1659 Conversion Unit, 18 March to 20 April 1944. To No.158 Squadron, 27 April 1944. Commissioned 17 June 1944. To No.1669 Conversion Unit, 18 October 1944. Promoted Flying Officer, 17 December 1944. Repatriated 28 February 1945. Released 28 April 1945. Rejoined as pilot in No.402 (Auxiliary) Squadron, 1 November 1949 to 20 January 1951. Died in Moose Jaw, Saskatchewan, 16 September 1990 as per **Airforce Magazine** of October-November-December 1991. Photo PL-35385 shows him.

One night in June 1944, Flying Officer Johnson was detailed to attack the railway sidings at Versailles. When nearing the target the aircraft was attacked by an enemy fighter. Before the enemy aircraft could be evaded much damage was sustained. The fuselage was riddled by cannon fire. The elevator and rudder controls were damaged. The rear turret was shattered and the gunner was killed. In spite of this, Flying Officer Johnson went on to the target which he attacked successfully and afterwards flew his damaged aircraft safely home. Throughout his operational tour Flying Officer Johnson has consistently displayed courage and determination and his leadership has been an inspiration to all.

NOTE: Public Record Office Air 2/9160 has recommendation drafted 10 September 1944 when he had flown 34 sorties (137 hours 54 minutes). Sortie list and submission as follows:

10 May 1944 - Lens (3.45, successful attack)
11 May 1944 - Colline Beaumont (3.28, successful)
12 May 1944 - Hasselt (4.08, successful)
19 May 1944 - Boulogne (3.35, good attack)
5 June 1944 - Maisy (4.40, attacked in cloud)
6 June 1944 - Chateaudun (5.51, successful trip)
7 June 1944 - Versailles (3.29, bombed in cloud)
24 June 1944 - Le Grand Rossignol (3.25, sortie carried out)
27 June 1944 - Marquise Mimoyecques (3.40, daylight attack)
28 June 1944 - Wizernes (3.16, attacked in daylight)
30 June 1944 - Villers Bocage (3.53, very concentrated daylight attack)
1 July 1944 - Oisemont (3.48, bombed in daylight)
4 July 1944 - Domleger (3.46, daylight attack)
6 July 1944 - Marquise Mimoyecques (2.54, daylight attack)
7 July 1944 - Caen (4.02, good daylight attack)
15 July 1944 - Les Landes V et N (3.48, duty carried out)
18 July 1944 - Caen H.1 (4.08, duty carried out)
20 July 1944 - Ardouval (3.45, successful sortie)
23 July 1944 - Les Catelliers (3.54, bombed aiming point)
24 July 1944 - Stuttgart (8.20, bombed in cloud)
25 July 1944 - Wanne Eickel (4.06, successful sortie)
28 July 1944 - Foret de Nieppe (3.25, attacked in cloud)
30 July 1944 - Battle area "G" (4.01, returned without bombing as instructed by Master Bomber)
1 August 1944 - Chapelle Notre Dame (2.58, daylight sortie)

3 August 1944 - Bois de Cassan (4.02, daylight sortie)
5 August 1944 - Foret de Nieppe H (3.01, bombed aiming point)
9 August 1944 - Les Landes V et N (3.46, attacked as ordered)
10 August 1944 - Dijon (6.47, successful sortie)
11 August 1944 - Ferfay (3.42, daylight attack)
12 August 1944 - Russelsheim (5.39, successful trip)
14 August 1944 - TRACTABLE 21A (3.51, bombed aiming point)
15 August 1944 - Eindhoven (3.43, bombed aiming point)
16 August 1944 - Kiel (4.28, attacked in cloud)
3 September 1944 - Soesterberg (2.52, successful attack)

On the night of 7/8th June 1944, Flying Officer Johnson was captain of a Halifax III aircraft detailed to attack the marshalling yard at Versailles. When flying at the special pin-point bombing height of 5,000 feet and when still more than 50 miles from the target, the aircraft was hit by cannon fire from a diving night fighter. The fuselage was riddled, the elevator and rudder controls were damaged and the rear turret was completely smashed, the rear gunner being killed.

Undeterred by these occurrences, Flying Officer Johnson maintained control of the crippled machine and, displaying the highest qualities of coolness, courage and determination, carried on to bomb his objective.

After the bombs had gone he directed attention to the rear gunner, and by means of expert airmanship sought the protection of cloud cover to fly his damaged machine back to this country. He landed at the nearest available airfield to get medical aid, in the hope that his gunner might be saved.

Throughout this action Flying Officer Johnson revealed the most commendable spirit of determination, courage and leadership and in very difficult circumstances was a source of inspiration to his crew. These qualities have characterized his work throughout his tour of 34 operational sorties, and for such qualities and his constant devotion to duty it is recommended that he be awarded the Distinguished Flying Cross.

Note: On 8 February 1945, on repatriation, he stated he had flown 180 operational hours and 220 non-operational hours; 40 sorties, the last being on 23 September 1944. Types experienced overseas were Oxford (100 hours), Whitley (80), Halifax (200) and Lancaster (20).

Training: At No.2 ITS he was 47th in a class of 132.

At No.19 EFTS placed 13th in a class of 32; flew Tiger Moths (30.40 day dual, 33.10 day solo; 3.45 night dual, 45 minutes night solo). This included 9.15 on instruments; also logged ten hours in Link. Required 8.35 dual before first solo.

At No.10 SFTS placed 24th in a class of 46. Flew Cranes (67.25 day dual, 65.05 day solo, ten night dual, 7.30 night solo). Of this, 28.00 on instruments; also logged 20 hours in Link.

At No.14 (Pilots) AFU course was 10 August to 16 November 1943. Flew Oxfords (2.55 day dual to first day solo, 31.00 total day dual, 35.00 day solo; 1.40 night dual, 7.35 night dual, and 10.30 night solo). Total of 3.20 in formation, 9.45 on instruments, and logged 13.45 in Link. "This pilot has the ability to fly well, but is too disinterested to try to improve himself. His flying shows every indication of carelessness and is only average - lookout poor. Needs to be made aware of his responsibilities as an NCO." (G/C A.H. Peck, 14 November 1943.

Course at No.24 OTU was 16 November 1943 to 5 March 1944. Flew Whitley V aircraft - 1.25 day dual to first day solo, 7.35 total day dual, 2.50 day at controls with a captain, 33.20 day solo as captain; 1.25 night dual to first night solo, 7.35 total night dual, 5.15 night at controls with a captain, 37.55 night at captain; also 15 hours in Link.) "An ex-AFI pilot of average ability who has no difficulty in converting. He is quite a reliable captain with a fairly good control of his crew but he seems at times to be lacking in force and drive. It is felt that if he could overcome his retiring manner he would make an excellent officer. He has done four day cross countries and five night. He has also completed three day and one night Fighter Affiliation exercise. He has passed through the decompression chamber." Recommended for a commission and four engine bombers by W/C T.J. Gunn.

* * * * *

JOHNSON, P/O Thomas Roger Murray (J85807) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 9 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 3 March 1923; home in Montreal; enlisted there 25 August 1942 and posted to No.5 Manning Depot. To No.8 SFTS (guard duty), 9 October 1942. To No.1 Advanced Ground Gunner Training School, 6 March 1943; promoted LAC, 17 April 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to RAF overseas, June 1943. Commissioned 19 March 1944. Promoted Flying Officer, 19 September 1944. Repatriated 7 June 1945; to Halifax, 4 July 1945; to Release Centre, 2 September 1945; released 5 September 1945.

Pilot Officer Johnson has set a fine example of keenness and devotion to duty. As rear gunner he has taken part in very many sorties, including attacks on such targets as Berlin, Frankfurt, Leipzig and Kiel. On one occasion, Pilot Officer Johnson shot down an enemy fighter which attempted to close in. On several other occasions his timely warnings have enabled his pilot to avoid enemy fighters. Pilot Officer Johnson has proved himself to be a model crew member and has rendered much valuable service both in the air and on the ground.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has original recommendation by W/C D.C. Hagerman drafted 11 October 1944 when he had flown 33 sorties (189 hours 25 minutes):

This officer has completed 33 day and night operational sorties against the enemy. Included in the targets attacked are such heavily defended areas as Berlin, Frankfurt, Leipzig and Kiel.

On five occasions his careful watch and concise direction to his Pilot have resulted in enemy fighter attacks being evaded successfully and, on another occasion, while attacking Sterkrade, he was successful in shooting down a FW.190 which attempted to press home an attack on his aircraft. On these occasions P/O Johnson has undoubtedly been largely responsible for extricating his aircraft and crew from perilous situations.

P/O Johnson has thrown himself whole-heartedly into the work of training more junior Gunners and his precept and example have been of material assistance in obtaining the high standard of efficiency enjoyed by the Gunners of this Squadron.

I consider the high courage, coolness and outstanding efficiency displayed by P/O Johnson fully merits the immediate award of the DFC.

The sortie list was as follows:

30 August 1943 - Hesdin (3.10, Wellington sortie)
8 September 1943 - Boulogne (3.00, Wellington sortie)
18 November 1943 - Leverkusen (7.45, Halifax aircraft hereafter)
22 November 1943 - Berlin (8.05)
26 November 1943 - Frankfurt (7.50)
3 December 1943 - Leipzig (8.45)
20 December 1943 - Frankfurt (2.35, duty not carried out)
6 January 1944 - Gardening Brest harbour (5.50)
28 January 1944 - Berlin (8.25)
3 February 1944 - Gardening La Rochelle (8.30)
6 February 1944 - Gardening Oslo harbour (7.05)
12 February 1944 - Gardening Frisian Islands (3.55)
15 February 1944 - Berlin (7.35)
13 March 1944 - Le Mans (6.20)
15 March 1944 - Amiens (4.55)
8 April 1944 - Gardening Holland coast (3.40)
9 April 1944 - Lille (5.25)
18 April 1944 - Gardening Frisian Belt (7.05)
22 April 1944 - Laon (5.40)
23 April 1944 - Gardening Kiel Bay (6.50)
24 April 1944 - Gardening St. Malo (5.15)
26 April 1944 - Paris (5.45)

27 April 1944 - Montzen (4.35)
12 May 1944 - Louvain (5.00, Lancasters now and henceforward)
27 May 1944 - Bourg Leopold (4.35)
31 May 1944 - Mont Couple (4.15)
5 June 1944 - Merville (5.20)
6 June 1944 - Coutances (4.50)
14 June 1944 - St. Pol (4.20)
16 June 1944 - Sterkrade (4.55)
21 June 1944 - St. Martin l'Hortier (4.20, day)
23 June 1944 - Bientiques (4.15)
24 June 1944 - Bamiers (4.35)
27 June 1944 - Foret d'Eawy (5.00)

* * * * *

JOHNSON, S/L Thorarinn Victor (C6927) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Home in Winnipeg; enlisted there 22 August 1941 for navigation training. Reclassified as Equipment Officer, 12 December 1941 and posted that date to No.3 WS. Promoted Flying Officer, 15 December 1941. To "Y" Depot, 20 October 1942. To RAF overseas, 19 November 1942. Promoted Flight Lieutenant, 1 May 1943. Promoted Squadron Leader, 22 April 1945. Repatriated to Canada, 26 September 1945. Released 6 November 1945. RCAF photo PL-33860 (ex UK-6654, 17 November 1944) shows him looking at a portrait of Hitler, somewhere on the continent.

* * * * *

JOHNSON, FS Victor (R59528) - **Mention in Despatches** - No.405 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 24 May 1902. Home in Ottawa; enlisted Winnipeg 17 July 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 27 September 1940. Promoted AC1, 17 October 1940; to No.5 SFTS, 13 November 1940;

promoted LAC, 1 April 1941; promoted Corporal, date uncertain. To "Y" Depot, 9 March 1942; to RAF overseas, 30 March 1942. Promoted Sergeant, 19 March 1943. Repatriated to Canada, 18 June 1945; to No.6 OTU, 19 June 1945; to Greenwood for "Tiger Force", 31 July 1945; to Halifax, 4 September 1945; released 6 September 1945..

* * * * *

JOHNSON, F/O William Axel (J27276) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 29 November 1920, Fife, British Columbia; home in Cascade, British Columbia (operator - though what trade not given). Enlisted in Vancouver, 26 September 1941 and posted to No.1 Manning Depot. Initially an Aero Engine Mechanic and posted to Technical Training School, St. Thomas, 19 December 1941. Promoted AC1, 14 March 1942. To No.3 BGS, 19 March 1942. To No.133 (Fighter) Squadron, 12 June 1942; promoted LAC, 1 July 1942. Remustered for aircrew and posted to No.4 ITS, 26 September 1942; may have graduated 4 December 1942 but not taken on strength of No.2 BGS until 6 February 1943; graduated 30 April 1942 and posted next day to No.5 AOS; graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943. To United Kingdom, 15 July 1943. Repatriated 9 February 1945. To Western Air Command, 20 February 1945. Released 9 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".

* * * * *

JOHNSON, WO William Frank (Can 740) - **Mention in Despatches** - No.413 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 14 June 1902. Enlisted in Winnipeg, 26 April 1929 as a Carpenter. As of 1 September 1939 he was a Flight Sergeant, and as of 25 September 1939 he was with No.1 (Fighter) Squadron. To No.115 (Fighter) Squadron, 15 February 1940 and likely went overseas with them. To No.112 (Army Cooperation) Squadron, 12 August 1940. Promoted WO2, 1 December 1940. Promoted WO1, 1 March 1942. Repatriated to Canada, 7 February 1945; to No.5 OTU, 23 February 1945. To No.10 Repair Depot, 16 April 1946. To No.11 Equipment Depot, 24 April 1947. Released 27 August 1947. DHist file 181.009 D.1751 (PAC RG.24 Vol.20608) has recommendation dated 30 December 1942 when he was described as a Carpenter/Rigger:

Warrant Officer Johnson came overseas from Canada in June 1940. He joined No.413

Squadron in November 1941. Since that time this Warrant Officer Engineer has laboured hard and long and is largely responsible for the high morale and efficiency of the Maintenance Section.

JOHNSON, WO William Frank (Can 740) - **Mention in Despatches** - No.413 Squadron (Overseas Headquarters 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.1751 (PAC RG.24 Vol.20608) has recommendation dated 12 November 1943 when he was in Warrant Officer in charge of Maintenance, No.413 Squadron, and it is presumed that the award is based on this recommendation:

Warrant Officer Johnson, a veteran of the 1914-18 war, joined the RCAF during its formative years. He came overseas from Canada in June 1940, joining 413 Squadron in November 1941.

When the squadron came to Ceylon, the majority of the ground personnel were drawn from various Canadian fighter and bomber squadrons in England, and were inexperienced in flying boat maintenance.

This Warrant Officer Engineer has laboured hard and long and is largely responsible for the high morale and efficiency of the Maintenance Section.

* * * * *

JOHNSON, F/L William Harold (J11577) - **Commended for Valuable Services in the Air** - No.7 SFTS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 30 March 1915. Enlisted in North Bay, 1 August 1941 and posted to No.1 Manning Depot. To No.1 ITS, 13 September 1941; graduated promoted LAC, 7 November 1941; posted that date to No.15 EFTS; to No.7 SFTS, 3 January 1942; graduated and commissioned 8 May 1942. To No.15 SFTS, 23 May 1942; to No.7 SFTS, 19 July 1942; promoted Flying Officer, 8 November 1942; promoted Flight Lieutenant, 1 November 1943. To No.15 SFTS again, 10 November 1944; to No.3 SFTS, 1 April 1945; to Release Centre, 6 July 1945; released 11 July 1945.

This officer has been instructing for over two years and at all times he has worked hard

and conscientiously. Because of his aid and example he is of inestimable value to his unit and in his present position as Officer Commanding Blind Approach Training Flight he is carrying out his duties in a most commendable manner.

* * * * *

JOHNSON, F/L William Manley (J12690) - **Distinguished Flying Cross** - No.60 Squadron - Award effective 23 March 1945 as per **London Gazette** dated 3 April 1945 and AFRO 765/45 dated 4 May 1945. Born 11 June 1919, Toronto; home in Ottawa (shipping clerk) In COTC with Royal Canadian Army Service Corps, 1937. Educated in Toronto, Port Arthur and Toronto. Worked in Ottawa for baker (Morrison Lamothe). Enlisted in Ottawa, 22 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.2 EFTS, 17 August 1940; to No.2 SFTS, 20 October 1940; graduated and promoted Sergeant, 4 January 1941. To Trenton, 8 January 1941. To No.2 SFTS, 22 March 1941 to instruct. Commissioned 30 June 1942. To "Y" Depot, 23 October 1942. To RAF overseas, 27 October 1942. Disembarked in Britain, 4 November 1942. To No.9 (P) AFU, 24 November 1942. Promoted Flying Officer, 30 December 1942. To No.56 OTU, 12 January 1943. To India, 11 April 1943. Various attachments, mostly with ATP Poona and completed a three-week course in jungle survival. To No.60 Squadron, 11 August 1943. Squadron was converting from Blenheims to Hurricanes so his first job was ferrying aircraft to the unit. He described this phase of his career as follows: "We completed our regular squadron training at Madras and moved to Agartalla, Bengal, where we were engaged in Fighter Readiness, escorts of supply dropping aircraft and strafing. In March 1944 we moved to Silchar, Assam and commenced dive bombing and strafing operations in close support of the Army. We were subsequently located in Dergeon, Kumhagram and the Imphal Valley. The Imphal Valley was at this time completely surrounded by Japanese troops. I took over as Acting Flight Commander of 'B' Flight in July 1944 and continued in that capacity until the end of my tour in December 1944. During my operational tour, I flew 300 operational hours consisting of 200 sorties, 196 of which were bombing. I flew 125 hours as section leader, 50 hours leading six aircraft and 125 hours leading the squadron of 12 aircraft." Promoted Flight Lieutenant, 30 June 1944. Posted from No.60 Squadron, 10 December 1944 to School of Low Attack at Ranchi Bihar. Embarked from India, 6 February 1945. Arrived in United Kingdom 14 March 1945. Repatriated to Canada, 18 April 1945. Released 22 September 1945. Joined Department of Transport as a Traffic Control Officer, serving in Ottawa and Vancouver to May 1948. Then took a competition to be Inspector of Civil Aviation. Went to Moncton and then back to Ottawa where he was living in 1951. Served in postwar RCAF Auxiliary (No.2416 Aircraft Control and Warning Squadron), 28 November 1951 to 15 February 1954. Died in Vancouver, 6 April 1986 (date not specified) as reported by **Legion Magazine** of September 1986 and British Columbia Vital Statistics. RCAF photos PL-2391 and PL-2393 shows him as a Leading Aircraftman.

Throughout a large number of operational sorties Flight Lieutenant Johnson has

displayed outstanding tenacity and courage. The majority of his operations have been bombing attacks in close support of the Army and have been flown during very adverse weather over mountainous terrain. This officer is an excellent leader who has inspired confidence by his coolness and fearlessness in times of stress.

Assessment: Assessed on 2 August 1944 by S/L R.C. Lindell, No.60 Squadron. Report covered period of 11 August 1943 to 1 August 1944, noting that he had flown 1,949 hours 35 minutes (180 hours five minutes in previous six months). It was remarkable for its detail:

This officer is very keen and energetic and will develop good leadership in the future. His general knowledge in service matters and organisation needs improvement. If he can develop his abilities in this direction, he should make a satisfactory Flight Commander. His loyalty is unquestionable and his ability and keenness as a pilot are excellent.

Flying Officer Johnson has completed a long period of service in training command in Canada before coming to this, his first operational squadron. It is felt he has not had the opportunity to assimilate sufficient knowledge of organisation and administrative matters or had the opportunity to assume the responsibilities inevitably encountered on an operational unit. In all other respects this officer is a sound and trusted member of his squadron. He has above average ability as a pilot and great keenness and courage in the air, and a cheerful disposition and sense of humour. If he tries, he has the ability to develop into a good leader.

Notes: Damaged Hurricane V7092 at No.56 OTU, 23 February 1943 near Auchter House, West Mains, Angus. At the time he had 1,660 hours experience but only 32 on Hurricanes. He was dogfighting with a Sergeant Banham. "After completing one attack down to 5,000 feet, we climbed separately to 10,000 feet. We sighted each other and were coming head on, he from the south and I from the north. We both turned to the right and he appeared downward and to the right. Our wings struck and I went into a spiral. My port wing was severely damaged. I stayed with my aircraft to 3,000 feet to see if could regain sufficient control for a landing. I could not get the nose or a wing up so I abandoned at 3,000 feet." The investigation concluded that accident was owing to "both pilots failing to appreciate their speed of approach." It was suggested that this was a forbidden head-on attack but was instead an effort merely to resume the dogfighting practice.

On repatriation he noted that he had flown 200 sorties overseas (300 hours five minutes operational, 287 hours 45 minutes non-operational) and that his last sortie had been on 28 November 1944. Flying times were on Hurricane (500.55), Harvard (60.25), Master (13.45), Spitfire (3.20) and light aircraft (9.25). Described his non-operational flying as being ground instructor at a "Hack School."

* * * * *

JOHNSSON, F/L Ivar (J13346) - **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 16 October 1921, London, England; home in Montreal; enlisted there 22 September 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard), 27 October 1941. To No.1 ITS, 7 December 1941; graduated and promoted LAC, 30 January 1942 but not posted to No.9 EFTS until 14 February 1942; may have graduated 10 April 1942 but not posted to No.6 SFTS until 25 April 1942; graduated and commissioned, 14 August 1942. To No.31 GRS, 11 September 1942. To "Y" Depot, 28 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 14 February 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 8 June 1945. Retired 3 August 1945. For photograph see PL-35202.

During his tour of operations Flight Lieutenant Johnsson has completed numerous sorties including eight successful attacks against enemy shipping. He has also participated in many successful reconnaissance flights over the Norwegian, Dutch and French coasts. In May 1944 he took part in a sortie against a heavily escorted destroyer in the Channel. He pressed home his attack in the face of severe opposition and inflicted damage on his target. His aircraft sustained heavy damage but he skilfully flew it back to this country and executed a masterly landing. Again in August 1944, Flight Lieutenant Johnsson participated in a mission which resulted in the sinking of two enemy destroyers in the Gironde River. His aircraft was severely damaged and difficult to control but despite most adverse weather at base he again successfully landed his damaged aircraft. Flight Lieutenant Johnsson has proved himself an excellent leader and a keen, courageous and determined pilot.

* * * * *

JOHNSTON, F/L Arthur James (J15583) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February

1945. Born 3 May 1920 in Souris, Manitoba; home there. Enlisted in Winnipeg, 22 August 1940. To No.3 Training Command, 15 September 1940. To No.1 Equipment Depot, 27 November 1940. To No.1 ITS, 10 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.3 EFTS; graduated 5 March 1941 when posted to No.1A Manning Depot; to No.1 SFTS, 18 March 1941; graduated and promoted Sergeant, 6 June 1941. To Embarkation Depot, 9 June 1941; to RAF overseas, 29 June 1941. Promoted Flight Sergeant, 6 December 1941. Commissioned 28 June 1942. Promoted Flying Officer, 28 December 1942. Promoted Flight Lieutenant, 15 May 1943. Promoted Squadron Leader, 27 September 1944. Repatriated 9 November 1944. To No.5 OTU, 13 December 1944. To No.170 (Ferry) Squadron, Winnipeg, 13 February 1945. To No.2 Air Command, 19 April 1945. Granted Leave Without Pay, 16 May 1945. To No.2 Air Command again, 11 August 1945. Retired 18 September 1945. Flew two tours on Wellingtons, Stirlings, Halifaxes and Lancasters (71 sorties). Joined Trans-Canada Airlines (TCA) in on VE-Day. Retired from Air Canada 35 years later. Died in Toronto, 27 June 2008. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8827 has recommendation dated 20 August 1944 when he had flown 60 sorties (255 hours seven minutes).

First Tour

31 Oct 41 - Bremen (5.35)

4 Nov 41 - Munster (5.50)

7 Nov 41 - Munster (5.30)

15 Nov 41 - Emden (5.40)

27 Nov 41 - Dusseldorf, (1.30) DNCO

28 Dec 41 - Wilhelmshaven (5.20)

18 Jan 42 - Hamburg (7.45)

25 Mar 42 - Essen (5.10)

26 Mar 42 - Essen (3.45)

27 Mar 42 - Lubeck (5.45)

2 Apr 42 - Possy (4.40)

18 Apr 42 - ASR (5.30)

1 June 42 - Essen (4.10)

6 June 42 - Emden (5.30)
7 June 42 - GARDENING (4.15)
9 June 42 - GARDENING (4.45)
11 June 42 - GARDENING (4.05)
20 June 42 - Emden (4.15)
22 June 42 - Emden (4.10)
25 June 42 - Bremen (5.05)
27 June 42 - Bremen (5.30)
29 June 42 - Bremen (5.00)
2 July 42 - Beene (4.30)
21 July 42 - Duisburg (4.15)
25 July 42 - Hamburg (6.00)
28 July 42 - Saar (5.00)
31 July 42 - Dusseldorf (3.50)
7 Dec 42 - Brest (6.00)
16 Dec 42 - Brest (7.30)

Second Tour

2 May 1944 - Warnemunde (7.00)
4 May 1944 - Nantes (6.05)
17 May 1944 - GARDENING, Baltic (7.15)
29 May 1944 - GARDENING (4.30)
30 May 1944 - Cologne (3.50)
27 June 1944 - Oisemont (2.24)
30 June 1944 - V-Bocage (2.29)
2 July 1944 - Oisemont (2.18)
5 July 1944 - Wizernes (1.58)

6 July 1944 - Coquereaux (2.36)
7 July 1944 - Caen (2.42)
9 July 1944 - L'Hey (1.44)
10 July 1944 - Nucourt (2.52)
12 July 1944 - Paris (Vaires) (3.20)
15 July 1944 - Nucourt (3.38)
17 July 1944 - Cagny (2.34)
19 July 1944 - Rollez (3.03)
22 July 1944 - Acquet (2.42)
23 July 1944 - Kiel (5.35)
24 July 1944 - L'Hey (1.44)
25 July 1944 - Foret de Crox (2.19)
4 August 1944 - St.Maximim (3.11)
5 August 1944 - Bordeaux (7.34)
7 August 1944 - TOTALIZE (2.30)
8 August 1944 - Lachuex (2.49)
9 August 1944 - Conlonvillers (2.20)
10 August 1944 - La Pallice (5.18)
13 August 1944 - Falaise (2.43)
14 August 1944 - TRACTABLE (2.32)
15 August 1944 - Meisbreek (4.19)
16 August 1944 - Stettin (5.11)
18 August 1944 - Sterkrade (3.42)

This officer is an exceptionally keen and capable captain of a crew. Throughout his long operational career, Flight Lieutenant Johnston has often been faced with seemingly insurmountable difficulties, but in spite of this, he has pressed home his attacks to the full, thereby setting a fine example to his crew. Undoubtedly, the many successes

attained by his crew can be attributed to the devotion to duty displayed by this officer. Strongly recommended for the Distinguished Flying Cross.

The following by Duane Frerichs was found on the website of Retired Air Line Pilots of Canada - <http://www.acfamilynet.ca/forums/showthread.php?17349-Captain-Arthur-Johnston-quot-DFC-quot>):

A.J. (Art) Johnston was born May 3, 1920 in the municipality of Glenwood, just outside the town of Souris, Manitoba. His parents, Thomas & Elizabeth Johnston, had emigrated from Northern Ireland in 1910 settling in the Souris area. They worked on a farm at first but after a few years moved to a small farm closer to the town where Art was born. They had about a five-acre property, and did a little farming, always growing their own vegetables. His father worked in a large flour mill in Souris until the mill closed in 1928. This was the start of the great depression and times were hard but conditions were not as bad in the Souris area as they were farther west.

Art began school in Souris in 1926 and completed his education in 1938. He did well at school, played baseball and hockey for the school teams. During the last few years he worked part time at various jobs, on farms he worked with horses, and drove a stock-team in the harvest season. He also worked in a hardware store and was offered a permanent position there but had decided that he wanted to learn to fly and make that his career.

He had been interested in flying from early years, and on a trip to Winnipeg in the late 30's just after TCA had started up had gone out to Stevenson Field to look at the airplanes. So before leaving school he sent in an application to join the RCAF, and with the threat of war in Europe he was sure that there would be a big demand for more pilots. He was even considering going to England to try for the RAF. Things worked out just as he expected - Canada was at war late in 1939.

He was working for a grain company, storing and handling wheat when, he got the call to report to the RCAF recruiting office in Winnipeg in August 1940. He joined immediately and remained in the RCAF until October 1945, although for the last few months he was on leave to fly for TCA.

Art did all his training in Eastern Canada - ITS at the Eglington Hunt Club, then a bit of guard duty on Prince Edward Island. There were thirteen AC 2's who arrived in

Summerside, not finding even a corporal to greet them. The airport they were to guard was under construction, not advanced far enough to house any personnel. They booked into a hotel, called the Air force for instructions, and were told to stay where they were until things were sorted out. In time an officer appeared and they were moved into very recently finished barracks, but in a few days, after a six week stay Art returned to Toronto in November where the real training began, first at the Initial Training School where he was finally told that he would be trained as a pilot. In January 1941 he went to the Elementary Flying School at London Ontario, where he trained on the Fleet Finch. After passing the tests there he was posted to Service Flying School at Camp Borden where he received his pilot's wings in June, was promoted to Sergeant, given 30 day's leave and then posted overseas.

He went overseas in June of 1941 on a merchant cruiser in convoy. German naval vessels were loose on the Atlantic at the time so they stayed in Iceland for two weeks. No one there was prepared for them and they had to sleep on a concrete floor under a couple of blankets. The weather was beautiful, and they were able to swim in the hot springs and do a little mountain climbing. Finally they moved out on Ulster boats used for the Irish Sea crossing and had a very rough trip to Greenock in Scotland. From there they went by train to the induction centre in Bournemouth.

At that time a fellow could be almost any kind of pilot he wanted to be, all he had to do was ask. Art thought he would like to go on bombers, and very soon he was at a Wellington OTU, a good airplane to fly he says. When trained he went to No.218 Squadron, RAF, at Marham in Norfolk, where, in accordance with policy, he was separated from his crew. Art went out as co-pilot, the co-pilot he replaced taking his crew, and he had to do eight or nine sorties this way before he got an aircraft and crew of his own. 218 Squadron had some Wellingtons that would carry a four thousand pound bomb, the others a little less, and they made attacks on Bremen and on Brest where German naval vessels were in port.

Early in 1942 they all took a course in "G" navigation and then converted to the: Sterling bomber, on which Art finished his first tour. He liked the Sterling very much, says it flew a lot like a Viscount, and cruised faster than a Lancaster. It could defend itself fairly well from an airborne attack, having four .303 machineguns in the tail, two in the mid upper turret, and two in the nose turret. The main problem with it was that most ancillary systems, gear, flaps, etc. were electrically driven, and the circuits would develop shorts when the aircraft were left standing in the damp English climate.

Toward the end of his tour Art was promoted to WO 1, and, as the only man on the station with that rank, had his own room and his own table in the mess. He was taken off operations and was sent to instruct on Sterlings, and as he felt an instructor would be better off if he was an officer, he applied for a commission. Soon he was a Pilot Officer, and had to trade in his private room for one he shared with twelve others.

Art instructed for about a year, from October 1942 to November 1943, and then got one month's leave in Canada. There was a girl back home he had gone through school with, Gertrude, nicknamed Trudy and they married. They had a bit of a honeymoon, and then Art went back overseas, this time as a Flight Lieutenant, arriving the end of March 1944. After 3 battle school sessions where they did 20 mile hikes, a lot of running, and escape exercises, he went to an RCAF conversion group to check out on the Halifax. Before the course finished he was asked to join 405 Squadron, a Pathfinder unit.

He and his crew were passing through London to join the squadron on D-day, and when they arrived business was so good it did not take him long to finish his second tour. In one stretch he flew twenty-six days out of thirty-four, and out of thirty-seven raids he was on with 405 Squadron, twenty-six of them were in the daytime. Sometimes they would return to base with every airplane in the squadron damaged, but because all the crews were very experienced the losses were slight. They did quite a bit of work with the Army in Normandy and up the channel coast, and in between attacked targets in Germany. Art was made a Flight Commander, was promoted to Squadron Leader, and specialized in visual, rather than blind bombing. He was a master bomber, the fellow who led the raid to its target and then hung around to make sure later arrivals hit it. He won the DFC, which he says was nice recognition, but the important thing was surviving.

He finished in November of 1944, and returned to Canada a Squadron Leader, DFC, with two tours of operations. The end of the war was pretty obvious and he was asked if he wanted to stay in the Service in peacetime. He declined and when his repatriation leave was complete on Christmas Day 1944, he was sent to Abbotsford to instruct on Liberators. One day he had nothing to do; and seeing a bus departing for Vancouver he climbed on board for an afternoon in town. He found pilots who had applied to TCA in town for their interviews, and while he had not made an application he went for the interview with them and had a talk with Barney Rawson and Herb Seagram. Of the bunch that went in that day he was the only one who was hired.

After the interview he had a chance meeting on the street with a chap who he had trained with and was now in the personnel department in Ottawa. He told his friend he did not want to instruct any more and asked if something else could not be found for him. On the day he learned he had been hired by the airline he was posted to the Ferry Squadron in Winnipeg. This gave him a good opportunity to get to know TCA people, as it was located just across the ramp from the airline headquarters. Art and twelve others started their airline careers on May 1, 1945, VE day. He thinks that he and Dave Tribe are the only two on the course who made it right through to age sixty retirement. He started his flying out of Winnipeg, and in September 1946 was made a Captain working out of the Toronto base, first taking a quick conversion course from Lodestars to DC-3s. For a number of years he flew the Windsor to Montreal route, working a seven-day cycle, five days on and two off.

Art was on the first Viscount course in 1955, never flew the North Star, but went from Viscounts to Vanguards to DC-8s to Boeing 747s, on which he did his last five years. On a couple of occasions he was asked to join the management, but since he had no desire to do the office work that was required he declined. Line flying, with enough seniority to get a good choice of flights, is, in his opinion the best job in the airline.

Very early in his career Art got involved with summer cottages and really had very little time at home. He did do some work for CALPA on scheduling when they had some very short layovers, particularly in Ottawa, that had to be corrected, but whenever he was off duty he found things that had to be done at the cottage up on Georgian Bay. And in the winters, when they had to take their holidays, there were trips with the family to Europe and the Caribbean.

Art and Trudy have two children, one boy and one girl. Patricia is married and is a linguist, competent in French, German, and Russian. At the moment she is taking a break from teaching and is studying for her Masters degree. Son Bill took up flying and tried to get a pilot job with the airline. But at the time they wanted a minimum of 5,000 hours and he had only 100. And when he accumulated enough time he was a dispatcher and the company did not really want him to change. Patricia and Bill have given Art and Trudy three grandchildren.

The Johnston's changed their summer campsite from the Georgian Bay to Balsam Lake, in the Trent River system east of Lake Simcoe, and have made the cottage into a permanent home in which they now live. In his time Art has done a lot of boating, water

skiing, and sailing and has a powerboat. When Bill took up flying he bought a Cessna 112, which they flew around Ontario quite a lot and did take on one trip to Brandon. After he retired he enjoyed having this airplane greatly, but when Bill decided he needed twin engine time its value to the family diminished, and since it was coming up for major overhaul, he sold it. From time to time he gets the urge to get back in the air, don't we all, but it is an expensive and time-consuming hobby. Art has about 30,000 hours of pilot time, 27,000 with the company and about 3,000 in the RCAF.

Since retiring he and Trudy have done some traveling. They have been to Australia and New Zealand three times, two winters ago for three and a half months. Two of their friends in the Antipodes were in 218 Squadron, and they know a lot of New Zealanders and Australians. Now they spend their winters in Florida where they own a townhouse in Palm Harbor, Art feels he has had, and is having; a wonderful life. In his active years he was able to do the two things that meant most to him, flying airplanes, and spend time with his family. In his retirement he finds so many interesting things to do that he is unable to be bored.

* * * * *

JOHNSTON, F/O Brian Earl (J15429) - **Distinguished Flying Cross** - No.70 Squadron - Award effective 22 January 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Winnipeg, 30 May 1922 (obituary notice); home there; enlisted there 10 October 1940. To Rockcliffe, 18 November 1940. To No.1 WS, 3 January 1941. Promoted LAC, 3 February 1941; to No.4 BGS, 23 June 1941; graduated and promoted Sergeant, 21 July 1941. To Embarkation Depot, 22 July 1941. To RAF overseas, 14 August 1941. Promoted Flight Sergeant, 21 January 1942. Subsequently commissioned with effect from 1 May 1942. Missing, 7 September 1942; subsequently reported safe. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 25 October 1943. Repatriated 14 November 1943. To No.2 ITS, 1 January 1944. To No.19 EFTS, 10 March 1944. To No.5 BGS, 4 July 1944. To No.10 SFTS, 11 August 1944. It is not clear whether or not he qualified as a pilot, although he was taking pilot training. To No.3 ANS, 15 April 1945. To No.5 Release Centre, 22 October 1945. Retired 25 October 1945. Rejoined via RCAF Auxiliary, 20 March 1948 in rank of Flying Officer and with No.402 Squadron. Promoted Flight Lieutenant, 31 May 1948 but relinquished commission same day. With TCA, Dorval, general traffic control to 1956. Died in Saanich, British Columbia, 26 September 2007.

As wireless operator air gunner this officer has participated in many sorties including bombing attacks on targets in Germany and the Middle East. He has at all times displayed courage and resource in the face of the enemy. On one occasion over Tobruk

his navigator was badly wounded by enemy fire. Flying Officer Johnston promptly applied a tourniquet and by carefully tending him throughout the return flight probably saved his comrade's life. In September 1942, the aircraft in which he was flying was hit by anti-aircraft fire and the pilot was forced to land it some three hundred miles inside enemy territory. Throughout the following twenty-nine days Flying Officer Johnston displayed great leadership, and despite hazardous experiences eventually led his comrades to safety. His great keenness and indomitable spirit have set an example worthy of high praise.

Curiously, he was initially recommended for a Military Cross. Public Record Office WO 373/62 has the recommendation which also included Military Medals for Sergeant Arthur Dennis Bennington and Sergeant Ivor Davies. The submission read:

Pilot Officer Johnston and Sergeants Bennington and Davies were members of the crew of a Wellington aircraft which was severely damaged by anti-aircraft fire whilst attacking Tobruk. Subsequently it was necessary to land the aircraft in close proximity to the enemy's lines. After destroying essential equipment, the crew filled all available water bottles from the aircraft's tank and, with emergency rations, the navigator's compass, a Verey pistol and some first aid equipment in their possession, they set out to avoid capture. After they had travelled for seven days they were assisted by a friendly tribesman who supplied them with biscuits, water and cigarettes. Failing to keep his promise to return the next day and guide them to Matruh, the crew moved off and later encountered further tribesmen who gave them water and biscuits. Continuing their trek they came to a well by noon on the 13th day. Here a rest was taken as food was running short and one member of the party was suffering badly with his feet. It was therefore decided to make an attempt to find a lorry. Towards dusk the party moved off and eventually saw two lorries parted about fifty yards apart on a main road. An attempt to capture one of them was made but although casualties were inflicted on the occupants the attempt had to be abandoned, as the party was outnumbered. Despite this, with the exception of the rear gunner, they succeeded in getting away, and the following day a camel driver directed them to a village. They carried on for a further seven days and eventually reached Lake Magra on the 28th day. Shortly after daylight on the following day, they were rescued by the drivers of two Army vehicles, after a journey of some 340 miles through hostile country. Pilot Officer Johnston acted as leader throughout, being excellently supported by Sergeants Babbington and Davies. This officer and the airmen displayed resolute courage and fortitude throughout the hazardous period.

This was accompanied by a very long report, transcribed below:

**Escape of crew of Wellington 10, "T", Z.8976 which failed to
return from operations on the night of 7/8th September 1942**

The crew were as follows:

1289031 Sergeant Carter, R.S. - Captain

655944 Sergeant Bebbington, A.D. - 2nd Pilot

920641 Sergeant Davies, I. - Observer

J.15429 P/O Johnston, B.E. - Wireless Operator

1283177 Sergeant Haldon, J.C. - Front Gunner

R.82128 Flight Sergeant Croisiau, G. - Rear Gunner

The above crew of aircraft "T" Of No.70 Squadron set out to bomb Tobruk on the night of 7/8th September 1942. At 2315 hours when aircraft was preparing to run in at 12,000 feet on Tobruk, the aircraft was hit repeatedly by heavy AA. This took place about 6 to 10 miles west of Tobruk. The bombs were jettisoned starting two good fires, both engines cut, but the starboard engine picked up. The aircraft then headed East to South-East, but rapidly lost height. All available loose equipment was jettisoned except one rear gun and 50 rounds of ammunition. An S.O.S. was sent out and an approximate position at the same time. The I.F.F. was put to Stud 3. The S.O.S. was sent at 2335 hours. A crash landing was made at approximate position 4839 and 2345 hours. The landing was successful and the I.F.F. detonated on impact. There were no landing flares on the aircraft and the pilot used his landing lights and actually touched down 400 feet sooner than expected. In spite of this an excellent landing was made, and none of the crew were even scratched.

Previous to landing a small amount of tracer had been seen about three miles North of the position in which the aircraft landed. Consequently, no attempt was made to burn the aircraft. As much equipment as possible, including the bomb sight, I.F.F. control panel, wireless, astrograph and syke messages were destroyed with anything available,

it being found that there was no axe in the aircraft. The crew took from their aircraft the emergency rations, navigator's compass, Verrey pistol, some of the first aid equipment and Bardia and Matruh 1/500 maps. The water tank in the aircraft was taken out of the aircraft, all available bottles were filled with water, as was the bottle in the dinghy equipment; the crew then drank the remainder that was left in the tank. Owing to the possible proximity of the enemy it was decided to make a move forthwith.

The actual position in which the aircraft landed was much further South than the crew had calculated, and in consequence they decided to walk North in order to strike the coast and pin point themselves. After half an hour's walk it was decided that this was not a good plan, and they retraced their steps and picked up the aircraft again, and the walked for two hours South East and then a further two long hours South West. It was then about 0530 hours and the crew decided to rest for the remainder of the night. They rested in some scrub and towards daylight they saw a derelict lorry and took cover under the shade of this. During the day P/O Johnston worked out a scheme to make the rations last six days. It was decided that each man's water bottle must last him two days, and the remainder of the water, consisting of two quarts besides that in the hot water bottle, was to be kept as an emergency reserve.

Second Day

The crew set out at sunset walking South. This course was decided on, as they were still not sure of their actual position, it being debatable whether they were North of the road or between the road and the railway. After walking for two and a half hours they rested for an hour, then went on hitting South still, until 0300 hours. When it was light, a mound of earth was seen; this was investigated and proved to be a cistern at BIR BUHRLIHA - 467370. The front gunner was lowered down into the cistern and waster was brought up. This was used to wash feet and replenish water bottles. A derelict lorry was found near the well and the party rested in the shade of it. About 1000 hours they saw three Arabs driving camels and they came up to the well. P/O Johnston and the Rear Gunner approached the Arabs who were friendly, and the rest of the crew came up, and when the Arabs had finished watering their camels, the whole party moved off to an Arab encampment some two miles away. The Arabs then gave them a mid-day meal, and then gave the crew a German water can, some broken biscuits, about four pounds, and two blankets, and told them to wait by the well, when other Arabs would be going by the following day and guide the party to our lines. The crew provided tea and sugar from the dinghy rations which were greatly appreciated by the Arabs. They then returned to the derelict truck and stayed there the remainder of the night.

Third Day

The third day was spent by the same water hole until a herd of camels was seen in the afternoon about 1500 hours. They drivers were contacted; they were moving South and said there were more Arabs behind them to the North. On their advice they walked North and saw more Arabs. These were not helpful and appeared as if they did not wish to be bothered with idle mouths. Another well in the vicinity BIR EL BARRANI was reconnoitred and a tin of corned beef was found there, a few cigarette butts and some human bones. After this the party reassembled at the derelict for the night.

Fourth Day

In the morning the whole party started off South to Barrani and carried on the track running South East. This track turned out to be the EL-ADEM-SHERFORZEN Road, and is well defined with petrol tins. This was known to the Army as "B" Track. The party tested that night near a derelict korry on the road, in which was found an Air Almanac, a sextant No.7475/40 and a divider box HX.521, and a pair of parallel rulers. There had been an Army camp near this, and two battle dresses were picked up, one [each] for the front and rear gunners, two tins of corned beef and some new razor blades.

Fifth Day

At noon on the fifth day they reached BIR GIBINI 476354. Water was obtained at GIBNY and they continued at about 1500 hours until sunset, when they came within sight of the old frontier wire. The party then rested under the lee of a derelict staff car, which was English and had been used by the Germans as an ambulance.

Sixth Day

In the morning they carried on down the track and came to "Gap H". There the crew split up and went scavenging with good results. On the Egyptian side of the old frontier wire at an old police post, a map of the Eastward tracks was found scratched on a piece

of tin. They then followed the SIDI BOLIMAN track - Track No.6 - to BIR SHERFORZEN and rested there. After resting during the heat of the day, the party set out for BIR EL KHIREIQUAT and they kept walking until about sunset. They rested that night under a derelict.

Seventh Day

Next morning they started out for BIR EL KHIREIQUAT. At about 1030 hours some camels were sighted some three miles South. The camels had no one with them and were captured and the kit loaded on them. After 20 minutes the Arab owner came up, and the camels were headed towards him. The Arab explained that there were many Arabs to the North and directed the crew to follow him; he asked them to remain behind while he went on into the village. He came back with another Arab with biscuits, water and cigarettes. The second Arab could read and also knew some Italian, in which language the Navigator talked to him. It was mutually arranged that h should guide the party to Matruh and there meet his brother, who would guide the party back to our lines. This Arab produced chits signed by British soldiers saying that he had helped them to escape by giving food and water. A chit was given them bt P/O Johnson. In the meantime it was arranged that the Arabs should provide food and water against money payments. The crew then rested that night.

Eighth Day

At 1000 hours next morning the same Arab came back and several members of the village. The Haed man insisted on giving back most of the money, but it was made clear that no Arabs would accompany them on their trip to Matruh. This decided them to hurry after some Arabs with camels heading South East and if unable to catch them to go East taking care in crossing the railway line which had been contemplated the previous night - as advised by the Arabs. BIR EL KHIREIQUAT was reached about 1600 hours where water bottles were again replenished and the night spent there.

Ninth Day

At dawn, still moving East to within sight of the railway, they spent the day, one hour at

a time, keeping an eye on the railway. One locomotive was in the siding and one passed during the day. They set out at dusk and crossed the railway at darkness, and carried on toward the well marked at 534349. The party marched on a compass bearing and rested when their ETA at the well was up. When daylight came on the tenth day they found themselves within sight of the well. There was no water in this well, or one to the North of it.

Tenth Day

They set out East and came to the foot of an escarpment. Here a party of Arabs was encountered who gave them two gallons of water and some biscuits. After leaving the Arabs they again continued East, resting for about an hour and a half in the heat of the day, making for BIR EL DUKHAM [also looks like HOUTEL DUKHAM]. This well was not found. As this was not found the party went on to SOWANE OGIRIN 548374 and rested there that night.

Eleventh Day

On the 11th day they set out for well SANYANT SARIL, the well in position 566347 was struck and provided good water, and they rested there for the night.

Twelfth Day

They set course for BIR HADA. The going was bad, and the Rear Gunner's feet were giving him great pain, and appeared becoming infected. It was therefore decided to travel North to get near the main road in case his feet gave out completely and the method of getting back would be to commandeer a lorry, the point headed for being 5875348. The night was spent at well 57732.

Thirteenth Day

They continued next day and came to a well at SAVAUDEL ENOR by noon. It had now

been decided, as the Rear Gunner's feet were getting worse and food was running short, to make an attempt to capture a lorry. After lunch, P/O Johnston went North to reconnoitre. He found the hill [ilegible] from which a good view could be obtained of the surrounding country, and in the distance, traffic was moving on the main road. The day was spent at the well, and in the afternoon the whole party moved up again to RIMITH and had a meal. As it was getting dusk most of the kit was abandoned except the Jerry can, compass and medical supplies. The party moved off at dusk with P/O Johnston about 200 yards in advance. After going forward in the moonlight for some time, the main road was not discovered and only a few well used dirt tracks. So P/O Johnston, having crossed these roads, returned to the main party and moved East along the road which had telegraph poles beside it. After an hour two lorries were seen parked facing North West about 50 yards apart. A plan of campaign was decided on. This was, that the navigator and front gunner should be left behind with the kit, while the other four approached the nearest lorry. The driver's head was on the side of the lorry approached by the rear gunner. He made a noise and a noise was also heard in the back of the lorry. P/O Johnston heard the two pilots tell the occupants at the back to put their hands up and he went to the back. The driver was now making a lot of noise, so P/O Johnston went round the lorry and hit him on the head with his revolver. The attempt was not a success owing to the fact that both lorries were filled with troops and those in the second came to the help of those attacked, and started to fire on the attackers. In the meanwhile the lorry driver, although beaten about the head by P/O Johnston, had managed to wrench the Rear Gunner's pistol from him. (The Rear Gunner had a semi-paralysed arm owing to a wound in the Spanish War). P/O Johnston opened fire with his revolver at the occupants of the second lorry. The driver, having taken the revolver from the Rear Gunner, and it is believed hit him. Immediately after the pilot fired at the driver at very small range and probably hit him. P/O Johnston and Sergeant Carter ran to where the rest of the crew were stationed shouting to them to bring their water bottles. Meanwhile, Sergeant Bebbington was in the lorry and surrounded by Italians. He had lost his hat, and in fact the Italians took him for one of themselves. He had with him a Verrey pistol and stuffed it in his pockets and mixed with the Italians, who by this time had gathered round the driver and who started a search for the others, in which Sergeant Bebbington joined, and managed to disappear into the darkness. While Sergeant Bebbington was with the Italians he did not see any sign of the Rear Gunner. The reason for the Rear Gunner being chosen for an active part in the attack, was that he had more experience of actual fighting than any other member of the crew, having led an adventurous life in the Spanish and Finnish wars. The four remaining members of the crew ran two miles south and then directly East along a track. The second pilot, in the meanwhile, picked up a large tin of water, drank his fill and carried what he could with him. He slept beside the road and in the morning he met two Arabs who advised him to go South where he would find a herd of camels. He got to the top of a hill, waited there a couple of hours, and then saw the rest of the party on a track to the

South.

Fourteenth Day

The whole party minus the Rear Gunner headed South looking for a herd of camels. About 1000 hours they came in sight of them and they made contact with the driver. He gave them water, and showed them how to get to his village, which was reached about 1400 hours. They were well received and given tinned food and biscuits. They would not, however, provide guides. Neither did they want the party to rest in their encampment which was liable to be visited by Italians. They gave the crew biscuits, tinned food and they also bought some tobacco from them. This encampment was approximately 6003/17.

Fifteenth Day

They rested a few miles from the Arab encampment and started at 0800 hours and walked East to a hill 615369. There some camels were found and they had some difficulty in persuading the drivers to take them to their encampment. However, they agreed to it, and the party moved South till about 2100 hours when they found the encampment and had an excellent reception. They were given a meal, Italian water bottles and biscuits. Again, the party were asked by the Arabs to sleep outside the encampment. They advised the crew to walk East 10 to 20 kilometres South of the road.

Sixteenth Day

The next day was spent at a well near the Arab encampment, where they rested and washed. They set off in the afternoon and only travelled a short distance and then they went to sleep.

Seventeenth Day

They located SAYNUT KHULUYA - 638399 - where water was forthcoming. In the afternoon the party set off South East walking till 2230 hours where a village was found and food, water and cigarettes were forthcoming. They were informed that the railway was only 15 kilometres South, and advised them to keep under cover during the day. They left the encampment at midnight, walked East and rested.

Eighteenth Day

This was spent in sparse cover. During the afternoon, two patrol cars drove up and stopped about half a mile away. They set out again at 1930 hours to the South east and crossed the railway at midnight, carried on for about another five kilometres and went to sleep.

Nineteenth Day

Saw sheep about a mile away. They met the Arabs who gave them food and water and again advised that they would [come] across other Arabs if they travelled East. They set off at 1730 hours and sighted camels to the South, walked for about two hours and it was decided to rest for the night. In the morning two camel drivers were seen further to the East.

Twentieth Day

The camel drivers told them to carry on North West to their village. They got to the village where they found an Arab who spoke some English. This Arab offered, for £ 10, to guide them to SOUAMI SAMARNI, but unfortunately the crew did not have £ 10. For £ 1, however, the Arab agreed to take the party to BIR SAINEYL. However, when half-way there at a small encampment they were told there was no water at BIR BAINSINN or at SIDI HAMMA. About 20 miles was walked during the night.

Twenty-First Day

The next day they were told to rest in some scrub while their guide went off to look for SARDUSSY; he never returned. An Arab encampment was encountered in the evening two miles South of DKI HANNARA.

Twenty-Second Day

The next morning they went up to the well and found some Arabs watering their sheeps [sic]. They obtained good water and food and hid up about one-half miles from the well. They returned there in the evening to get further water. During the night the party made East through a series of wadis. The going in these was extremely difficult and they turned South to find a better going and walked through till dawn.

Twenty-Third Day

Before dawn flak and searchlights had been seen to the North East which proved to be one of the SIDI NIEJRUN (?) landing grounds. As dawn broke, and an aircraft was heard taking off from close at hand, so they turned south to avoid the aerodrome. When past the level of the aerodrome they struck East and hid in some scrub during the day. At 1500 hours they set off again after passing the telegraph wires on due South. A small monoplane with Nazi markings only 200 feet away and only 100 feet up was seen. Just before it was getting dark a few Bedouin were encountered and gave them food and water. They informed the party that BIR AUCAHN FAKARENA was dry. The Arabs left; the party carried on in an Easterly direction. They travelled on Eastwards till 0200 hours when they slept till dawn.

Twenty-Fourth Day

The next day some camels were seen and a village encountered. The position of this was about 10 miles North and two miles West of Fuka. At this encampment they were well received and given plenty of food and water. Throughout the day they asked for a guide to take them to the British lines, but could not get anyone for the job, and were told to go on to a near encampment. They had a long talk and offered several sums of money to take them to our troops. Eventually as much as £ 100 per man was offered to the Arabs. Although they said the suggested payment was plenty they could not take

the risk. They, however, advised them to make South for the QUATTARA DEPRESSION and then to Lake MAGRA. The Arabs said it would be impossible to make straight through the German or Italian lines as they would be captured. That night they carried on, on a South East course for almost an hour and then went to sleep.

Twenty-Fifth Day

They started early the next morning on the same course, on a South East course. The water supply now carried consisted of five English, three Italian bottles, and two 2-gallon tins. They walked all day except for the usual mid-day rest, and walked right through the night until 0200 hours the following morning. This was probably in a position 79670.

Twenty-Sixth Day

They woke up early next morning and about mid-day two depressions were encountered. At about mid-day the larger depression, about 150 feet deep - four miles across by seven miles long - was encountered and the party decided to rest there during the heat of the day. It rained and the storm became torrential, everyone was soaking wet and the bottles and gear were covered over by gravel brought down by the rain. After it stopped about 1500 hours P/O Johnston was lucky enough to find that his matches were still dry and clothes were dried out as much as possible. Their shoes and provisions were recovered from under the gravel.

Twenty-Seventh Day

At 0400 hours in the morning they set off again, still steering South East, and one similar, smaller depression was encountered. As dawn was breaking they reached a hill at 805250 QUARET EL TARFAZA. They carried on South-east for two hours after a frugal breakfast of a biscuit and a half, until they came to the QUATTARA Depression. This was reached at about 0900 hours and the climb down to the bottom took one hour and a half, and was made about two miles east of HERTAGA REKIDALLA. Five camels were sighted here, but no sign of their owners. They carried on South-East for five hours to arrive at the same latitude as HARTEN SHARIB, where they had been informed they

would find Arabs. The walking was bad in the salt marshes, so after five hours a Southerly course was set to get out and onto sand again. They stopped about 0100 hours and rested until daybreak.

Twenty-Eighth Day

They then carried on East until about 1100 hours when an Arab suddenly appeared from behind a bush. This Arab ran away but the front gunner but on a super-human burst and caught up with him and explained that the party were English. He then took them to MARTEN SHAIRI where they found more Arabs watering their sheep. These Arabs provided food and water, against payment of the last few piastres and one blanket. They said that one of their number was going on to collect some sheep at AKE MAGRA. The crew washed and rested during the daytime under a palm tree and went back to the well and they said that the man who had promised to take them to LAKE MAGRA was not going and they themselves were taking off. They set out at about 2015 hours walking due East, and when daylight came they found themselves within sight of LAKE MAGRA, but a little to the South of it

Twenty-Ninth Day

About half an hour after dawn two jeeps were seen and was [were ?] carrying a Major, Lieutenant and two men from No.4 South Armoured Car Units [transcriber's note: This may refer to South African units]. They were taken to an oasis at BIR HAHID and there given breakfast and were taken on North to the Detachment Headquarters. Thence to Advanced Headquarters of the No.6 Tank Unit where they spent a night. In the morning they were taken back to Rear Headquarters and went on their ration trucks to Seagull Camp, Alexandria.

APPENDIX "A"

1. No names of natives were taken. Locations were included in the story and appeared to be mostly encampment.

2. Most of the natives were given one or more chits saying that they had helped with food or water, and also many more were given money. The following sums were dispensed:-

Sergeant Carter, 170 piastres; Sergeant Davies, 60 piastres; Sergeant Haldon, 50 piastres. TOTAL: 280 piastres.

APPENDIX "B"

(a) Route - 4839 South to 477370 Bir Bu Meliha then South to 467364, Bir El Barrani, then South East along track El Adem to Sherforzen. To Bir Gibni 476354 along track to Gap H, Bir Shorforzen then to Bir Khirsiquat 521348 to Sawani Ogirin 548354 then to 577352. Samani el Khar 575365 to 600367 to 615369 then from Sanct el Hamura 638359 to Bir Hasralla 723329 then from 785302 to 796270 and from Quaret el Tarfana 796250 to Matan Shari 842231, from there to Lake Maghara.

Water points - 467370 Bir bu Meliha, 476354 Bir Gibni, 521348 Bir Khirequat, 566347, 577352, Sawani el Khar, 63845 Sahat El Mazura, 723329 Bir Masrallah, 785302, 845302, 842231 Matan Sharib.

(b) Food was obtained from all Arabs encountered. These were found to be much more numerous in Egypt than Libya.

Generally speaking, they used scrub or disused vehicles.

Type of Country: Generally speaking, usual hard stony desert, worst in salt marshes of Quattara Depression and some of the wadis.

(c) Any localities near road or railway or East of the Libya care must be taken not to be seen by low flying aircraft.

(d) Generally speaking, the route traversed was quite suitable for making forced landings.

(e) - (i) Aid pack used, also small escape compass which was found accurate. Escape maps not used and on too small a scale for use.

- (ii) It is suggested that in escape kits some OXO tablets be included in order to make a hot drink in the evening.

- (iii) Instead of the 10 gallon tank fitted in the aircraft, it should be changed for several two-gallon containers fitted with harness to make them easy to carry.

- (iv) The blood chits proved of little use except as a means of British identification. The vocabulary given on them is very small and it is suggested that a larger one be put into the top of the escape box. The word given for food is "akal". This is not used or understood in the desert, but "mungaron" is used.

- (v) The small rubber water bottle in the aid kit was not found to be of much value as a water bottle owing to the fact that they could not be properly closed for walking.

- (vi) The Benzadrine tablets were found to be very useful on the last three strenuous days marching and it is suggested that a further amount might be included in the aid box.

- (vii) This crew had comparatively little money with them, with the exception of Flight Sergeant Croisiau and generally speaking the Arabs seem given to taking money though they would give you food and water without it. If it would be possible to make up a standard purse for distribution among crews it would stand them in good stead in this command. It would be better if notes were new and in small denominations could be included to make payments for food given.

(3) In general the mere fact of having to walk through hostile country for some 340 miles is obviously a most meritorious performance. Although no valuable information

was obtained there is no doubt that P/O Johnston, the only officer and incidentally the youngest member of the crew, acted throughout as leader of the party. In every case he appears to have gone forward and taken the initiative in every decision which was made.

(4) The Arabs said they would not take Italian or German money and that Germans were offering 15 piastres for a packet of ten cigarettes and 20 to 25 piastres for tins of corned beef. On the whole, all natives appeared to be 100 percent anti-Axis. Generally speaking the first natives to be encountered are those in charge of herds of camels. These men are apparently in the very lowest grade, socially, in their villages and are most rapacious for money. The villagers should be contacted and in particular the head men of the villages. In some cases it may even be necessary to use firm methods in order to ensure that the camel driver takes escapees to villages.

(signed) F/L R. Tennant, Senior Intelligence Officer, 231 Wing

* * * * *

JOHNSTON, F/O Bruce (J25407) - **Distinguished Flying Cross** - No.115 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945. Born 28 October 1923, Cooksville, Ontario; home in Guelph; enlisted Hamilton 3 February 1942. To No.1 Manning Depot, 27 March 1942. To No.8 SFTS (guard), 23 May 1942. To No.1 ITS, 4 July 1942; graduated and promoted LAC, 28 August 1942 but not posted to No.9 EFTS until 26 September 1942; graduated 20 November 1942 and posted next day to No.5 SFTS; graduated and commissioned. 16 April 1943. To No.1 GRS, 30 April 1943. To "Y" Depot, 17 July 1943. To United Kingdom, 20 July 1943. Attended No.20 (Pilots) AFU, 17 August to 28 December 1943 (attached to No.1515 Beam Approach Training Flight, 21-28 September 1943). Promoted Flying Officer, 16 October 1943. Attended No.20 OTU, 28 December 1943 to 21 March 1944. At Station Methwold, 21 March to 7 April 1944. Attended No.1653 Conversion Unit, 7 April to 29 May 1944. Attended No.3 Lancaster Finishing School, 29 May to 11 June 1944. To No.115 Squadron, 11 June 1944. To No.86 OTU, 9 October 1944. To No.18 OTU, 18 October 1944. To No.1 Depot, RCAF, Warrington, 8 January 1945. To No. 83 GSU, West Hampnet, 11 January 1945. To Transport Command Headquarters, Harrow and Wealdstone, London, 12 January 1945. To No.246 Squadron, RAF Holmsley. South Hampshire, 15 January 1945. Promoted Flight Lieutenant, 16 April 1945. To RAF Snaith, Yorkshire, 6 June 1945. To No.426 Squadron, 26 June 1945. To RCAF "R" Depot, Torquay, Devon, 4 January 1946. Repatriated 17 January 1946 via HMTS **Mauritania**.. To No.1 Air Command, 27 January 1946. Retired 11 March 1946. Rejoined, 25 March 1949 to 24 September 1951. Attended University of Toronto and graduated in Medicine (1953). Became head of Emergency Medicine, Scarborough General Hospital. Lobbied for a new hospital in Scarborough, which

led to Scarborough Centenary Hospital (now Rouge Valley Centenary) which opened in 1967. He was first Chief of Staff there, recruiting all initial personnel. New meeting facility named (1994) the Dr. Bruce Johnston Conference Centre. However, he had suffered a stroke in 1990 and died in Toronto in 1995. See website <http://lancasterdiary.net/guestbook.php> which includes his diary..

This officer has taken part in many operational sorties. On one occasion his aircraft was hit by anti-aircraft fire and badly damaged, one engine was rendered useless and the aircraft became difficult to control. Despite this, by skilful airmanship, Flying Officer Johnston flew the crippled bomber back to base safely. He is an excellent captain of aircraft whose courage, outstanding determination and fine leadership have materially contributed to the successes of his crew.

The above incident occurred on 11 September 1944 (Kamen with one 4,000-pound cookie and sixteen 500-pound bombs. His diary entry reads:

Went to Happy Valley today in "W" for Willie – now it's U/S for a fair space.

Flak got us just on the turn away from the target. Got the CSU and the other controls to the Port Outer so we came back on three.

Another piece came into the bomb aiming compartment just past the end of the cushion and missed Bob by about half a foot – hit his distributor. His target map is a mess – about six holes in it!

There was another hole the size of your fist through the "O" of "KO-W" and just behind the ammo boxes for the rear turret on the port side.

Bickford passed me just out of the target and when he saw who it was he came back and formatted on me all the way back.

It was a synthetic oil target and it was quite a prang! About 15,000 feet of smoke. Saw three chops. One on the way in apparently had his cookie hit because there was one terrific orange-red flash and pall of smoke then there was nothing – not even pieces to fall down!

There was another past the target with six chutes and another halfway home with four chutes.

No fighters – though some people saw a few being chased by our escort. Saw red flak puffs for the first time today – apparently marker flak. About a hundred black puffs then a vivid orange puff.

Happy Valley proper – to our south on the way in – was one mass of flak (I've never seen anything like it!).

The website mentioned above lists the following sorties in 1944:

1	June 14	S/ND 900	Le Havre	Port - second pilot
2	June 15	F/HK 556	Valenciennes	RR yard
3	June 17	N/LL 935	Montdidier	RR yard
4	June 27	P/HK 541	Biennais	V Bomb assembly
5	June 30	W/PB 131	Villers-Bocage	Road junction
6	July 2	W/PB 131	Beauvoir	V bomb launch
7	July 5	W/PB 131	Watten	V bomb storage
8	July 7	W/PB 131	Vaires	RR yard
9	July 10	W/PB 131	Nucourt	V bomb storage
10	July 18	W/PB 131	Aulnoye	RR yard
11	July 23	W/PB 131	Kiel	City
12	July 24	W/PB 131	Stuttgart	City
13	July 28	W/PB 131	Stuttgart	City
14	August 1	T/PB 127	Caulonvilliers	V bomb assembly
15	August 3	J/ND 805	L'Isle Adam	V bomb storage

16	August 5	W/PB 131	Bordeaux	Oil storage
17	August 7	W/PB 131	Mare-de-magne	Troops / roads
18	August 9	W/PB 131	Fort-d'Englos	Fuel storage
19	August 11	W/PB 131	Lens	RR yard
20	August 12	H/LM 127	Falaise	Troops
21	August 16	W/PB 131	Stettin	Port
22	August 18	W/PB 131	Bremen	City
23	August 25	W/PB 131	Russelsheim	Motor factory
24	August 26	W/PB 131	Kiel	City
25	September 6	T/LM 693	Le Havre	Fortifications
26	September 8	A/HK 595	LeHavre	Fortifications
27	September 11	W/PD 293	Kamen	Oil plant
28	September 12	R/NF 960	Frankfurt	
29	September 16	Q/HK 549	Moerdijk	Railway
30	September 17	X/PD 276	Moerdijk	Diversion

Crew listed as Dave Taylor, Bruce Johnston (Canadian), Murray Henderson (Canadiann), Ted Hughes (killed in Burma, 3 August 1945), Bob Livingstone, John Peardon (Canadian) and Frank Marsden.

* * * * *

JOHNSTON, F/O Edward Charles William (J25509) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 3 September 1919 North Bay, Ontario; home there; enlisted there as Clerk/Stenographer, 21 June 1941 and posted to No.1 Manning Depot. To Trenton, 12 July 1941. To Technical Training School, 30 August 1941. Promoted AC1, 21 September 1941. Promoted LAC, 1 January 1942. To AFHQ, 23 January 1942. Promoted Corporal, 1 May 1942. Remustered to aircrew and posted to No.5 ITS, 26 September 1942; graduated 5 December 1942 but not posted to No.4 BGS until 9 January 1943; graduated 6 March 1943 when posted to No.9 AOS; graduated and promoted Sergeant, 15 April 1943; commissioned 16 April 1943; to No.7 BGS, 30 April 1943. To "Y" Depot, 5 June 1943. To United Kingdom, 29 June 1943. Promoted Flying Officer, 16 October 1943. Promoted Flight Lieutenant,

16 April 1945. Repatriated 7 June 1945. To Yarmouth, 4 July 1945. To No.661 Wing, 10 August 1945. To St. Hubert, 6 September 1945. To Halifax, 28 September 1945. Retired 4 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 Officer Air 2/8831 has recommendation dated 20 November 1944 when he had flown 38 sorties (168 hours 45 minutes), 20 April 1944 to 9 November 1944.

20 April 1944 - GARDENING, Texel (3.00)

21 April 1944 - GARDENING, Texel (2.55)

22 April 1944 - Laon (4.55)

25 April 1944 - GARDENING, Ile Le Groix (6.25)

30 April 1944 - Special target (7.10)

6 May 1944 - GARDENING, St.Nazaire (5.40)

7 May 1944 - Special target (8.05)

9 May 1944 - Special target (6.10)

27 May 1944 - GARDENING Ijmuiden (2.20)

30 May 1944 - GARDENING Flushing (1.50)

27 June 1944 - Oisemont (3.00)

2 July 1944 - Oisemont (3.10)

5 July 1944 - Wizernes (2.25)

6 July 1944 - Coquereaux (3.15)

7 July 1944 - Caen (3.25)

9 July 1944 - L'Hey (2.00)

10 July 1944 - Nucourt (3.20)

12 July 1944 - Vaires (3.55)

18 July 1944 - McCagny (3.00)

22 July 1944 - Abbeville (2.50)

23 July 1944 - Kiel (5.15)

24 July 1944 - Stuttgart (7.20)
25 July 1944 - Stuttgart (7.50)
30 July 1944 - Caumont (3.30)
3 August 1944 - Ile Adam (3.20)
4 August 1944 - Trossy St.Maxim (3.40)
14 August 1944 - Falaise (3.00)
16 August 1944 - Stettin (8.20)
25 August 1944 - Russelsheim (7.50)
26 August 1944 - Kiel (5.30)
6 September 1944 - Kiel (5.30)
12 September 1944 - Frankfurt (5.45)
16 September 1944 - Kiel (5.40)
5 October 1944 - Saarbrucken (5.00)
25 October 1944 - Essen (3.40)
29 October 1944 - Westkapple (2.00)
1 November 1944 - Oberhausen (4.05)
9 November 1944 - Wanne Eickel (4.05)

This officer is the Air Bomber of a crew which has always displayed the utmost determination to press home their attack against the enemy. He has completed 39 operational sorties of which 28 have been in the Pathfinder Force, seven in the capacity of Marker.

Flying Officer Johnston, by his quiet confidence, dogged determination and high skill has proved himself a valuable member of a very successful crew.

He always gives his mind to the task in hand and his unselfish devotion to duty is highly laudable.

* * * * *

JOHNSTON, S/L Edward Russell (C832) - **Air Force Cross** - No.1 Air Command Headquarters - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO 280/46 dated 15 March 1946. Born 2 August 1916 in Lennoxville, Quebec; educated at Mount Allison University. Enlisted as Provisional Pilot Officer, 4 July 1938 at Saint John, New Brunswick. Qualified ar. Trenton for RCAF Flying Badge, 17 June 1939. Promoted Flying Officer, 4 July 1939. To No.2 (Army Cooperation) Squadron, 26 August 1939. To No.110 (RCAF) Squadron, 16 December 1939. Proceeded overseas with that unit, 13 February 1940. Promoted Flight Lieutenant, 15 August 1940. To Station Trenton, 27 November 1940. To No.9 SFTS, Summerside, 10 January 1941. Promoted Squadron Leader, 1 July 1941. To No.14 SFTS, 4 July 1941. To No.6 SFTS, 27 January 1942. To No.1 Flying Instructor School, 23 October 1942. Promoted Wing Commander, 1 June 1943. To AFHQ, 15 August 1943. To No.8 SFTS, 31 October 1943. Contracted polio in the United States and hospitalised, first in Texas and then Toronto. To No.1 Central Flying School, 15 November 1943 (non-effective while undergoing treatment). To No.1 Training Command Headquarters, 24 October 1944 (non-effective while undergoing treatment). To No.1 Composite Training School, 14 March 1945. To Station Trenton, 21 April 1945. To No.13 EFTS, St. Jean, 23 August 1945. To No.1 Air Command Headquarters, Trenton, 19 September 1945. Remained in postwar RCAF, reverting to Squadron Leader, 1 October 1946. To RCAF Staff College, 21 March 1947. To Flying Training School, Centralia, 8 September 1947. Promoted Wing Commander, 1 June 1948. To Staff College, Toronto, 7 August 1950. To Training Command Headquarters, Trenton, 8 August 1951. To Station Lachine, 6 July 1953. Promoted Group Captain, 1 July 1954. Awarded Queen's Coronation Medal while at Station Lachine (October 1953). To Air Transport Command Headquarters, Lachine, 1 September 1954. To Air Transport Command Headquarters, Trenton, 16 January 1957. To No.14 Training Group, Winnipeg, 28 August 1959; to Training Command Headquarters, Winnipeg, 12 September 1959. To Station Trenton, 30 August 1960 for duty at National Defence College, Kingston. To AFHQ, 27 July 1961. To No.2 Wing, Grostenquin, to command, 25 November 1963. This was short-lived because the Wing was transitioning from Fighter to Strike role and the squadrons were moving to Germany. To Station St. Hubert, to command, 29 August 1964. Retired 25 February 1968. When recommended (October 1945) he had flown 1,800 hours, of which 1,300 were as instructor. In previous six months he had flown 86 hours (40 instructing). Died in Ottawa, 10 January 1997.

This officer, during his lengthy flying career, has made a valuable contribution to flying training. He has admirably filled the positions of Flight Commander, Examining Officer, and Chief Flying Instructor at a Service Flying Training School, and later continued to display the most excellent qualities as Squadron Commander at a Flying Instructors School and as Officer Commanding a Visiting Flight. At present he is employed as a flying training staff officer at this Command Headquarters. He has always shown an energetic and intelligent interest in pilot training, continually trying to raise the standard and further the knowledge of his subordinates. He was cited by the Royal Air Force

Delegation in the United States for his work in examining and reporting on the pilot training standards of the British Flying Training Schools in the United States. The devotion to duty that he has displayed over a long period is most praiseworthy.

Recommendation raised 14 November 1945 by W/C M. Lipton stated he had flown 1,850 hours (70 in past six months), of which 1,300 had been as instructor (20 in previous six months). It read:

Squadron Leader Johnson has served as Flight Commander, Examining Officer, and Chief Flying Instructor at a Service Flying Training School. He has also served as Squadron Commander at No.1 Flying Instructors School, as Officer Commanding of a Central Flying School, and presently as T.F. of No.1 Air Command Headquarters.

This officer has always shown an energetic and intelligent interest in pilot training, continually trying to raise the standard and further the knowledge of his subordinates. He was cited by the Royal Air Force Delegation in the United States for his work in examining and reporting on the pilot training standards of the British Flying Training Schools in the United States. His contribution to flying training merits recognition.

This was endorsed by Air Commodore J.G. Kerr on 16 November 1945 and by Air Vice-Marshal E.E. Middleton on 20 November 1945. Air Commodore M. Costello (Honours in War Committee) endorsed it 21 January 1946.

Notes: A summary of his flying to 30 November 1951 lists the following types and hours - Harvard (884), Expeditor (157.25), Anson and Crane (100), Cornell, Moth and Fleet (100), Lysander (400), Hurricane (5), Vampire (5), Mitchell (5), Hudson (25), Delta (10), Norseman (10), Dakota (25.20), Wapiti (58), Atlas (150) and Oxford (50).

Selected Assessments: "Flight Lieutenant Johnson is the best flight commander on the squadron at present. He organizes his flying without being pushed by the squadron commander. He is reliable, has plenty of initiative and his personality is pleasing. He is the best type of officer." (S/L D.M. McCay, No.110 Squadron, 22 November 1940). Johnson had flown 276 hours 20 minutes in the year.

Tested as an Instructor, 4 April 1941 on a Harvard and described as follows: Sequence (Above average);

Voice (Very good), Manner (Confident), Ability to impart knowledge (Above average), Ability as pilot (Above average. Needs instrument flying practice), and Remarks (A very capable instructor) - F/L S.G. Fraser and S/L N.B. Petersen - awarded Category "B".

Tested as instructor on a Harvard, 5 December 1941, by which time he had flown about 400 instructional hours at Nos.9 and 14 SFTS. Described as follows: Sequence (High average); Voice (Clear), Manner (Confident), Ability to impart knowledge (Above average), Ability as pilot (Above average in all phases) and Remarks (An above average pilot who presents demonstrations in a clear, terse manner, He has a good knowledge of sequence and ability to instruct in all required flying manoeuvres. Ability and experience warrant a higher Category) - S/L William M. Foster - Awarded Category "A-2".

"This officer has been assessed as a Squadron Leader. He has been employed as Acting Chief Instructor. Whilst he has many admirable qualities which would be suited to the position of Squadron Commander, he lacks the ability to enforce flying discipline required of a Chief Instructor, in which position he requires supervision. He lacks the maturity required for the position too." (W/C C.M.G. Farrell, 25 September 1942).

"For the past five months this officer has commanded No.1 Central Flying School Visiting Flight on tour of Nos.1 and 3 Training Commands and the B.F.T.S's in the Southern United States, a duty he has performed in a most capable manner." (W/C J.G. Twist, Central Flying School, Trenton, 30 September 1943).

"Wing Commander Johnson is responsible for implementation of Air Training policy with respect to all aircrew categories. For this job he is ideally suited and has contributed greatly to the betterment of air training within the RCAF. It is suggested that for the sake of this officer's career he be given an opportunity to accept responsibilities other than air training as his whole Air Force career has been in this field in which he is a recognized expert, In considering this officer for promotion, of which in my opinion he is deserving, consideration, I feel, should be given to his illness which retarded his promotion to Wing Commander rank. The illness strengthened this officer's determination to love and drive to accomplish any task to be allotted him; however his health will not permit continuous employment in off duty hours. In all respects Wing Commander Johnson is a credit to the RCAF." (G/C W.F.M. Newsom, Training Command Headquarters, 29 August 1952).

"Group Captain Johnson came to Training Command about a year ago with a very extensive air training background and has fitted into his duties as SASO very well indeed. He has demonstrated a keen

interest in the broad philosophy of training and has instituted several studies to effect improvements. It is noteworthy that he gives as much, or more, of his time to ground training as he does to air training. He approaches all problems in a serious, thorough-going manner and makes a real endeavour to keep abreast of situations in the field which bear upon training policy and techniques. An outstanding characteristic is that once he is convinced that a certain course of action should be followed, he is determined to see it through to completion." (Air Commodore J.B. Harvey, Training Command Headquarters, 11 February 1958).

"G/C Johnston assumed command of a unit which, while physically in good shape, had more than its share of personnel problems, a legacy from his predecessor. He also assumed command at a time when almost every one of his immediate subordinates was transferred. Under these circumstances he has had to cope with more than the normal problems of a new CO. However, he quickly made his presence felt and his sincere interest in people and their problems and his logical approach to every problem have had a very marked effect on the morale of his unit. He is firm but fair, strongly principled, and is prepared to support his position in a forceful manner. He is capable of clear thinking and independent action, and can express himself very able both in writing and verbally. A strong character who will not permit his physical disability to limit his activities. He takes a real interest, if not an active part, in every aspect of unit life. He meets all the requirements for higher rank. I recommend promotion." (Air Commodore A.C. Hull, 3 March 1965).

* * * * *

JOHNSTON, P/O Frederick Edward (J18596) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born 18 October 1920 in Verdun, Quebec; home there; enlisted Montreal, 31 October 1940 as Airframe Mechanic. To Technical Training School, 22 November 1940. Promoted AC1, 5 April 1941. To No.6 Repair Depot, 24 April 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 11 March 1942. To RAF overseas, 20 April 1942. Promoted Corporal, 1 October 1942. Remustered to aircrew (Flight Engineer) and promoted Sergeant, 22 November 1942. Commissioned 23 August 1943. Promoted Flying Officer, 23 February 1944. Repatriated 28 October 1944. To No.3 Training Command, 4 December 1944. To No.1 Composite Training School, 11 April 1946. Retired 3 May 1946. Died in Ottawa, 11 September 2006. No citation other than "...completed...many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8782 has recommendation dated 21 December 1943 when he had flown 35 sorties (196 hours) as follows:

29 January 1943 - Lorient

14 February 1943 - Cologne

16 February 1943 - Lorient
18 February 1943 - Wilhelmshaven
21 February 1943 - Bremen
22 March 1943 - St.Nazaire
10 April 1943 - Frankfurt
16 April 1943 - Pilsen
18 April 1943 - Spezia
20 April 1943 - Stettin
4 May 1943 - Rheiner
23 May 1943 - Dortmund
25 May 1943 - Dusseldorf
29 May 1943 - Wuppertal
16 June 1943 - Cologne
19 June 1943 - Le Creusot
21 June 1943 - Krefeld
13 July 1943 - Aachen
15 July 1943 - Montlebard
2 August 1943 - Hamburg
9 August 1943 - Mannheim
10 August 1943 - Nuremburg
12 August 1943 - Turin
17 August 1943 - Peenemunde
23 August 1943 - Berlin
27 August 1943 - Nuremburg
31 August 1943 - Berlin
16 September 1943 - Modane
23 September 1943 - Mannheim

3 October 1943 - Kassel

4 October 1943 - Frankfurt

17 November 1943 - Mannheim

18 November 1943 - Mannheim

3 December 1943 - Leipzig

20 December 1943 - Frankfurt

This officer has completed many operational sorties with a very successful crew. As a Flight Engineer he is most capable and has proved himself to be very reliable at all times, ready to meet any emergency.

His courage and devotion to duty are worthy of very high praise and set a fine standard to be followed by other Flight Engineers in the squadron. He is very thorough and conscientious with his work both in the air and on the ground. In recognition of an excellent record of service he is recommended for a non-immediate award of the Distinguished Flying Cross.

Subsequently, this officer completed a further ten sorties with a F/L Wood as pilot; these were:

29 December 1943 - Berlin

2 January 1944 - Berlin (early return)

5 January 1944 - Stettin

27 January 1944 - Heligoland

28 January 1944 - Kiel

30 January 1944 - Berlin

15 February 1944 - Berlin

19 February 1944 - Leipzig

20 February 1944 - Stuttgart

24 February 1944 - Schweinfurt

25 February 1944 - Augsburg

* * * * *

JOHNSTON, F/L George Benson (J7743) - **Commended for Valuable Services in the Air** - No.5 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 7 October 1913. Home in Toronto; studied at the University of Toronto under Pelham Edgar and E. J. Pratt. There he read T.S. Eliot, the early William Butler Yeats, James Joyce, Ezra Pound, and added Alexander Pope as a personal favorite. In 1935 he published two poems, "Annabelle" and "The Life in August," in the college magazine, Acta Victoriana. Johnston received his B.A. in 1936, and went to Europe. He stayed in England, continuing to write. He published a story in the *London Mercury* in 1937. He soon returned to Canada, but continued to send his work to British magazines Enlisted in Toronto, 19 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; graduated 15 July 1941 when posted to No.12 SFTS; graduated and commissioned, 25 September 1941. To No.31 GRS, 17 October 1941. To RAF overseas, 8 January 1942. Promoted Flying Officer, 25 September 1942. Promoted Flight Lieutenant, 25 September 1943. Served with No.200 Squadron in West Africa (posted away on 15 October 1943). Date of repatriation uncertain, but posted to No.5 OTU in Canada, 26 July 1944. To No.4 Release Centre, 4 July 1945. Retired 11 July 1945. After the war Johnston returned to the University of Toronto, receiving his M.A. in 1946 under the direction of Northrop Frye. He taught at Mount Allison University from 1947 to 1949. In 1950 Johnston joined the English department at Carleton College in Ottawa (now Carleton University),[5] where he taught until retirement in 1979. Johnston learned Old Norse from Peter Foote of the University of London, and in 1957 began translating Norse sagas. His first effort, *The Saga of Gisli*, appeared in 1963; it is still in print. Seven of its poems were included in *The Oxford Book of Verse in English Translation*, edited by Charles Tomlinson. Johnston has made a dozen translations from Old and Modern Icelandic, Danish, Norwegian, and Faeroese. He has translated two books of poetry by Norwegian poet Knut Ødegård. In 1959 Johnston published his first book of his own poetry, *The Cruising Auk*, which was favourably reviewed by Eric Nicol and Northrop Frye, and by the American magazine, *Alphabet*. *Alphabet*, Chicago's *Poetry* magazine, and Canada's *Tamarack Review*, all became regular outlets for Johnson's new work. He composed a biography of his friend, the painter Carl Fellman Schaefer. After retiring, Johnston moved to Athelstan, in South-western Quebec, to raise bees and continue to write. Died there, August 2004.

This officer is a capable instructor who has devoted his interests towards increasing the efficiency of this unit. By his untiring efforts and his excellent instruction he has been responsible for a high standard of instruction at this Station.

* * * * *

JOHNSTON, P/O Gerald Stewart (J94516) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 3 September 1945 as per **London Gazette** dated 14 September 1945 and AFRO 1672/45 dated 2 November 1945. Born in Humboldt, Saskatchewan, 16 July 1922. Home in Lancaster, Saskatchewan; enlisted Saskatoon, 30 June 1941. To No.2 Manning Depot, 23 July 1941. To No.3 BGS, Macdonald (guard), 2 September 1941. To No.2 ITS, 26 September 1941; graduated and promoted LAC, 22 November 1941; posted next day to No.5 EFTS; graduated 30 January 1942; to No.3 Manning Depot, 1 February 1942; to No.3 SFTS, 1 March 1942; graduated and promoted Sergeant, 14 August 1942. To No.3 FIS, Arnprior, 13 September 1942. Granted Leave Without Pay and sent to No.10 EFTS, date uncertain. LWP cancelled while still at No.10 EFTS, 1 December 1942 on recall to RCAF. Promoted Flight Sergeant, 14 February 1943. Promoted WO2, 14 August 1943. To No.2 SFTS, Uplands, 9 January 1944. Promoted WO1, 14 February 1944. To No.36 OTU, 16 March 1944. To "Y" Depot, 21 May 1944. To RCAF overseas, 2 June 1944. Disembarked in UK, 10 June 1944. To No.60 OTU, 11 July 1944. To No.418 Squadron, 12 September 1944. Commissioned 14 November 1944. Promoted Flying Officer, 14 May 1945. Arrived back in UK from Holland, 18 May 1945. To Repatriation Depot, 16 July 1945. Repatriated August 1945. Released 22 September 1945. Rejoined 17 July 1951 (41451) in Saskatoon. To FIS Trenton, 17 September 1951. To PRTS, Calgary, 15 December 1951. To No.4 FTS, Calgary, 15 March 1952. To FIS, Trenton, 3 October 1952; to AFS, Portage la Prairie, 7 December 1952. Promoted Flight Lieutenant, 1 January 1957. To Personnel Selection Unit, London, 6 January 1957. To PSU, Centralia, 31 July 1958. To PSU London, 2 August 1958. To No.4 (Transport) OTU, Trenton, 16 October 1960. To CJATC, Rivers, 18 December 1960. To No.408 Squadron, Rivers, To CJATC, 1 May 1964. To CJATC Rivers, 15 March 1965. To No.121 Composite Unit, Comox, 15 July 1966. Retired 10 February 1971 (41451). Died in Courtenay, British Columbia, 3 June 1991 as per **Legion Magazine** of September 1991.

This officer has completed a large number of operational sorties throughout which he has displayed a fine fighting spirit, keenness and great devotion to duty. On one occasion, during an attack on enemy transport in the Ruhr area, his aircraft was damaged by anti-aircraft fire. Nevertheless, Pilot Officer Johnston pressed home a telling attack and destroyed many vehicles. A courageous and determined pilot, this officer has inflicted considerable damage on the enemy's industrial targets, bridges and lines of communication.

Training: Course at No.2 ITS was 26 September to 20 October 1941. Courses in Mathematics (78/100), Armament, practical and oral (74/100), Signals (98/100), Link (65/100), Hygiene and Sanitation (30/40), Drill (72/100), Law and Discipline (45/60). Placed 76th in a class of 185. "A very fine, active, energetic

young airman who applied himself well in the course. He is a good leader in spite of his age. He is very anxious to become a pilot and it is felt that as his training progresses he should develop into officer material."

Course at No.5 EFTS was 23 November 1941 to 31 January 1942. Tiger Moth aircraft (33.05 dual, 44.15 solo of which 10.20 were on instruments. Also 10.55 in Link. "Careless with air speed in gliding." Ground courses in Aircraft Recognition (71/75), Airmanship (146/200), Airframes (78/100), Engines (72/100), Signals, practical (95/100), Theory of Flight (73/100), Air Navigation (123/200), Armament, oral (99/125). Graded as officer material - 600/1000. Placed 39th in a class of 67. "Average student, bright, keen, alert, good appearance, immature, conduct excellent. Average Link 70."

Course at No.3 SFTS was 27 April to 14 August 1942. Cessna Crane (46.20 day dual, 63.50 day solo, 7.35 night dual, 9.00 night solo. Of these times, 30.35 on instruments. Spent 21.30 in Link and 24.45 as passenger. "Average pilot, smooth on controls, airmanship fairly good. Low flying and forced landings need improvement, slow reactions." (S/L M.C. McDiarmid). Ground courses in Airmanship and Maintenance (133/200), Armament, written (70/100), Armament, practical (69/100), Navigation and Meteorology (159/200), Signals, written (35/50), Signals, practical (75/100). Placed 27th in a class of 50.

Course at Flying Instructor School was 14 September to 21 October 1942. Flew 17.55 day solo, 2.00 night solo, 31.20 day dual, 3.00 night dual. "Average pilot, should know his sequences better. Speaks in a low voice. Can do well when he tries. Aerobatics poor." Ground courses in Airmanship (100/200), Meteorology (60/100), Art of Instruction (130/200). Categorized "C" by F/L R. Bannock who wrote, "Average pilot but tends slightly careless. Has the ability to become a satisfactory instructor but will need careful supervision by C.F.I. Rather lazy about applying himself." He was subsequently retested 21 May 1943 by CFS Visiting Flight (F/O H.C. Forbell) who wrote, "Good instructional ability. More detailed explanations required. Aerobatics need practice." Upgraded to "B" Category.

Course at No.36 OTU was 13 March to 5 May 1944. Mosquito aircraft - 6.10 day dual, 38.05 day solo, 1.05 night dual, 13.15 night solo and 5.15 in Link. Fired 65 rounds on ground, none in air. Graded in Airmanship (75 %), Navigation (66 %), Signals (84.3 %), Armament (86 %), Meteorology (76 %), Intelligence (90 %), Technical (60 %), Electrical (88 %). "Though an average pilot he showed particular promise as a night pilot. He is keen and capable and should be considered for commissioning."

Selected Assessments: "This officer [sic] was on a short refresher course at this unit and appeared quite keen and conscientious about the course." (S/L J.A. Boyle, No.2 SFTS (9 March 1944).

Medical report dated 27 May 1955 summarized flying of previous three months as 69 hours (March), 50.15 (April) and 50 hours (May), then commented, "F/O Johnston is a very conscientious instructor who takes his job seriously and never stops working hard until he meets the required schedule. In the past two months the schedule has fallen behind because of poor weather and staff shortage. It is the opinion of the undersigned that F/O Johnston has been attempting the impossible and that the mental strain is affecting his health." (F/L H.I. Pike).

"F/O Johnstone is an above average pilot and instructor and continually puts out a maximum effort in the performance of his flying duties. His continued drive and keenness sets a fine example and source of motivation to the other instructors and students in the flight. F/O Johnston is very active in station recreation and sports activities, and his private life is exemplary. There is no hesitation in strongly recommending this officer for promotion, and it is felt that such a promotion would even further intensify and broaden his outlook on the RCAF."

* * * * *

JOHNSTON, F/L Henry Liddle (C9811) - **Mention in Despatches** - Overseas Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Home in Toronto; enlisted there 17 January 1942 in Administration Branch with commission. Promoted Flying Officer, 14 February 1942 on posting to No.118 (Fighter) Squadron. To No.119 (BR) Squadron, 18 April 1942. To "S", 31 July 1942. Promoted Flight Lieutenant, 1 October 1942. To "Y" Depot, Lachine, 16 January 1944. Taken on strength of No.3 PRC, Bournemouth, 6 February 1944. Repatriated 10 January 1946. Retired 18 February 1946, returning to Toronto. No citation.

* * * * *

JOHNSTON, F/L James Elswood (C15932) - **Mention in Despatches** - No.72 Wing (AFRO says only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Winnipeg, 18 April 1920. Home in Winnipeg (warehouseman). Educated at Greenway Public School (1926-1933), Daniel McIntyre School (1933-1937) and Kelvin School (stenography, 1937-1938). Enlisted in Winnipeg, 12 April 1941 as Radio Mechanic. To University of Manitoba, 5 June 1941. Subsequently reclassified as Radar Officer. To Embarkation Depot, 4 October 1941. To RAF overseas, 11 October 1941. To No.2 Radio School, Yatesbury, 7 November 1941. To No.70 Wing, 13 February 1942. Promoted Corporal, 1 July 1942. To No.2 Signal School, Cosdord, 11 November 1942. To Officer School, Cosford, 24 February 1943. Commissioned 25 March 1943. To No.76 Wing, 18

June 1943. To No.78 Wing, 1 July 1943. Promoted Flying Officer, 25 September 1943. Promoted Flight Lieutenant, 11 May 1944; posted that day to No.115 AMES. To No.72 Wing, 19 August 1944. Repatriated 8 March 1945. To No.5 Radio School, 27 April 1945. To Western Air Command, 19 June 1945. Released 20 July 1945. Died in Winnipeg, approximately 18 April 1994. Obituary read, in part, "By the end of the war had been promoted to Squadron Leader. He was very proud of his Air Force career, especially of the feat of moving a radar tower from Belgium to Holland in three days. This was a distance of over 100 miles and they had it operational so fast that they had it operational so fast that they surprised Bomber Command. He received a signal from High Command that read it is considered that the feat of moving the 115 GH Station from Florennes to Boekel in three days and becoming operationally available reflects the highest credit on the officers and men." Worked for Canadian General Electric for 27 years (Winnipeg and Toronto).

Assessments: "A very conscientious officer who always works hard." (S/L T.H. Bridgewater, No.21 STU, 7 July 1944)/

"An exceptionally capable and efficient officer both technically and administratively." (W/C E.W. Seward, No.72 Wing, 14 February 1945). To this, Air Commodore R.L. Phillips adds. "I concur with the remarks above. A first class officer who has been a marked asset to his Wing."

* * * * *

JOHNSTON, P/O James Ian (J19259) - **Distinguished Flying Cross** - No.619 Squadron (deceased) - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 25 February 1918 in Englehart, Ontario; home there (diamond driller). Enlisted North Bay, 29 September 1941 and posted to No.1 Manning Depot, Toronto. To No.4 BGS, Fingal, 11 November 1941 (guard duty). To No.6 ITS, Toronto, 5 January 1942; graduated and promoted LAC, 14 March 1942 when posted to Composite Training School, Trenton; to No.6 BGS, Mountain View, 7 June 1942; graduated and promoted Sergeant, 17 July 1942. Had been involved in minor accident, 7 July 1942 at Mountain View involving Bolingbroke 9109 (Sergeant C.D. Woodley). To "Y" Depot, Halifax, 19 July 1942; to RAF Trainee Pool, 6 August 1942. Taken on strength of No.3 PRC, 19 August 1942. To No.14 OTU, Cottesmore, 22 September 1942. Promoted Flight Sergeant, 17 January 1943. To No.1660 Conversion Unit, 9 March 1943. To No.619 Squadron, 23 April 1943. Promoted WO2, 17 July 1943. Commissioned 8 September 1943. Promoted Flying Officer, 18 March 1944. To No.617 Squadron, 1 May 1944. Killed in action 24 June 1944, Lancaster DV403, No.617 Squadron. Although killed with No.617 Squadron; his award clearly emanated from service with No.619 Squadron. 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

26 sorties (179 hours 37 minutes).

21 June 1943 - Krefeld (4.05)

28 June 1943 - Cologne (4.58)

29 July 1943 - Hamburg (5.06)

2 August 1943 - Hamburg (5.15)

7 August 1943 - Milan (8.32)

9 August 1943 - Mannheim (6.06)

15 August 1943 - Milan (8.32)

23 August 1943 - Berlin (7.10)

31 August 1943 - Berlin (7.43)

3 September 1943 - Berlin (6.56)

16 September 1943 - Antheor Viaduct (10.06)

1 October 1943 - Hagen (5.43)

8 October 1943 - Hanover (5.05)

18 October 1943 - Hanover (5.26)

20 October 1943 - Leipzig (7.05)

22 October 1943 - Kassel (6.03)

16 December 1943 - Berlin (7.20)

3 November 1943 - Dusseldorf (4.32)

18 November 1943 - Berlin (7.57)

22 November 1943 - Berlin (6.49)

23 November 1943 - Berlin (6.36)

1 January 1944 - Berlin (7.53)

27 January 1944 - Berlin (8.36)

15 February 1944 - Berlin (2.39, DNCO)

19 February 1944 - Leipzig (7.10)

24 February 1944 - Schweinfurt (8.19)

25 February 1944 - Augsburg (7.55)

This air gunner has now made 26 successful operational sorties including eight against Berlin. His efficiency has greatly assisted his crew in obtaining a very high degree of success and his keenness and determination have set a fine example to the air gunners and other flying personnel in the squadron. Through his alertness he has on several occasions warned his captain of approaching enemy aircraft, thus enabling the particular sortie to be carried out successfully.

PARTICULARS OF DEATH: Lancaster DV403 set out with a crew of eight, 1627 hours, 24 June 1944 to bomb Wizernes, France. Survivors reported the aircraft was hit by flak during its bombing run, about 1750 hours and caught fire. It continued to fly straight and level for a short period but then crashed out of control. F/L L.T. Pritchard, RCAF (DFC) later reported that aircraft crashed west of St. Gyner; Johnstone had failed to get out; aircraft had been last seen burning from rest position back.

Public Record Office Air 50/281 has Combat Report for 15/16 August 1943. Crew were S/L R.G. Churcher (pilot, awarded Bar to DFC), Sergeant Burnside (flight engineer), F/O Beare (navigator), F/O MacDonald (air bomber), Sergeant J.I. Johnson, RCAF (mid-upper gunner, awarded DFM) and F/O W.H. Keane, DFM (RCAF, rear gunner).

On night 15/16 August 1943, 5 Group Lancaster III aircraft "A" of 619 Squadron on outward journey to Milan at 0255 hours. Position 4902N 0206 E, height 14,000 feet, speed 150 indicated. Full moon and no cloud. Rear gunner sighted a friendly Lancaster or Halifax dead astern at 1,000 yards. No searchlights or unusual phenomena.

An unidentified twin-engine aircraft appeared 1,500 feet below friendly aircraft presumably to attack. The rear gunner fired a short burst to warn friendly aircraft of the presence of the enemy. The enemy aircraft broke away to starboard as friendly aircraft climbed to port and formed with gunners' aircraft. Enemy aircraft did not open fire. No claim.

* * * * *

JOHNSTON, F/O Jay Syver (J7987) - **Mention in Despatches** - No.10 (BR) Squadron (now missing) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 30 May 1922 in London, Ontario (RAF Ferry Command crew cards); educated there and Sarnia including Sarnia Technical School. Caretaker's helper and parcek delivery boy before the war. Enlisted in London, Ontario, 8 October 1940 and posted to No.1 Manning Depot, Toronto. To Station Rockcliffe, 25 October 1940. To No.1 ITS, Toronto, 4 January 1941; promoted LAC, 8 February 1941 but not posted to No.12 EFTS, Goderich until 22 February 1941 ceased training 3 March 1941 and posted to No.1 Manning Depot again on 7 March 1941; to No.3 WS, 13 April 1941; to No.2 BGS, 1 September 1941; graduated and commissioned 29 September 1941. Attached to Ferry Command in Montreal, 20 October 1941 as Radio Trainer; he was still a Sergeant at that time (R78546) although his commission was in the offing. Posted to Halifax, 12 December 1941. To No.10 (BR) Squadron, 23 December 1941. He was aboard Digby 738 on 2 January 1942 (captain F/O D. Maltby) when in made a forced landing following failure of starboard engine, four miles east of Wellington, Newfoundland. Fire followed three minutes later. No injuries. Aboard Digby 753 when it crashed at Gander, 26 March 1942 (no injuries). Pilot, P/O D. Raymes, was approaching for landing but port wing tip struck a snow bank. Aircraft pivoted and crashed. Promoted Flying Officer, 29 September 1942. Killed in the crash of Liberator 3701, 20 October 1943. As of award had flown 1,092:25 hours (258.10 in previous six months), 853:40 operational (115 sorties).

This wireless operator/air gunner, since listed as missing, was wireless operator on a VLR Liberator which attacked an enemy submarine, later assessed as probably sunk. He efficiently carried out his duties throughout this action, despite severe weather conditions and extreme range. He has had a splendid record throughout a long period of operational flying.

The recommendation was initiated by W/C Martyn on 22 January 1944 and read as follows:

Flying Officer Johnston (since listed as missing) was W/T operator on a VLR Liberator which attacked and probably sunk a heavily armed U-Boat during September 1943. The attack was carried out despite heavy and danmaging anti-aircraft fire in a position over eight hundred miles from base. This officer, throughout the action, efficiently carried out his duties and succeeded in passing all necessary signals to his control stations despite severe weather conditions and extreme range. Flying Officer Johnston, in over eight hundred hours of operational flying in the North Atlantic area, has set a splendid example to his squadron in every capacity.

Group Captain C.L. Annis noted (24 January 1944) that Johnston's going missing was the reason that no higher award was being suggested.

Assessments: "This officer has shown by his work in this unit that he is keen, conscientious and well qualified to fulfil the duties his promotion would entail." (F/L A.M. Cameron, No.10 Squadron, 18 September 1942).

"This officer is a very capable and dependable WAG. Wants to go overseas very badly. He has been recommended for promotion to Flying Officer." (S/L J.M. Young, 5 November 1942).

There is a note in the file that he was recommended for a DFC about 19 December 1942 by S/L A.M. Cameron but the submission itself is not on file."

Training: Interviewed 22 May 1940 in London, Ontario, stating he had Cadet Corps experience. Generally described as "poorly dressed but clean and neat...submissive, immature, pleasant." General remarks by F/O C.S. Stonehouse were, "Applicant is an average school boy of that age, dressed in pullover sweater with dirty shirt. Will carry out instructions. Appears to have the necessary stamina. Not officer or NCO calibre."

Course at No.1 ITS was 5 January to 7 February 1941. Courses and marks as follows: Mathematics (68/100), Armament, practical and oral (78/100), Signals (97/100), Hygiene and Sanitation (37/40), Drill (92/100), Law and Discipline (56/60). Placed 57th in a class of 139. "Good pilot material. Cool, steady, reliable type of airman. Progress was slow on Link trainer."

At No.12 EFTS he logged 10.45 dual on Finch and never went solo. "As a pilot he showed a lack of initiative, a lack of judgement and poor reasoning. Quite unable to maintain constant level on horizon. Very slow and below average. Has bad coordination of controls. Too mechanical in his movements. Has a tendency to drop nose in turns and inclined to dive aircraft into ground upon landing." (H.A. MacPherson, CFI).

Course at No.3 WS was 14 April to 29 August 1941. Spent one hour in flying classroom as first operator, 3.05 in flying classroom on listening watch, 6.50 in two-seat aircraft as sole operator. Ground courses were Theory (45/50), Radio Equipment (208/250), Morse, buzzer and lamp (200/200), Procedure

(178/200), Signals Organization (142/150), Armament (75/100), Drill and PT (40/50). Placed 8th in a class of 44

Course at No.2 BGS was 1-29 September 1941. Flew 8.55 on gunnery in Battle aircraft. Scored 12 percent hits in Beam Test, 11 percent hits in Beam Relative Speed Test, four percent hits in Under Tail test. Scored 83 percent in written exam, 87 percent in practical and oral exam. Placed first in a class of 37. "Excellent officer material."

* * * * *

JOHNSTON, F/O John Douglas (J15430) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 13 May 1943 as per **London Gazette** dated 18 May 1943 and AFRO 1078/43 dated 11 June 1943. Born 25 March 1919, Nova Scotia; home in Herbert, Nova Scotia; enlisted Moncton, 21 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 17 August 1940 when posted to No.1 WS; graduated 18 December 1940 and posted on 20 December 1940 to No.1 BGS; graduated and promoted Sergeant, 18 January 1941. To Embarkation Depot, 30 January 1941; to RAF overseas, 2 March 1941. Commissioned 25 October 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 25 October 1943. Appears to have been sent home on leave in mid-1944, returning to Britain on 3 August 1944. Second tour served in No.427 Squadron; shot down and taken prisoner, 5/6 January 1945 (see below). Repatriated 6 July 1945. Retired 24 August 1945. Postwar he worked 45 years with the Bank of Nova Scotia. Died in Toronto, 1 September 2010.

This officer has invariably displayed a very keen desire to proceed on operations. Although now mainly employed in the ground organizations, he is at all times willing to fly as wireless operator with any crew and has completed many sorties over the more heavily defended areas of Germany and occupied territory. Throughout his whole career he has displayed high courage and devotion to duty which have been an inspiration to the squadron.

NOTE: Public Records Air 2/8951 has recommendation dated 21 March 1943 when he had flown 28 sorties (188 hours 22 minutes). The text differs in no significant degree from that published; sortie list quite detailed:

18 August 1941 - Cologne (5.40) - Fires started after attack.

22 Aug - Le Havre (5.45) - Incendiaries seen burning.

6 September 1941 - Huls (5.55) - Bursts of high explosives seen.

11 September 1941 - Warnemunde (8.45) - Large fires seen.

20 September 1941 - Ostende (5.45) - Incendiaries started in target area.

29 September 1941 - Hamburg (7.10)

10 October 1941 - Essen (7.00) - Large fires seen.

14 October 1941 - Nuremburg (9.00) - Bomb burst seen in target area.

21 October 1941 - Bremen (6.50) - Fires seen.

26 October 1941 - Cherbourg (7.00)

31 October 1941 - Dunkirk (5.20) - Large fires seen from 40 miles on return.

27 December 1941 - Dusseldorf (6.20) - Bursts in dock area.

2 January 1942 - St.Nazaire (8.00) - Crashed on return journey; aircraft destroyed.

29 April 1942 - Ostende (4.40)

2 May 1942 - Hamburg (6.35)

30 May 1942 - Cologne (6.05) - 1,000-bomber raid.

1 June 1942 - Essen (3.40) - Returned early.

5 June 1942 - Essen (5.25) - IFF smashed by flak; aircraft badly damaged; returned safely.

25 June 1942 - Bremen (6.15) - No results observed.

2 July 1942 - Bremen (5.20) - Bursts in target area.

7 November 1942 - Genoa (9.57) - Many fires well alight in town.

9 November 1942 - Hamburg (8.12)

29 November 1942 - Lorient (5.49) - Glow of incendiaries seen through cloud.

3 February 1943 - Hamburg (6.25) - Glow of fires through cloud.

3 March 1943 - Hamburg (6.00) - Fires seen in target area.

5 March 1943 - Essen (5.58) - Large explosion seen and concentration of fires in target area.

8 March 1943 - Nuremburg (7.39) - Scattered fires observed.

11 March 1943 - Stuttgart (7.45) - Very large fires seen after successful attack.

The website "Lost Bombers" provides the following on his final sortie. Halifax NR257 of No.427 Squadron (ZL-Y), target Hannover, 5/6 January 1945. NR257 was initially issued to No.424 Squadron. Airborne at 1625 hours, 5 January 1945 from Leeming. Shot down by flak, crashing 1930 hours at Dudensen, 10 km N of Neustadt am Rubenberge. Crew consisted of S/L B.G. Crew, DFC, RCAF (Officer Commanding, "B" Flight and on his second tour, killed), F/L J.D. Johnston, DFC (Squadron Signals Leader, POW), Sergeant J.D.Smith (killed), F/L J.S.H.Dodge, RCAF POW), F/O H.W.Campbell, RCAF (injured), F/O K.C.Kelway, RCAF (killed), F/O T.Osler ,RCAF (killed).

* * * * *

JOHNSTON, F/L John Hamilton (J37138) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 244/46 dated 8 March 1946. Born 24 January 1924, Naskwaakeie, New Brunswick; home there (student, worked in his father;s store, attended University of New Brunswick; member COTC). Enlisted in Montreal, 4 August 1942. To No.5 Manning Depot, 2 September 1942. To No.16 SFTS (guard), 21 January 1943. To No.5 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943 when posted to No.10 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, 15 November 1943. Promoted Flying Officer, 15 April 1944. Repatriated 8 June 1945. Retired 25 July 1945. Attended University of New Brunswick (Forestry Engineering), then moved to Bridewater, Nova Scotia, working for Hollingsworth and Whitney (later Scott Paper) to 1965 when he went to Canadian Forestry Service (Fredericton). Retired in 1987. Died in Fredericton, 13 October 2004. RCAF photo PL-42650 (ex UK-19513 dated 15 March 1945) shows him with his Bomb Aimer, WO2 F.E. Jefferies, McAdam, New Brunswick. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 17 May 1945 when he had flown 30 sorties (217 hours 19 minutes) as follows:

14 October 1944 - Brunswick (7.15)

19 October 1944 - Nuremburg (5.41)

30 October 1944 - West Kapelle (2.26)

1 November 1944 - Homberg (4.16)

21 November 1944 - Mittelland (6.01)

26 November 1944 - Munich (9.16)

4 December 1944 - Heilbronn (6.36)
8 December 1944 - Heimbach (4.41)
17 December 1944 - Munich (9.36)
21 December 1944 - Politz (9.53)
4 January 1945 - Royan (6.14)
7 January 1945 - Munich (9.19)
13 January 1945 - Politz (9.58)
16 January 1945 - Brux (9.24)
1 February 1945 - Siegen (6.18)
2 February 1945 - Karlsruhe (7.06)
7 February 1945 - D.E. Canal (5.58)
8 February 1945 - Politz (9.02)
13 February 1945 - Dresden (9.06)
14 February 1945 - Rositz (9.15)
3 March 1945 - Ladbergen (5.24)
5 March 1945 - Bohlen (9.47)
7 March 1945 - Harburg (6.07)
11 March 1945 - Essen (5.00)
14 March 1945 - Lutzkendorf (9.33)
20 March 1945 - Bohlen (8.05)
4 April 1945 - Nordhausen (6.00)
7 April 1945 - Molbis (8.44)
23 April 1945 - ABORTED (5.12)
25 April 1945 - GARDENING (6.06)

Flight Lieutenant Johnston has made 30 successful operational sorties as pilot and captain of Lancaster aircraft, thus completing his first tour with Bomber Command. A

third of these sorties have been made against distant targets in Germany or Czechoslovakia, such as Munich, Brux and Dresden, which have involved flights of over nine hours in duration, often meeting with very bad weather, and where intense opposition from both flak and fighters has been encountered.

By his keenness and excellent captaincy this officer built up a most efficient operational crew and his example has been an inspiration to all crews with whom he has come in contact. He has always displayed great gallantry and devotion to duty and is recommended for the non-immediate award of the Distinguished Flying Cross.

* * * * *

JOHNSTON, F/L John Phillip Sydney - **Distinguished Flying Cross** - No.161 (Bomber Reconnaissance) Squadron - Award effective 1 December 1945 as per **Canada Gazette** dated 15 December 1945 and AFRO 183/46 dated 22 February 1946. Born 16 March 1914. Enlisted in Ottawa, 11 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 4 November 1940 although posting to No.6 EFTS is dated 3 November 1940; graduated 3 January 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 17 March 1941. To Trenton, 24 March 1941. To No.9 SFTS, 9 July 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 15 March 1942. Commissioned 1 July 1942. Promoted Flying Officer, 1 March 1943. To No.1 GRS, 16 September 1943. To Eastern Air Command, 1 January 1944. To Yarmouth, 10 January 1944. To No.3 OTU, 22 April 1944. To Eastern Air Command, 3 August 1944. Promoted Flight Lieutenant, 4 August 1944. To No.161 (BR) Squadron, 5 August 1944. To Yarmouth, 1 June 1945. To Halifax, 14 July 1945. To No.3 Release Centre, 2 September 1945; retired 5 September 1945. Governor General's Records (RG.7 Group 26 Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 2,500 hours, of which 628 were on operations (71 sorties).

This pilot has completed numerous operational flights during which he has invariably displayed the utmost fortitude, courage and devotion to duty in seeking out the enemy. His skill and reliability have been outstanding. In this way he has been an inspiration to other aircrew on the ground as well as during flying operations.

* * * * *

JOHNSTON, F/L Kenneth Ewert (C18844) - **Distinguished Flying Cross** - No.429 Squadron - Award

effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 29 May 1914, Peterborough, Ontario; educated there; home there (mechanic). Enlisted in Toronto, 1 June 1940 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, St. Thomas, 12 July 1940. Promoted AC1, 9 November 1940. To No.6 SFTS, Dunnville, 14 November 1940. Promoted LAC, 1 April 1941. To No.13 SFTS, St.Hubert, 11 September 1941. Promoted Corporal, 1 December 1941. To "Y" Depot, 20 January 1942. To RAF Trainee Pool, 2 February 1942. Taken on strength of No.3 PRC, 20 February 1942. To No.419 Squadron, 3 March 1942. To be Flight Engineer Under Training, 11 August 1942 and posted from No.419 Squadron to No.4 School of Technical Training. Confirmed as Flight Engineer, 23 September 1942 when promoted Sergeant. To No.405 Conversion Flight, 26 September 1942. To No.1659 Conversion Unit, 28 October 1942. To No.77 Squadron, 10 November 1942. Reported to have flown 23 sorties (139 hours 30 minutes), 7 February to 15 July 1943. To No.1659 Conversion Unit, 31 July 1943. Commissioned 13 September 1943. To No.1666 Conversion Unit, 16 October 1943. Promoted Flying Officer, 3 March 1944. Promoted Flight Lieutenant, 7 April 1944. To No.429 Squadron, 7 April 1944. Application for Operational Badge, 10 December 1944 stated he had flown 27 sorties (127 hours 40 minutes), 7 April to 9 December 1944. Promoted Squadron Leader, 7 April 1945. To No.6 Group Headquarters, 9 April 1945. Repatriated 8 June 1945 when taken on strength of Eastern Air Command. To Station Greenwood, 29 September 1945. To No.1 Composite Training School, Toronto, 10 April 1946. To Material Command Headquarters, Uplands, 10 June 1946. To No.6 Repair Depot, 13 June 1946. Taken on strength of RCAF Regular Force, 1 October 1946, reverting to Flight Lieutenant; Engineer Officer. To Camp Borden, 9 June 1947. To Greenwood, 25 December 1947. To Trenton, 19 December 1948. Reclassified as Technical (Aero Engineer), 1 July 1949. To No.9420 Support Unit, London, Ontario, 7 November 1949. To Technical Training School, Camp Borden, 29 September 1950. To No.1 Technical Training School, Aylmer, 12 May 1951. Promoted Squadron Leader, 1 January 1952. To No.14 Training Group Headquarters, 8 January 1952. To Station Penhold, 10 May 1955. To Maritime Air Command Headquarters, 6 September 1957. To Air Material Command Headquarters, 16 November 1962. Retired 15 December 1964. Died in Peterborough, Ontario, 1 February 1988 as per **Airforce Magazine** of January-February-March 1989. RCAF photo PL-33311 (ex UK-15401, 29 September 1944) has the following caption: "Talking over a problem arising out of the RCAF Bomber Group's sortie against Calais in daylight are S/L Norm Boyd of Montreal, left, senior flying control officer, S/L John Garlick, Scarborough, Yorkshire, chief technical officer, and F/L Ken Johnson, Peterborough, Ontario,, engineering leader of the Bison Squadron." Photo PL-33996 (ex UK-16311, 10 November 1944) is captioned as follows: "F/L C.R. Higgins. Nelson, B.C. is shown here winding up Canada's Seventh Victory Loan campaign. The adjutant of the Bison Squadron was instrumental in producing a hundred percent subscription from the Canadians. At the left is F/L K.E. Johnston, DFC, Peterborough, Ontario, the engineer leader, looking over an application form, while S/L L.G. Neilly, DFC, a flight commander, Gilford, Ontario, watches the adjutant complete his application." RCAF photo PL-41317 (ex UK-17802 dated 1 January 1945) is captioned as follows - "With plenty of experience behind them, F/L K.E. Johnston, DFC, Peterborough and F/L W.T. Glass, Victoria, are engineer and bomb leaders of the Bison Squadron of RCAF Bomber Group in Britain. Johnston served first as an aero engine mechanic and remustered to aircrew. Since then he has flown two tours of operations, so he knows the problems first hand which must be foreseen or met by the flight engineers. F/L Glass has more than 25

trips over enemy territory to his credit." Photo PL-41318 (ex UK-17803 dated 1 January 1945) shows him alone. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated 23 July 1944 when he had flown 52 sorties (226 hours 45 minutes). There are no details of his first tour; the sortie sheet list 19 trips (86 hours 45 minutes) for second tour, 9 April to 24 June 1944.

This engineer having completed one tour of operations of twenty-three attacks on heavily defended targets, has returned to operations and completed nineteen attacks. His fine offensive spirit, efficiency and determination on operations have made him an invaluable member of his crew. His devotion to duty has been outstanding and, as Squadron Engineer Leader for three months he has proven his ability in organizing and maintaining a very efficient section. On all accounts this officer is outstanding.

It is considered that this officer's devotion to duty and outstanding efficiency fully merit the award of the D.F.C.

The second-tour sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.25)

10 April 1944 - Ghent (3.55)

20 April 1944 - Lens (4.05)

22 April 1944 - Dusseldorf (4.50)

24 April 1944 - Karlsruhe (7.10)

27 April 1944 - Aulnoye (4.05)

1 May 1944 - St. Ghislain (3.55)

7 May 1944 - St. Valery-en-Caux (3.45)

10 May 1944 - Ghent (3.55)

11 May 1944 - Boulogne (3.50)

31 May 1944 - Au Fevre (4.55)

5 June 1944 - Merville (4.20)

6 June 1944 - Conde sur Noireau (5.25)

7 June 1944 - Acheres (4.40)

10 June 1944 - Versailles (5.30)

15 June 1944 - Sautrecourt (4.25)

16 June 1944 - Boulogne (4.10)

21 June 1944 - Oisemont (3.45)

24 June 1944 - Bonnetot (4.40)

Typical Assessment:

An outstanding officer displaying at all times a keen interest in all phases of Service activity. He is neat in appearance and bearing, leads a fine home life, is a good administrator, and possessed excellent leadership qualities. He is interested at all times in the welfare of personnel under his control and is respected by his seniors and juniors alike. This officer has a fine background, experience and knowledge in the Aeronautical Engineering field and carries out his duties cheerfully and well. He is a hard, dependable and steady worker. The smooth and efficient operation of the Maintenance Branch of this Headquarters is due, in no small measure, to the efforts of Squadron Leader Johnson who, as Staff Officer Maintenance, has displayed at all times an inherent desire to improve the operations here and at user units with 14 Group in the aircraft, ME and armament field. This officer is a credit and an asset to the RCAF.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/jb803.html> has the following:

HALIFAX JB803 DAMAGED BY FLAK, RETURNED TO ELVINGTON AIRFIELD

On the night of 12th /13th March 1943 the crew of this 77 Squadron aircraft took off from Elvington to undertake an operational flight to bomb Essen. The aircraft sustained damage by flak over Germany but was able to make a safe landing at Elvington at around midnight. This crew appear to have been made up mainly of RCAF airmen. I believe the aircraft was Halifax JB803 which appears to have carried the

squadron code "KN-G" at the time. The crew were: Pilot - Sgt Anthony Symmons RAFVR (1295362); Flight Engineer - Sgt K E Johnston (probably Sgt Kenneth Ewart Johnston RCAF (C/18844); Navigator - Sgt Joseph Leroy Fulsher RCAF; Bomb Aimer - Sgt J L Whitney (probably John Lawrence Whitney RCAF); Wireless Operator/Air Gunner - Sgt R E Simonson (probably Sgt Roy Edward Simonson RCAF); Air Gunner - Sgt W A Fleming; Air Gunner - Sgt Fred Calder MacQueen RCAF (R/88218).

RCAF Press Release No. 7869 dated 15 December 1944 from F/L H.W. Eggleston, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: -- Arriving overseas with the rank of corporal as an aero engine mechanic in February, 1942, to finally become engineer leader of the Bison squadron, F/L K.E. Johnston, DFC, Peterborough Ontario (66 Lee Street), recently completed his second tour of "ops" on Halifax bombers with the Bison squadron of the RCAF Bomber Group.

On his first tour, F/L Johnston logged more than 20 sorties on enemy targets, and more than 25 on his second tour. He was commissioned on completion of his first tour and awarded the DFC. The 30-year-old flight engineer served in ground crew in England for six months before he re-mustered to aircrew. He took his training in Wales, graduating as a sergeant. He was then posted to an RAF squadron and saw service with several squadrons before completing his first tour. On completion of his tour, he moved into the RCAF Bomber Group as an instructor at several heavy conversion units for nine months before joining his present squadron as engineer leader.

Although he has had the usual experiences of aircrew in being shot up by flak several times, the sortie he recalled most vividly was to Dusseldorf when the four-engined bomber was attacked by an unidentified fighter over the target. "That one was a close shave", said F/L Johnston. "Fire from the enemy fighter's cannons holed the port wing and rudder, and shot part of the elevator away. We were able to get back to base due to the fine airmanship of the skipper who later was awarded an immediate DFC. Fortunately, none of the crew were injured."

* * * * *

JOHNSTON, F/O (now F/L) Lester Cyril (J14017) - **Commended for Valuable Services in the Air** - No.8 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21

January 1944. Born 29 April 1916 at Murray Harbour, Prince Edward Island. Clerk and fur trader for 18 months, fisherman for two years. Militia service with 2nd Medium Battery, November 1934 to November 1937 and Prince Edward Island Light Horse, July 1939 to September 1940. Taking pre-medicine course before joining RCAF (Prince of Wales College, Charlottetown). Enlisted in Charlottetown, Prince Edward Island, 12 September 1940. To No.1 Manning Depot, Toronto, 14 September 1940. To Dartmouth, 8 October 1940. To No.1 ITS, Toronto, 14 November 1940; graduated and promoted LAC, 22 December 1940; posted that date to No.13 EFTS, St. Eugene; graduated 9 February 1941 when posted to No.9 SFTS, Summerside; graduated and promoted Sergeant, 4 May 1941. Posted to Central Flying School, Trenton, 18 May 1941 To No.9 SFTS, Summerside, 14 August 1941. Promoted Flight Sergeant, 1 December 1941. Promoted WO2, 4 May 1942. Commissioned 1 July 1942. To No.8 SFTS, Moncton, 4 July 1942. Promoted Flying Officer, 1 February 1943. To No.12 SFTS, Brandon, 17 July 1943. Promoted Flight Lieutenant, 1 September 1943. To No.1 General Reconnaissance School, 6 December 1943. To No.1 Radio Navigation School, 4 February 1945. To No.3 OTU, Patricia Bay, 25 March 1945. To No.3 Repair Depot, Vancouver, 11 June 1945. To No.1 Release Centre, 16 August 1945. Retired 17 August 1945. At the time of his release he stated that he was planning to return to management of a canning factory with his father. "Had thought of returning to University to study medicine but decided that he is too old." Obviously changed his mind because he continued his education at Dalhousie University and became a registered pharmacist, Montague, Prince Edward Island. Died a boating accident, 3 September 1962. Buried in Brudenell, Prince Edward Island.

This officer has shown excellent instructional ability for the past twenty-two months during which time he has completed a considerable number of flying instructional hours. His devotion to duty and consistent effort have been responsible for the production of a large number of excellent pilot.

He was first recommended for an Air Force Cross, 29 January 1943. Submission not on file.

Recommended again for an Air Force Cross, 15 July 1943 by S/L M.E. Ferguson (Officer Commanding, Training Wing) as follows:

This officer has shown excellent instructional ability for the past twenty-two months, serving eleven months at this Station and previously at No.9 SFTS, Summerside. As an NCO Flying Instructor his ability was recognized and he was appointed to the rank of Pilot Officer 1 July 1942. Through 1,500 instructional hours he had displayed consistent effort and priced a fine class of pilots. His work as an instructor is outstanding. Total flying time is 1,706 hours,

This was supported on 16 August 1943 by A/V/M A. de Niverville (AOC No.3 Training Command), but on 12 October 1943 it was noted, "Did not reach priority list for AFC. Recommend for the King's Commendation for Valuable Services in the Air." (Air Marshal L.S. Breadner).

Training: Interviewed in Charlottetown, 12 September 1940 by F/O H.A.S. Molyneux. "This lad has had a good education and has had an unusual amount of military training in the Militia, Very good sport and should make a good pilot or observer."

Course at No.1ITS was 18 November to 21 December 1940. Courses in Mathematics (84/100), Armament, practical and oral (90/100), Visual Link (83/100), Drill (92/100), Law and Discipline (88/100). Placed 46th in a class of 154. "Very good pilot material. Aggressive, hard working, persevering. Considerable improvement while at No.1 ITS. Second aircrew recommendation: Air Observer."

Course at No.13 EFTS was 23 December 1940 to 6 February 1941. Fleet Finch aircraft - 26.55 dual and 25.10 solo. Logged five hours in Link. "Aerobatics fair, needs more time. General flying good. Officer material - absorbs instruction quickly." Ground courses in Airmanship (174/200), Airframes (146/200), Engines (165/200), Signals (50/50), Theory of Flight (87/100), Air Navigation (173/200), and Armament, oral (128/200). Graded 176/200 in "Qualities as an NCO." Placed ninth in a class of 31. "Conduct good. Not yet fully matured. Very particular and exact. Average student."

Course at No.9 SFTS was 9 February to 4 May 1941. Harvard II aircraft - 40.15 day dual, 42.05 day solo, 2.55 night dual, 7.10 night solo. Logged ten hours in Link. "A high average pilot. Navigation average. Should make a good instructor." (F/L N.S. Anderson). Ground courses in Airmanship and Maintenance (1428/200), Armament, written (81/100 on supplemental), Armament, practical (73/100), Navigation and Meteorology (152/200), Signals, written (91/100) and signals, practical (47.8/50). Placed 11th in a class of 23. "Average student, very quiet and studious" and "Very determined student."

Course at Central Flying School, 16 June to 14 July 1941 (Fleet and Harvard aircraft). Flew 24.35 single engine dual, 14.00 single engine solo, 9.20 twin engine dual, 5.30 twin engine solo. "This NCO is an average pupil. Slightly reticent. Flying patten and synchronisation average. Voice clear. Should make a capable instructor." (P/O J.W. Aldred). Ground courses in Airframes (88/100), Engines (86/100), Airmanship (71/100) and Air Navigation (76/100). Tested on a Harvard, 14 July by S/L C. Carling-Kelly. Categorized under following headings - Sequence (average), Manner (confident), Voice (lacks volume), Ability to Impart Knowledge (average), Ability as a Pilot (Average). "Hesitant in delivery of some

sequences but flies safely and accurately." Awarded Category "C".

Course at No.1 GRS was 11 December 1944 to 16 February 1945. Anson aircraft - navigation training, 34.55 by day and 9.30 by night. Courses in DR Navigation Intermediate (63/100). DR Navigation Final (195/300), DR Navigation Air Work (234/300), Reconnaissance (168/200), Astro Navigation (101/150), Compasses and Instruments (142/200), Meteorology (146/200), Signals (94/100), Coding (133/150), Ship Recognition (176/200) and Visual Signals (90/100). "This ex-flying instructor worked hard and showed satisfactory results for the course. A good practical navigator but needs more practice in DR Plotting, Should be an asset to a crew of a Coastal Command aircraft."

Course at No.3 OTU was 1 April to 22 June 1945. Canso A aircraft - 12.35 dual, 12.40 solo. No tests or scores.

Selected Assessments: Checked as instructor, 19 February 1943 by F/L D.A. MacFadyen. By then he had flown 1,210 hours as instructor. Tested in an Anson. Categorized under following headings - Airmanship (Very sound), Knowledge of Patter (Good), Manner (Passive), Voice (Small), Ability to Impart Knowledge (Good Average), Ability as a Pilot, Clear Hood (High Average), Instruments (Just Average), Single Engine Flying (Good), General Knowledge (Good), "A good instructor - manner is not too enthusiastic and instrument Flying requires intensive application."

"This officer has had command of a Flight for the past three months and has carried out all his duties in an efficient and exemplary manner." (S/L E.A. Bland, No.8 SFTS, 22 July 1943)

Assessed as instructor, 9 September 1943 by F/L J.G. Showler. Tested on Harvard; rated under following headings - Sequence (High Average), Voice (Clear), Manner (Instructive), Ability to Impart Knowledge (High Average), Ability as Pilot (Above Average), and Remarks (An above average instructor in all respects). Rated "A-2" (Single Engine).

"An industrious and efficient officer who commands a great deal of respect." (S/L R.W. Porter, No.8 SFTS, 27 April 1944).

Assessed as instructor, 16 October 1944, at No.12 SFTS, Brandon. He had by then instructed 1,430 hours (single engine) and 575 hours (twin engine). Tested on Crane by W/C E.T. Webster. Rated under

following headings - Sequence (Practical), Voice (Clear), Manner (Capable), Ability to Impart Knowledge (Above Average), Ability as Pilot (Above average, clear hood and instrument), and Remarks (An above average instructor. General knowledge could be brought more up to date and CAP I, Vo.II followed more closely). Rated "A-2" (Twin Engine).

Notes: Accident, 19 January 1942, at No.9 SFTS (Wellington Relief Field). Harvard 2961 (ex RAF 4014), with Sergeant L.C. Johnston and 117652 LAC Homer Lynn Wolf. Forced landing after petrol cock selected from an empty to a full tank at 6,000 feet - to be investigated.

Accident, 10 August 1942 at No.9 SFTS - Harvard 8930/AH190. With LAC Walter Donald Whitehead (NZ), Night flying practice. Aircraft swerved and ground looped on landing - insufficient correction for drift in a cross wind.

* * * * *

JOHNSTON, Section Officer (N/S) Lillian Emily (C7579) - **Associate, Royal Red Cross** - No.34 SFTS - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Enlisted at Calgary, 20 August 1941 as Nursing Sister. Ranked as Section Officer, 20 February 1942. To No.4 Training Command Headquarters, 2 November 1942. To "Y" Depot, 8 March 1943; to RAF overseas, 7 April 1943. Repatriated 1 January 1945. To AFHQ, 16 February 1945. To No.7 Release Centre, 29 September 1945. Retired 11 October 1945.

Nursing Sister Johnston's professional skill, zeal and unflagging interest in her duties have been an inspiration to patients and associate workers alike. By her tireless energy, ability and self-sacrifice of personal time and interests, this Nursing Sister has an enviable record of devotion to the service. On many occasions, by the display of these attributes, she was instrumental in succouring the sick and restoring them to health, and on one occasion, by remaining on duty for some forty-eight hours with little or no sleep, saved the life of an airman who was severely ill with Toxic Meningitis. In other cases she has shown the same example of self-sacrifice which has gained for her the highest confidence of the Medical Staff and patients in this hospital.

* * * * *

JOHNSTON, F/O Verdun Robert (J27556) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 625/45 dated 13 April 1945. Born 5 April 1924, Moorefield, Ontario; educated there, Drayton College and Central Technical School; home in Toronto; enlisted there 8 June 1942 and posted to No.1 Manning Depot. To No.6 Bombing and Gunnery School, 1 August 1942 (non-flying duty); to No.1 ITS, 26 September 1942; graduated and promoted LAC on 4 December 1942 but not posted to No.7 EFTS until 27 December 1942; may have graduated 19 February 1943 but not posted to No.6 SFTS until 6 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943. Embarked from Canada, 16 July 1943; disembarked in Britain, 22 July 1943. To No.18 (Pilots) AFU, 14 September 1943 (Oxford aircraft, 68 hours 25 minutes) and while there attended No.1533 Beam Approach Training Flight (Oxfords, 26 hours 25 minutes). Promoted Flying Officer, 25 December 1943. To No.24 OTU, 11 January 1944 (Whitley aircraft, 79 hours ten minutes). To No.61 Base, 8 April 1944. Detached to Battle School, 8-22 April 1944. Attached to No.1666 Conversion Unit, 22 April to 22 May 1944 (Halifax II, 48 hours 35 minutes). To No.432 Squadron, 22 May 1944 (Halifax III and VII, 198 hours ten minutes). Repatriated 15 November 1944. To No.1 Central Flying School, 6 January 1945. To No.4 Release Centre, 22 February 1945. Retired 15 March 1945. Attended Ontario Agricultural College, Guelph for a degree in animal husbandry; also Settlement Supervisor for Veterans Land Act in Leeds County. Re-engaged with RCAF, 10 September 1952 (204860) for instructing at Kingston Flying Club; released 31 October 1953. Became a teacher at Athens, Ontario, moving to Niagara Falls, 1963. Died in Bancroft, Ontario, 13 February 1978. 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.5557 (RG.24 Vol.20668) has recommendation dated 17 October 1944 when he had flown 36 sorties (161 hours 50 minutes), 27 May to 26 September 1944.

During a most successful tour of operational duty, this officer has proved himself a most valuable member of his squadron. He is an outstanding operational captain 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 is assigned to.

For his inspiring example, his fine record of achievement, 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 (4.15, second pilot)

31 May 1944 - Mont Couple (2.55, second pilot)

2 June 1944 - Neufchatel (3.40)
6 June 1944 - Coutances (5.35)
9 June 1944 - Le Mans (5.25)
14 June 1944 - St. Pol (3.40)
16 June 1944 - Sterkrade Holten (4.35)
17 June 1944 - Oisemont (4.05)
21 June 1944 - St. Martin l'Hortier (4.00, day)
23 June 1944 - Bientques (3.30)
27 June 1944 - Foret d'Eawy (3.40)
28 June 1944 - Metz (7.05)
1 July 1944 - Biennais (4.05, day)
5 July 1944 - Biennais (4.30)
17 July 1944 - Caen (4.05)
20 July 1944 - Sernes (3.30)
24 July 1944 - Ferfay (3.50)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.25)
1 August 1944 - Ferme de Forestal (3.45, day)
3 August 1944 - Foret de Nieppe (3.45, day)
5 August 1944 - St. Leu d'Esseront (5.00, day)
7 August 1944 - La Hogue (4.25, day)
8 August 1944 - Chantilly (4.35)
9 August 1944 - Foret de Nieppe (3.35)
14 August 1944 - Bons Tassilly (4.40, day)
15 August 1944 - Brussels (4.00, day)
16 August 1944 - Kiel (6.10)
18 August 1944 - Bremen (5.45)

3 September 1944 - Volkel (3.55, day)
12 September 1944 - Bokum (4.50, day)
13 September 1944 - Osnabruck (4.15, day)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (3.35, day)
25 September 1944 - Calais (4.25, day)
26 September 1944 - Calais (3.25, day)

Notes: Application for Operational Wing dated 18 November 1944 stated he had flown 36 sorties (159 hours 25 minutes), 22 March to 26 September 1944.

Repatriation form dated 24 November 1944 states he had flown 36 sorties (159 hours 25 minutes), the last on 26 September 1944; also 261 hours 20 minutes non-operational.

Training: Interviewed 13 March 1942 in Toronto. "Clean cut type of boy, intelligent, alert, good appearance, pleasant confident manner. Took two years in Industrial and Aeronautical course at Technical School. Since leaving school service apprenticeship as tool and die maker; keenly interested in flying. Father serving with Royal Regiment overseas. Should prove better than average aircrew." (F/L L.M. Jordan).

Course at No.1 ITS was 28 September to 4 December 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written and practical), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 803 points of a possible 1,000; placed 68th in a class of 80. "This airman is alert, keen and enthusiastic. Both his Service spirit and deportment at this Init has been very good." (W/C E.W. Kerwick).

Course at No.7 EFTS was 29 December 1942 to 19 February 1943. Tiger Moth aircraft - 31.20 dual (10.15 dual to first solo), 29.50 solo plus one hour night dual. Logged 10.45 in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition, and Signals (Practical). Scored 545 points of a possible 700. Placed 15th in a class of 17. "Average student, no outstanding faults. Discipline and deportment very good."

Course at No.6 SFTS was 8 March to 25 June 1943. Harvard aircraft - 72.25 dual (6.45 dual to first solo), 81.10 day solo, 8.15 night dual, 12,05 night solo. Logged 25 hours in Link. Scored 603 points from a possible 750. Placed 17th in a class of 43. "Flying - above average in flying and airmanship. Learns quickly. Department very good. GIS, very satisfactory. Good effort throughout."

* * * * *

JOHNSTON, F/O William Henry (J24724) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 24 November 1923, Toronto; home there; enlisted there 31 March 1942. Granted Leave Without Pay until 20 April 1942 when posted to No.1 Manning Depot. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; posted that date to No.1 AOS; graduated and commissioned 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 19 April 1943. Promoted Flying Officer, 19 September 1943. Repatriated to Canada, 9 November 1944. To No.12 Aeronautical Inspection Detachment, 18 December 1944. Promoted Flight Lieutenant, 19 March 1945. To No.4 Release Centre, 16 September 1945. Released 24 September 1945. Rejoined RCAF, 6 August 1953 (218320) as Air Navigator, serving to 1959. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation (undated) when he had flown 37 sorties (167 hours ten minutes), 24 April to 11 September 1944. Did part of tour with F/O J.G. Stinson.

This navigator has completed a tour of operations totalling thirty-seven sorties, several of which were against heavily defended targets in Germany and France. Although many of these attacks were made under harassing circumstances, Flying Officer Johnston has at all times displayed courage, zeal and devotion to duty. His navigational skill and keenness has been a source of inspiration to his fellow navigators.

* * * * *

JOHNSTON, F/L William James (J9408) - **Mention in Despatches** - No.164 Squadron (Canada) - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 28 December 1916 in Vancouver. Worked summer jobs in mining, transport before the war while attending University of British Columbia (Agriculture). Enlisted in Vancouver, 28 February 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, Calgary, 15 May 1941. To No.2 ITS, Regina,

20 June 1941; graduated and promoted LAC, 8 August 1941; posted that date to No.19 EFTS, Virden; graduated 25 September 1941 and posted to No.10 SFTS, Dauphin; graduated and commissioned 19 December 1941. To Central Flying School, Trenton, 21 December 1941. To No.4 SFTS, Saskatoon, 2 April 1942. To No.3 Flying Instructor School, Arnprior, 2 September 1942. While there he had one accident, 28 October 1942 in Tiger Moth 8982; aircraft test, taxiing across strong wind when tail lifted until propellor tips touched ground; aggravated by wheels locking through maladjusted brakes. He was uninjured; pupil R118975 LAC J.S. Newton injured. Promoted Flying Officer, 19 December 1942. To No.8 SFTS, Moncton, 13 June 1943. To Station Rockcliffe, 22 August 1943. To No.165 (Transport) Squadron, Sea Island, 23 October 1943. To No.164 (Transport) Squadron, Moncton, 12 February 1944. Promoted Flight Lieutenant, 14 August 1944. To Station Dartmouth, No.1 Air Command, 11 November 1945 but on the same day also sent to No.1 Air Support Unit, Rockcliffe for Exercise MUSKOX. Duties on that ceased, 25 April 1946. To No.164 Squadron, Dartmouth, 26 April 1946. To No.435 Squadron, 1 August 1946. Remained in RCAF, retaining rank of Flight Lieutenant as of 1 October 1946. To No.426 Squadron, Dorval, 28 March 1947. To Station Greenwood, 6 December 1948. Retired 10 December 1951. Died in Delta, British Columbia, 2 August 1987 as per British Columbia Vital Statistics.

This officer has been on a transport squadron for many months and as captain of aircraft has at all times displayed great skill, coolness and judgment. On one trans-Atlantic flight he landed his crew at a difficult base in Greenland under the most adverse weather conditions. His ability and devotion to duty is worthy of the highest praise.

This began as a recommendation for an AFC, raised on 13 January 1945 by W/C C.W. Hoyt, Commanding Officer, No.164 (Transport) Squadron. As of that date he had flown 1,998 hours (529 in previous six months). Before posting to the unit he had flown 864 hours as an instructor. The text read:

This officer has been continuously employed as a Transport Captain for the past seven months. During this period he has flown 542 hours on transatlantic and other long over-water flights in landplanes. On one transatlantic flight he took his aircraft safely into a Greenland base under most adverse weather conditions. Without the great skill, coolness and judgement displayed, the aircraft and crew would probably have been lost.

From lists of numerous attachments, it would appear that the incident mentioned was likely in late August or early September 1944, when he went to Reykjavik. This was lowered to a Mention in Despatches at the level of AFHQ (Air Commodore H.L. Campbell).

RCAF Press Release 6931 dated 2 April 1946 has the following. The original text identified the doctor as "W/C R.R. Wingfield, DFC, AFC" which is an error - it is actually Wing Commander R.H. Winfield, DFC, AFC (veteran of "Aires" flights) and has been so transcribed. The "moving force" was a component of Exercise MUSKOX that was traversing the Northwest Territories in tracked vehicles:

Churchill, Manitoba, 2 April 1946. A mercy flight by an RCAF Dakota from Baker Lake brought an Eskimo woman and her eight month baby to Churchill, Manitoba, when it was discovered by a medical doctor that the boy was in urgent need of medical care.

The plane, piloted by F/L W.J. Johnston, 4430 Pine Crescent, Vancouver, had just dropped supplies at Baker Lake for the moving force. The medico, W/C R.H. Winfield, DFC, AFC, an RAF observer on Exercise Muskox, had been requested by the Anglican missionary at Baker Lake to have a look at the youngster.

Wing Commander Winfield found that the child, Kooyak, was suffering from club feet and that immediate care was necessary if the child was not to be crippled for life. So the RCAF aircraft was commandeered to move the woman and her babe to Churchill, Manitoba and thence to Children's Memorial Hospital, Winnipeg. It is believed that it will take at least five months to repair the damaged feet of the babe. In the meantime, the mother must stay with the youngster, for she is still nursing it.

The mother, Nanau, saw her first tree when she landed at Churchill.

A newspaper clipping found at DHH (paper not identified, no date on clipping) gives the following additional to this story:

AIR FORCE FLIES ESKIMO MOTHER, CHILD TO
WINNIPEG FROM ARCTIC CIRCLE IGLOO

by Val Werier

Baker Lake, N.W.T., March 7 - Nannau, Eskimo mother from an igloo just below the Arctic circle, is on her way to Winnipeg to save her baby son from being a cripple for life. Kooyak, eight-months old, has club feet.

Mother and son were flown from Baker Lake to Churchill on Tuesday [5 March 1946] and are awaiting another plane into Winnipeg.

It all started when the Musko force was expected at Baker Lake. Rev. William James sent word by dog team to for Nannau and son to come into Baker Lake. Wing Commander Roland Windfield [sic], RAF flying doctor and Musko observer, advised that Kooyak required a specialized operation. Permission was received through the RCMP to take them to Winnipeg.

To the Eskimo mother and child the trip into Winnipeg is comparable to a rocket ship to the moon. They come from hardly-known Back River District, about 100 miles northwest of Baker Lake. Their diet consists mostly of frozen raw caribou and sometimes frozen fish. They had never seen a tree until they came to Churchill. They don't understand a word of English.

When it was explained to Nannau, through an interpreter, that she would have to go to the big city south to cure her son, she readily agreed. It was expected she would hesitate even though Eskimo are unusually devoted to their children.

Nannau has no city clothes. She's dressed completely in caribou skins. An inner suit, called an artiggi, an outer, called a kouletah. Kooyak has no clothes. He lives next to his mother, in a built-in sac at the back of her parka.

They will stay in Winnipeg about six months, doctors say. Her husband, Taleyganeak, will remain in the barren lands, hunting caribou, trapping white fox and looking after their five-year old son.

Assessments (Selected): "Has handled men previously and shows in his conduct. Capable pilot and instructor. Deeply interested in his students and will be a more valuable man in the future when he gets more experience." (F/L W.B. Millar, No.4 SFTS, 17 August 1942).

"This officer has been on staff of this unit almost from its inauguration and for the first few months

displayed considerable keenness in his work and it was consequently that he would be of more value as an SFTS instructor for which he was subsequently recommended." (S/L R. Bannock, No.3 Flying Instructor School, 17 June 1943).

"Flying Officer Johnston has had considerable experience as a Flying Instructor. Since reporting to this unit on 21 August 1943 he has shown himself to be a hard working, capable instructor. He is anxious to be relieved of instructional duties, and in view of his faithful services in that capacity and flying experience, should be of great value on heavy transport." (F/L J.P. Houward, No.1 RS, Rockcliffe, countersigned by W/C D.D. Findlay, Rockcliffe, 23 October 1943).

"This officer is very highly recommended for appointment to the rank of Acting Flight Lieutenant. He is an unusually competent captain and a very willing worker who has missed out on promotion due to being changed from one station to another through circumstances beyond his control."

"Operationally outstanding, particularly on tough jobs. Excellent knowledge of Arctic conditions. Useful officer - appearance and deportment only fair." (Air Commodore L.E. Wray, No.9 Transport Group, 30 November 1946).

Training: Interviewed 4 February 1941 in Vancouver when described as follows: "Five years UBC; good type, keen, alert and observant, possesses intelligence and personality. Should make an excellent pilot or observer."

Course at No.2 OTS was 21 June to 27 July 1941. Course and marks in Mathematics (84/100), Armament, practical and oral (76/100), Signals (82/100), Hygiene and Sanitation (24/40), Drill (72/100), Law and Discipline (47/60). In Visual Link scored 87/100. Placed 92nd in a class of 167. "Very keen, dependable type of airman with a good sense of responsibility who applied himself well on his course and is recommended for a commission."

Course at No.19 EFTS was 8 August to 25 September 1941. Flew Tiger Moths (33.100 dual, 29.25 solo, of which 9.40 was on instruments). Also logged ten hours in Link. Described in flying as "Average, keen, no bad flying habits. Punctuality and deportment good." Ground subjects were Airmanship (175/200), Airframes (98/100), Aero Engines (80/100), Signals, practical (98/100), Theory of Flight (42/100, wrote supplemental and got 87/100), Air Navigation (167/200), Armament, oral (184/200); graded 160/200 as Officer Quality. "Very good student, rough diamond type, cosmopolitan, has very considerable leadership

equation; personality forthright and forceful. Department satisfactory." Placed 9th in a class of 58.

Course at No.10 SFTS was 25 September to 19 December 1941. Flew Cranes (43.20 day dual, 39.25 day solo, 4.55 night dual, 7.45 night solo). This included 16.30 on instruments; also logged 25 hours in Link. "No outstanding fault; an average pilot. Likes navigation and is quite good in tis respect." (S/L W.G. Welstead, No.2 Squadron). Ground courses in Airmanship and Maintenance (155/200), Armament, written (82/100), Armament, practical (96/100), Navigation (127/150), Meteorology (40/50), Signals, written (44/50), Signals, practical (55/100). Considered average in all respects (formation flying, navigation, night flying, determination and initiative, instrument flying) although he was fourth in a class of 45, which suggests something better than mere average.

Report from Central Flying School, signed by F/L R. Bannock and dated 27 April 1942, noted he had been on course from 2 February to 1 April 1942. In that time he had flown single-engine elementary aircraft (14.04 day solo, 12.20 day dual), single engine advanced aircraft (12.00 day solo, 1.00 night solo, 8.40 day dual, 2.00 night dual) and twin-engined advanced aircraft (10.25 day solo, 25 minutes night solo, 8.20 day dual, 1.15 night dual) and was tested on Crane. Assessed for Sequences ("very good"), Voice ("clear"), Manner ("very keen"), Ability to impart knowledge ("Good average"), and Ability as Pilot ("good average"). Overall described as "A keen type - should develop into a very useful instructor."

* * * * *

JOHNSTON, Corporal William James (R104109) - **British Empire Medal** - Station Sydney - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in North Sydney, Nova Scotia, 22 November 1918. Pharmacy clerk for five years. Private in army, New Glasgow, 22 November to 22 December 1940. Enlisted in Halifax, 20 June 1941 as Nursing Orderly and posted to No.1 Manning Depot. To Halifax, 19 July 1941. Promoted AC1, 24 November 1941. Promoted LAC, 24 February 1942. Reclassified as Hospital Assistant, 1 December 1942. Promoted Corporal, 1 March 1943. To Station Shelburne, 28 November 1943. To Sydney, 17 February 1944. To No.1 Release Centre, 21 December 1945. Discharged 18 January 1946. Died in North Sydney, Nova Scotia, 17 March 1996 as per Legion **Last Post**. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation.

Not long ago, a hangar at the station was completely destroyed by fire which resulted in a explosion, caused by the accidental dropping of a depth charge from a bombed-up aircraft. Corporal Johnson, hospital assistant, with the Medical Officer, was one of the

first to arrive at the scene of the fire and explosion. With little regard to personal safety, he entered the blazing hangar in company with the Medical Officer, despite the fact there was exploding ammunition on all sides as well as three other bombed-up burning aircraft still in the hangar. He assisted the Medical Officer in the removal of the casualties and after the Medical Officer's departure he remained at the scene of the fire rendering first aid to the casualties and despatching the seriously injured to the hospital. This non-commissioned officer displayed considerable resourcefulness in his efforts both in rescue from the hangar and his treatment of the casualties.

Assessment dated 15 October 1943 by F/L J.C. Machan - "This man has shown great interest in Laboratory Procedures. Usually employed in small hospitals and his experience in such is considerable. His judgement is quite good in such matters. Tends to be a bit quick tempered, but such a drawback is quickly overruled by his ability as a Medical Orderly. He is dependable and can be entrusted to carry out treatments and uses good judgement."

* * * * *

JOHNSTONE, S/L Norman Richard (C459) - **Mention in Despatches** - No.411 Squadron - Effective 1 January 1942 as per **London Gazette** of that date and AFRO 142/42 dated 30 January 1942. Name also rendered as Norval Richard Johnstone. Born 6 April 1911; educated in Winnipeg (University of Manitoba, B.Sc in Electrical Engineering). RCAF (P/P/O), 1929-31; received his wings 19 August 1931 before going to Reserve. Undertook refresher flying training at Camp Borden, 1935. Joined No.120 (Auxiliary) Squadron, 8 December 1938. Called to active service, 11 December 1939, at Saskatoon. To UK, February 1940, with No.110 Squadron. To No.1 (Canadian) Squadron (later in No.401 Squadron), 28 October 1940. Promoted Squadron Leader, 28 August 1941. To Canada, 28 February 1943. To Eastern Air Command, 3 April 1943. To No.128 (Fighter) Squadron, 17 April 1943. To No.130 (Fighter) Squadron, 3 June 1943. To Eastern Air Command Headquarters, 26 October 1943. To No.126 Squadron, 8 February 1944. To War Staff College, Toronto, 8 September 1944. To Western Air Command, 18 November 1944. To No.21 CSU (not sure what this is), 26 November 1944. To No.8 Release Centre, 11 November 1945. Retired 14 November 1945. As of 1947 he was employed by Coca Cola Limited in Saskatoon. Died in Victoria, British Columbia, 7 June 1983.

* * * * *

JOLY, F/L (now S/L) Antonio Vanutelli (C6309) - **Commended for Valuable Services in the Air** - No.9

Bombing and Gunnery School. Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Enlisted in Montreal, 27 December 1939 according to one card but 8 July 1941 by another. Promoted Flying Officer, 15 October 1941 when posted to No1 Wireless School.; to No.9 BGS, 22 February 1942. Promoted Flight Lieutenant, 1 December 1942. To No.10 BGS, 1 October 1943. Returned to No.9 BGS, 30 November 1943, serving there to 7 February 1945. Promoted Squadron Leader, 1 August 1944. Retired 28 May 1945.

This officer is a skilful and experienced pilot who has done exceptionally fine work in commanding flying at this unit. He has at all times displayed outstanding devotion to duty and has proven to be a capable and efficient leader.

* * * * *

JONASON, F/L Jonas Christian (C8016) - **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 1900. Home in Edmonton; enlisted there 18 October 1941 as Link Trainer Instructor and immediately commissioned. Assigned to Trenton. Promoted Flying Officer, 22 November 1941. To Western Air Command, 20 October 1942. To Sea Island, 18 November 1942. Promoted Flight Lieutenant, 1 June 1943 To No.135 (Fighter) Squadron, 20 October 1943. To "Y" Depot, date uncertain; taken on strength of No.3 PRC, Bournemouth, 25 December 1943. To Western Air Command, 31 March 1944; to No.162 (BR Squadron, 8 April 1944. While serving as Intelligence Officer in Iceland he was appointed liaison officer owing to knowledge of the language. Repatriated 5 June 1944. Retired 22 August 1945. Died in Edmonton 1981.

* * * * *

JONES, FS Allan (R52307) - **Mention in Despatches** - No.410 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 8 January 1910. Home in Dunnville, Ontario; enlisted Hamilton 18 October 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 11 November 1939. Promoted AC1, 1 April 1940. To "R", 2 May 1940. Promoted LAC, 1 October 1940. To No.6 SFTS, 16 December 1940. Promoted Corporal, 1 May 1941. Promoted Sergeant, 1 June 1941. To "Y" Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Flight Sergeant 10 January 1943. Repatriated 14 May 1945. Retired 29 June 1945. Died 15 April 2002 in Dunnville, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2002. Unit identified in AFRO only as "Overseas"; listed in **410 Squadron: A History**. DHist file has recommendation submitted 15 January 1945 when he was NCO in charge of "A"

Flight. This describes his accomplishments over the previous two years as "exceptional leadership handling his flight through difficult conditions with a minimum of disorganization and a maximum of good will", "unimpeachable loyalty", "cheerful willingness to tackle the most difficult of jobs", management of flight contributing to squadron's record of many enemy aircraft destroyed, 78 percent aircraft serviceability over the previous eight months (average 850 flying hours per month) in spite of seven squadron moves plus re-equipping of unit from Mosquito XIII to Mosquito XXX; enthusiastic athletic promoting unit sports. At the close, W/C Hiltz writes:

Flight Sergeant Jones has always displayed exceptional leadership qualities both in the handling of his flight and in his unceasing efforts to promote the general welfare of all flight personnel. He is an exceptionally good technical man and possessed of the highest personal qualities which have made him an asset in every way to the Squadron.

* * * * *

JONES, S/L Arthur Alan (J12342) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 3 July 1919 in Edmonton; home in Vancouver (draughtsman). Formerly in the army. Enlisted in RCAF, Vancouver, 11 August 1941 and posted to No.2A Manning Depot. To No.8 BGS (non-flying duty), 20 August 1941; to No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.18 EFTS; graduated 28 February 1942 when posted to No.15 SFTS; graduated and commissioned 19 June 1942. To No.10 SFTS, 15 September 1942. Promoted Flying Officer, 19 December 1942. To "Y" Depot, 24 August 1943. Taken on strength of No.3 PRC, 13 October 1943. Promoted Flight Lieutenant, 19 June 1944. Promoted Squadron Leader, 6 March 1945. Repatriated 14 May 1945. To Western Air Command, 27 May 1945. Retired 27 July 1945. Rejoined via No.402 (Auxiliary) Squadron, 1 April 1947 with rank of Flying Officer. Transferred to Supplementary Reserve, 10 August 1947. DFC presented 6 May 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.4431 (RG.24 Vol.20649) has recommendation dated 17 May 1945 when he had flown 30 sorties (184 hours 20 minutes), 5 October 1944 to 18 April 1945).

Squadron Leader Jones has completed a tour of operations during which he has attacked some of the most heavily defended targets in Germany. He has proven himself to be a capable and determined pilot and has pressed home his attacks on enemy objectives despite heavy opposition. As a Flight Commander he has worked conscientiously to improve the efficiency of the crews under his command and throughout his tour of duty has set an example of devotion to duty that has been an

example to all members of this squadron.

I feel that the admirable offensive spirit and devotion to duty displayed by this officer fully merits recognition, and I therefore strongly recommend the award of the non-immediate DFC.

The sortie list was as follows:

9 October 1944 - Bochum (5.40)
18 October 1944 - Wanne Eickel (5.35)
25 October 1944 - Homburg (5.25)
28 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.20)
18 November 1944 - Munster (5.25)
21 November 1944 - Castrop Rauxel (6.10)
27 November 1944 - Neuss (5.25)
30 November 1944 - Duisburg (6.25)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.40)
6 December 1944 - Osnabruck (6.05)
24 December 1944 - Dusseldorf (4.50)
29 December 1944 - Trois Dorf (7.20)
30 December 1944 - Cologne (6.15)
7 February 1945 - Goch (6.00)
8 February 1945 - Wanne Eickel (5.15)
14 February 1945 - Chemnitz (7.55)

17 February 1945 - Wesel (6.20)
21 February 1945 - Worms (7.05)
24 February 1945 - Kamen (6.20)
27 February 1945- Mainz (7.05)
2 March 1945 - Cologne (6.05)
5 March 1945 - Chemnitz (8.45)
7 March 1945 - Hemminstadt (5.30)
8 March 1945 - Hamburg (6.20)
4 April 1945 - Hamburg (5.55)
18 April 1945 - Heligoland (4.05)

* * * * *

JONES, F/L Arthur Duane (J3992) - **Mention in Despatches** - No.400 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943. Born in Newark, New Jersey, 5 October 1912. American citizen, home in Flemington, New Jersey (sales manager). Had attended Cornell University (one year of Engineering). Had a private pilots license - 18 hours dual, 95 hours solo. Enlisted in Ottawa, 1 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.4 EFTS, graduated 24 November 1940 when posted to No.6 SFTS; graduated and promoted Sergeant, 10 February 1941; commissioned 11 February 1941. To Trenton, 11 February 1941. To "Y" Depot, 19 December 1941; embarked from Canada, 7 January 1942; arrived in United Kingdom, 23 January 1942. Promoted Flying Officer, 11 February 1942. To No.41 OTU, 17 February 1942. To No.400 Squadron, 30 March 1942. Retired 2 December 1942 on transfer to American forces. Killed in action with U.S. Navy, 20 June 1944. No citation. A note signed by W/C R.C.A. Waddell states that Jones, on his first operational trip of 19 August 1942, successfully led his section in so far as Beauvais, the deepest penetration by fighter reconnaissance during the Dieppe operation. RCAF photo PL-2586 is captioned as follows: "Pilot Officer A.D. Jones of Short Hills, New Jersey, was in the American Ambulance Corps before he came to Canada to join the RCAF. He was a private pilot in civil life and now has 300 hours in the air. He is 28 and is a graduate of Cornell University, New York. He is now stationed at RCAF Station Trenton." Public Records Office Air 2/8769 has recommendation for a Croix de Guerre submitted by Waddell dated 1 February 1943 as follows:

During the Battle of Dieppe on 19th August 1942, this officer, an American citizen serving with the RCAF, on his first operational trip, successfully led his section on a reconnaissance over enemy territory as far as Beauvais. This was the deepest penetration by tactical reconnaissance aircraft during the operation and the information of enemy troops disposition brought back was of great value to the Army Commander.

NOTE: To the above, Group Captain D. Smith (OC No.39 Wing) writes, "This officer's conduct during the Dieppe operation was outstanding and I strongly recommend him for the Croix de Guerre".

Note: Awarded Navy Cross (posthumous) as per General Orders, Commander Fast Carrier Task Force Pacific: Serial 0279 (3 August 1944):

The President of the United States of America takes pride in presenting the Navy Cross (Posthumously) to Lieutenant Arthur Duane Jones, United States Naval Reserve, for extraordinary heroism in action as Pilot of a carrier-based Navy Dive Bomber and Leader of a Division of Dive Bombers in Air Group EIGHT (AG-8), attached to the U.S.S. BUNKER HILL (CV-17), during an attack against the Japanese Fleet in the First Battle of the Philippine Sea, on 20 June 1944. Gallantly leading his Division at extreme combat radius in a strike against major hostile Fleet units, Lieutenant Jones flew in over the assigned area in bold defiance of fierce enemy aerial opposition and a terrific barrage of anti-aircraft fire sent up from guns of all calibers including battleship main batteries and, pressing home his own attack at low altitude, scored a direct bomb hit on a hostile aircraft carrier despite damage sustained by his plane in the furious action. By his airmanship and cool courage in the face of tremendous odds, Lieutenant Jones contributed to the probable destruction of the carrier and to the success of this decisive engagement. His valiant devotion to duty throughout reflects the highest credit upon himself and the United States Naval Service.

Training: Interviewed in Ottawa, 27 June 1940 by F/O E.L. O'Leary. "Very intelligent, alert, goes looking chap. Considerable flying. Very keen - obviously of good family, gentlemanly, courteous, highest calibre for officer rank and a definite asset to the service."

Course at No.1 ITS was 19 August to 14 September 1940. Courses in Mathematics (75/100), Armament, practical and oral (70/100), Drill (75/100) and Law and Discipline (88/100). Rated good in Link. Placed 169th in a class of 193. "Outstanding type, Has flown Aeroncas, Monocoupe, Standard, New Jersey and

North Carolina. 95 hours solo time. Commission material.”

Course at No.4 EFTS, dates and flying times not shown but described as an exceptional pilot. “This pupil had previous experience and was well above average. Acrobatics, forced landings and instrument flying quite good.” Ground courses in Airmanship (162/200), Airframes (167/200), Engines (140/200), Signals (48/50), Theory of Flight (70/100), Air Navigation (116/200), Armament, oral (149/200) and rated 180/200 in Qualities as an Officer. Placed seventh in a class of 21, “Above average in ability and intelligence. Works hard. Personality and character very good. An excellent all round man.”

Course at No.6 SFTS was 25 November 1940 to 9 February 1941. Harvard aircraft - 37.05 day dual, 41.15 day solo, 2.05 night dual, 3.55 night solo. Logged 1.30 in Link. “Above average - tendency to over confidence.” Ground subjects were Airmanship (131/200), Armament, written (82/100), Armament, practical (81/100), Air Navigation (167/200) and Signals (46.5/50). Placed 27th in a class of 51. “Very satisfactory, good effort shown throughout.” Suitable and recommended for commission.

Course at Central Flying School, 24 February to 10 April 1941. Flew 21.30 single engine dual, 25.00 single engine solo, 3.00 twin engine dual, 1.30 twin engine solo. “Has a good voice and is very keen. Should make an excellent instructor.” (F/O A.C. Hull). Ground subjects were Airframes (82/100). Engines (87/100), Airmanship (85/100) and Air Navigation (70/100). Tested on a Harvard, 10 April 1941 by F/L C.W. Burgess. Rated under following headings - Sequence (Good), Voice (Strong), Manner (Hesitant), Ability to Impart Knowledge (Average), Ability as Pilot (Average), and Remarks (Requires more practice aerobatics. Presents sequence in interesting manner. Tends to hurry).

Tested as instructor, 18 October 1941 by F/L G.K. Preston; he had instructed some 248 hours at Uplands. Tested on Harvard. Rated under following headings - Sequence (Low Average), Voice (Clear), Manner (Pleasing), Ability to Impart Knowledge (Average), Ability as Pilot (High average, instrument flying average), and Remarks (Sequence must be improved. Flying Ability and method of delivery warrant higher category). Rated “B” Instructor.

* * * * *

JONES, F/L Chesley Robert (J85017) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 12 November 1921, Regina; home in Vancouver. Served with Coast Brigade, Royal

Canadian Artillery. Enlisted in Vancouver, 7 October 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 5 December 1941. To No.2 ITS, 31 January 1942; graduated and promoted LAC, 28 March 1942 but not posted to No.15 EFTS until 11 April 1942, graduated 20 June 1942 when posted to No.15 SFTS; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 23 October 1942; to RAF overseas, 29 October 1942. Commissioned 15 February 1944. Promoted Flying Officer, 15 June 1944. Repatriated 13 August 1945. Retired 2 October 1945. Medal sent by registered mail, 12 September 1949, when he was living in San Jose, California. RCAF photo PL-26880 (ex UK-8355 dated 29 February 1944) shows (left to right) Sergeant D.K. McBain (mid-upper gunner, Toronto, Sergeant Willie Morris (flight engineer, RAF) and Warrant Officer C.R. Jones (pilot, Vancouver). 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." 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 27 July 1944 when he had flown 33 sorties (196 hours 30 minutes) in a tour from 12 May 1943 to 6 July 1944; tour included a crash-landing on 3 October 1943.

A bomber pilot of outstanding skill and highly commendable courage, Flight Lieutenant Jones has completed one tour of operations with a total of 33 offensive sorties against enemy targets. These operations include attacks on Berlin, Leipzig Stuttgart, Frankfurt and Nuremburg. On all of these sorties, his superb captancy and airmanship contributed, in a great measure, to the successful completion of his missions and the safe return of the aircraft.

With exceptional tenacity of purpose that characterize all his actions, this officer has always reached his objective on schedule and bombed most successfully.

Under a calm and quiet manner, Flight Lieutenant Jones has a fine offensive spirit in action. His dogged determination, skill and devotion to duty are an example and an inspiration to others.

* * * * *

JONES, F/O Cornelius Reece (J29368) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 10 February 1916, Beverly, Alberta; home in Pembridge, Alberta (labourer). Enlisted in Edmonton, 16 June

1942 and granted Leave Without Pay until 29 July 1942 when posted to No.3 Manning Depot. To No.5 BGS (guard duty), 11 September 1942. To No.7 ITS, 29 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.2 AOS until 23 January 1943; Ceased training as Navigator, 24 March 1943 when posted to No.3 Manning Depot on reclassification as Air Bomber; to No.5 BGS, 16 April 1943; graduated 9 July 1943 when posted to No.1 CNS; graduated and commissioned 20 August 1943. To "Y", 3 September 1943; taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Promoted Flying Officer, 20 February 1944. Repatriated 10 July 1946. Retired 2 August 1946. Died in Edmonton, 7 February 2004. 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 31 October 1944 when he had flown 31 sorties (192 hours 20 minutes), 5 June to 23 October 1944.

As Air Bomber this officer has proved of incalculable value to his pilot and his coolness, determination and initiative have contributed to a major degree to the success of the tour completed by the crew. His sorties include targets such as Wesseling, Stuttgart, Brunswick, Stettin, Russelheim, Dortmund, Bottrop and Essen as well as special targets requiring precision bombing such as La Pallice, St.Leu, Bois Decasson, Foret de Chantilly and high level mining. On these he has secured many fine photographs. He is regarded as one of the outstanding Air Bombers on the squadron. His all round ability and confidence together with his great devotion to duty have been an inspiration to all.

The sortie list was as follows:

5 June 1944 - Marville (5.55)

6 June 1944 - Coutances (4.40)

24 June 1944 - Gardening (7.20)

26 June 1944 - Gardening (5.30)

28 June 1944 - Gardening (6.40)

5 July 1944 - Gardening (5.50)

18 July 1944 - Wesseling (5.50)

20 July 1944 - L'Hey (3.35)

24 July 1944 - Stuttgart (8.50)

25 July 1944 - Stuttgart (9.35)

3 August 1944 - Bois de Casson (5.05)
4 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu (5.45)
7 August 1944 - Mer de Magna (4.25)
8 August 1944 - Foret de Chantilly (5.15)
9 August 1944 - Coulouvilliers (4.10)
10 August 1944 - La Pallice (6.50)
12 August 1944 - Brunswick (5.45)
14 August 1944 - Falaise (5.05)
15 August 1944 - Soesterburg (5.45)
16 August 1944 - Stettin (8.10)
25 August 1944 - Russelheim (9.15)
29 August 1944 - Stettin (9.10)
12 September 1944 - Dortmund (5.5)
14 September 1944 - Wilhelmshaven (4.10, recalled)
26 September 1944 - Calais (4.10)
27 September 1944 - Bottrop (5.50)
28 September 1944 - Cap Gris Nez (3.30)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.25)
19 October 1944 - Stuttgart (7.35)
23 October 1944 - Essen (6.25)

Note: In crew of L.W. Mossman, DFC. At No.1664 Conversion Unit, 23 April to 18 May 1944 where he dropped six practice bombs by day and twelve by night, Used GEE five times by day and ten times by night. Took two astro shots by night. Spent three hours 15 minutes in Link and two hours in dual flying; three hours in AMBT trainer. "Average 6. A good worker. Knows his gen." (F/O I.G. Duncan).

* * * * *

JONES, FS (now WO) Creswell Elsworth (R223800) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 1 May 1945 as per **London Gazette** of that date and AFRO 918/45. Born 13 January 1925 in Cumberland, Ontario, 1925. Educated there and Ottawa Technical School. Home in Ottawa; enlisted there 8 April 1943 and posted to No.5 Manning Depot. To No.13 SFTS, 31 May 1943. To No.15 Pre-Aircrew Education Detachment, Guelph, 13 June 1943. To No.1 Manning Depot, 26 July 1943. Promoted LAC, 30 October 1943. To No.9 BGS, 20 October 1943; graduated and promoted Sergeant, 10 December 1943. To "Y" Depot, 15 January 1944. To No.4 Aircrew Ground Training School, 19 January 1944. Embarked from Halifax, 5 March 1944. Arrived in Britain, 14 March 1944. To No.30 OTU, 11 April 1944. To No.11 Base, 29 June 1944. To No.12 Squadron, 1 September 1944. Promoted Flight Sergeant, 10 September 1944. Promoted WO2, 10 March 1945. Commissioned 30 March 1945 (J94658). To Station Rufforth, 12 June 1945. Repatriated 18 June 1945. To No.8 OTU, Greenwood, 19 June 1945. Released 14 September 1945. Rejoined, 26 November 1946 in rank of LAC (24821, Armourer) at No.1 Air Command, Trenton. To Air Armament School, Mountain View, 4 December 1946. To Station Trenton, 18 March 1947. To No.13 Explosives Depot, Angus, Ontario, 1 March 1948. To No.1 Supply Depot, Weston, Ontario, 1 June 1948. To Station Trenton, 31 August 1948. To No.416 Squadron, Uplands, 15 January 1951. Promoted Corporal, 1 February 1952. To No.2 Wing, France, 4 October 1952. To Station Chatham, 15 October 1953. To North Bay, 7 November 1959. To Senneterre, 30 October 1961. To North Bay, 1 February 1962. To No.414 Squadron, Uplands, 12 June 1962. To North Bay, 17 October 1962. To No.409 Squadron, Comox, 24 June 1964. Released 3 February 1974. Died in Comox, age 70, 24 February 1995 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June/July 1995.

As mid-upper gunner, Flight Sergeant Jones has participated in many sorties. On several occasions his aircraft has been attacked by enemy fighters but Flight Sergeant Jones has invariably defended his aircraft with great skill and resolution. He has assisted in the destruction of at least one enemy aircraft. On one occasion, when a fire started near his gun turret, Flight Sergeant Jones displayed great courage and coolness. He sustained burns and became almost exhausted by his efforts but he succeeded in extinguishing the flames. This airman has at all times displayed great devotion to duty.

NOTE: Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) has the following recommendation from Public Record Office Air 2/9074, drafted 20 March 1945 when he had flown 26 sorties (60 hours 45 minutes, which seems abnormally low - scarcely more than two hours per sortie) as Air Gunner.

Flight Sergeant Jones, a Canadian, is mid-upper gunner of a Lancaster aircraft who has

completed 26 successful sorties against the enemy, many of which are amongst the most heavily defended targets in Germany. On the night of 5th/6th March 1945, the crew were ordered to attack Chemnitz. After leaving the target area, they were attacked by an Me.110. The rear gunner sighted the fighter and opened fire immediately. Flight Sergeant Jones then also opened fire and their combined shooting was so devastating that the fighter broke away into cloud with its starboard engine on fire and it is claimed as damaged. On the 23rd February 1945, while returning from an attack on Pforzheim, their Lancaster was attacked by an Me.410. The fighter opened fire with its dorsal turret but this Canadian gunner brought his guns into action and fired a long burst. Flame and heavy black smoke enveloped the enemy machine which was seen then to plunge earthwards and explode on impact and is therefore claimed as destroyed. Again, on the night of 19th/20th October 1944, shortly after leaving the target of Stuttgart, they were attacked by an Me.110. A burst of cannon shell entered the aircraft in the vicinity of the mid-upper turret and set it on fire. The Lancaster dived out of control, which was eventually regained by the captain. Flight Sergeant Jones immediately fought the fire which by this time was burning fiercely in the fuselage. Although short of oxygen, he fought the flames with extinguishers but, when these were used, he beat the fire out with his hands, receiving burns, and suffered complete exhaustion. This gunner has been involved in six combats with enemy fighters. On one occasion he brought his guns to bear on a fighter although he had to rotate his turret manually as it was partially unserviceable. I consider that the skill of this Canadian, his complete disregard of personal suffering, his courage and strong sense of duty deserve to be recognized by the immediate award of the Distinguished Flying Medal.

* * * * *

JONES, F/L Dewi Charles (J12718) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 1 March 1922, Swansea, South Wales; home in Hamilton, Ontario; enlisted there 13 June 1941. To No.1 Manning Depot, 10 July 1941. To No.33 ANS (guard duty), 8 August 1941. To No.5 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.9 EFTS; ceased training 29 December 1941 and posted to Trenton; to No.1 AOS, 3 January 1942; graduated 11 April 1942 when posted to No.1 BGS ;graduated and promoted Sergeant, 23 May 1942; posted that date to No.1 CNS ; graduated and commissioned 3 July 1942. To No.7 AOS as instructor, 28 July 1942. Promoted Flying Officer, 3 January 1943. To "Y" Depot, 31 May 1943. Promoted Flight Lieutenant, 3 July 1944. Further postings uncertain (part of record not microfilmed). Retired after the war but re-engaged as Navigator, 25 November 1948 (service number 17927). Retired 18 May 1951. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8823 has recommendation dated 21 August 1944 when he had flown 38 sorties (171 hours five

minutes).

14 January 1944 - Brunswick (5.50)

20 January 1944 - Berlin (7.10)

27 January 1944 - Berlin (7.45)

30 January 1944 - Berlin (6.30)

15 February 1944 - Frankfurt-on-Oder (7.50)

19 February 1944 - Leipzig (7.35)

25 February 1944 - Augsburg (7.30)

15 March 1944 - Stuttgart (6.50)

30 March 1944 - Nuremburg (6.50)

18 April 1944 - Rouen (3.20)

24 April 1944 - Karlsruhe (5.45)

12 May 1944 - Hassel (3.15)

19 May 1944 - Orleans (4.30)

22 May 1944 - Orleans (4.40)

28 May 1944 - Angers (7.30)

31 May 1944 - Trappes (4.25)

6 June 1944 - Ouistreham (2.40)

6 June 1944 - Lisieux (2.50)

8 June 1944 - Fougères (4.10)

23 June 1944 - Coubron (2.20)

24 June 1944 - Pas de Calais (2.05)

5 July 1944 - Wizernes (2.10)

6 July 1944 - Coquereaux (3.30)

7 July 1944 - Caen (3.10)

9 July 1944 - L'Hey (2.30)

10 July 1944 - Nucourt (3.35)
12 July 1944 - Vaires (3.35)
14 July 1944 - Nucourt (4.00)
18 July 1944 - Sannersille (3.00)
18 July 1944 - Wesseling (3.55)
30 July 1944 - Coumont (3.30)
1 August 1944 - Ouderbeck (2.10)
3 August 1944 - Trossy St.Maximim (3.55)
5 August 1944 - Pauillac (7.30)
7 August 1944 - Secuville (3.10)
8 August 1944 - Chantilly (3.30)
10 August 1944 - Le Bourget (4.00)
14 August 1944 - Falaise (3.05)

This officer has completed over 30 sorties against some of the most heavily defended German cities including Berlin. He has displayed a high standard of skill and keenness throughout and his sterling qualities have impressed all.

* * * * *

JONES, FS (now P/O) Douglas Edward (R133105/J87814) - **Distinguished Flying Medal** - No.215 Squadron (deceased) - Award effective 10 June 1944 as per **London Gazette** dated 25 January 1946 and AFRO 244/46 dated 8 March 1946. Born 5 September 1920, Mission, British Columbia; home in Dewdney. Drove delivery vehicles, 1934-1938 for his father. Logging, 1938-1941. Enlisted Vancouver, 18 September 1941 in trade of Driver and posted that date to No.1 Manning Depot, Toronto. To No.1 BGS, Jarvis, 22 December 1941; to Composite Training School, Trenton, 22 February 1942; . Promoted AC1, 21 March 1942. To No.14 Explosives Depot, Regina, 22 March 1942. Remustered to aircrew and posted to No.3 Wireless School, Winnipeg, 5 July 1942. Promoted LAC, 3 August 1942. To No.3 BGS, Macdonald, 24 January 1943. Graduated and promoted Sergeant, 24 April 1943. To "Y" Depot, date uncertain but he gave up embarkation leave to go overseas early. Embarked from New York, 4 May 1943. Disembarked in United Kingdom, 11 May 1943. To No.3 PRC, 12 May 1943..To No.30 OTU, 18 May

1943; attached to No.310 FTU, 1-188 August 1943. To India by air, 12 August 1943; deplaned in India, 24 August 1943. To No.215 Squadron, 24 August 1943. Promoted Flight Sergeant, 24 October 1943. Promoted WO2, 24 April 1944. Attached to No.177 Wing, 21 May to 11 June 1944. Attached to No.4409 Anti-Aircraft Flight, 29 June 1944. Commissioned 6 March 1944 as per Air Force Orders dated 11 September 1944. . Killed in action, 11 June 1944, in a Dakota of No.62 Squadron; buried in India. RCAF photo PL-27642 (ex UK-12684 dated 26 July 1944) is captioned as follows: "Outside a typical basher hut, S/L W.C. Sandy Sanderson, DFC, J7331, of RCAF Overseas Headquarters, London, gives the latest gen to some fellow westerners flying Wellington bombers in India. On a liaison tour, Sanderson, whose home is in Duff, Saskatchewan, and who completed a tour of operations as a Hampen pilot in the United Kingdom, interviewed Canadian aircrew and ground crew personnel throughout India and Ceylon. The fliers from left to right are FS Doug Jones, R133105, 3813 Patterson Avenue, Burnaby, B.C., rear gunner [later DFM, No.215 Squadron]; WO1 Ron Chambers, R93978, 12118-79th Street, Edmonton, rear gunner; S/L Sanderson; F/L Vern Trottier, J14230, Corning, Saskatchewan, navigator, WO2 Pete Kindrat, R140918, Dauphin, Manitoba, bomb aimer; WO2 Doug King, R128084, Portrilas, Saskatchewan, navigator."

Flight Sergeant Jones as air gunner has taken part in many successful attacks on well defended enemy targets. He has always displayed outstanding skill and determination in the face of danger and has contributed in no small way to the successful completion of many sorties.

Training: At No.3 BGS he was on Battle aircraft and flew 26 hours. Guns used in the air were VGO type, and on the ground, VGO and Browning. He used a Bristol turret in the air, Bristol, Frazer-Nash and Boulton-Paul on ground. **Stage One** training (ground) consisted of following courses: Armament, Oral (69/100), Armament Written (252/300), Anti-Gas (82/100), Navigation (54/100), Aircraft Recognition (84/100), Mathematics (29/50), Law/Administratio/Hygiene (65/100), Signals (60/100). **Stage Two** training included the flying; 144 feet of film exposed. Turret manipulation took 13 hours 30 minutes. He fired 244 rounds in Skeet Shooting by day and 200 rounds by night. Fired 650 rounds on 25 yard range (all by day). Fired 800 rounds by day on 200 yard range and 700 rounds by night. Fire 400 rounds air-to-ground (day) and 3,300 rounds air-to-air (day), scoring 8.1 percent hits in air-to-air firing. He took further courses and was marked thus: Gunnery Written (85/150), Practical and Oral (69/100), Aircraft Recognition (84/100), Drill (70/100), Signals (65/100). Assessed "Ability as Firer" (64/100).

Particulars of death: Dakota FZ548 with a crew of four and 24 Army passengers (reinforcements) departed Bombay for Imphal, 0800 hours. Failed to arrive at destination. Aircraft crashed near Karimgani (Silchar area), six miles south of Kamaing, Burma. Impossible to recover bodies as they were buried with aircraft in deep water (rice paddy). Natives reported there had been an explosion in the air as it flew low and they saw wing root fillers fall off. Crew consisted of Aus 414372 P/O N.W. Brady

(pilot), Aus 414340 WO H.J. Deester (navigator), 1213566 FS A.J. Read (WOP/Air) and Jones (AG). He had been attached to No.62 Squadron from No.215.

RCAF Immediate Release No.2619 dated 16 December 1943, transcribed by Huguette Oates, reads:

CALCUTTA (RCAF NEWS SERVICE): -- Formerly a motor transport driver in the Royal Canadian Air Force, Sergeant Douglas Jones (R133105), of 3813 Patterson Avenue, Burnaby, B.C., now helps drive a Wellington bomber operating from a Royal Air Force base in India against Japanese-occupied Burma.

Jones, who had his own butcher shop back home, entered the RCAF as an M.T. driver in September, 1941, because that trade offered opportunity for immediate enlistment. Previously, he had been working in a northern B.C. logging camp. When he got a chance to re-muster to aircrew he did, and after training at Winnipeg and MacDonal, Manitoba, ended up as an air-gunner. He was sent to Britain in May of this year and arrived in India by air in August. He has already taken part in several sorties over Burma.

* * * * *

JONES, P/O Edgar Thompson (J19171) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 9 February 1944 as per **London Gazette** dated 22 February 1944 and AFRO 644/44 dated 24 March 1944. Born Moose Jaw, 22 November 1922; home in Edmonton; enlisted there 13 November 1941 and posted to No.3 Manning Depot. To No.10 SFTS, 16 January 1942 (guard duty). To No.7 ITS, 28 February 1942; graduated and promoted LAC, 22 May 1942 but not posted to No.2 1 EFTS until 6 June 1942; graduated 1 August 1942 and posted that date to No.5 SFTS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Commissioned 20 July 1943. Promoted Flying Officer, 20 January 1944. Repatriated 14 May 1945. To No.5 OTU, 4 July 1945. To Release Centre, 23 September 1945. Retired 25 September 1945. Died in Edmonton, 28 September 2011. DFC and Bar presented 29 November 1947.

This officer was captain of an aircraft detailed to attack Berlin one night in January 1944. During the operation the aircraft was intercepted by a fighter which attacked with much persistence. Pilot Officer Jones manoeuvred with skill but his aircraft was repeatedly hit by cannon and machine gun fire. Before the enemy aircraft could be evaded one engine was disabled, the rear and mid-upper turrets were rendered unserviceable, the

starboard tail plane, elevator and the fuselage were damaged while one of the bomb doors was almost shot away. Some stores caught fire but Pilot Officer Jones jettisoned the burning articles and course was set for home. The aircraft was difficult to control and some height was lost but, displaying great skill and determination, Pilot Officer Jones flew the damaged aircraft to base. In the face of a most trying situation, he has set a fine example of coolness and courage.

JONES, P/O Edgar Thompson (J19171) - **Bar to Distinguished Flying Cross** - No.103 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June and AFRO 1861/44 dated 25 August 1944.

Since the award of the Distinguished Flying Cross this officer has continued to display great keenness for operational flying. He has taken part in a number of sorties, many of them on major German targets, where fierce opposition is invariably encountered. The heaviest anti-aircraft and fighter action have never deterred him in any way from the completion of his allotted task.

Note: The 11 October 2011 issue of the Edmonton **Journal** carried the following "Life and Times" column by Ed Struzik:

RENOWNED NATURALIST WAS ALSO A DECORATED WAR HERO



Some naturalists attending Edgar Jones memorial Tuesday may have wondered why a military honour guard was sitting front row and centre at an event celebrating the life of one of Canada's most famous birders.

But the presence of the Strathcona Legion was warranted.

Mr. Jones was indeed a renowned naturalist. Not only did he tour North America for the National Audubon Society, he filmed and produced more than 100 documentaries on nature and took photographs for dozens of books and magazines.

He founded or led various naturalist organizations, including the Edmonton Bird Club and the Alberta Wildlife Foundation, which arranged for the purchase of properties for environmental research and education throughout the 1960s.

If it wasn't for him, his wife Jeanne and other pioneering environmentalists in Alberta, natural areas such as Wagner Bog outside of Edmonton and the Edgar T. Jones Natural area at Hastings Lake might today be housing developments or forestry clearcuts.

But Mr. Jones was also a war hero, the recipient of two Distinguished Flying Crosses.

During one of many air raids over Berlin, the Lancaster bomber he was piloting at the age of 20 was hit with cannon and machine-gun fire. One engine was disabled, the starboard tail, plane elevator and fuselage damaged, and a bomb door almost shot off.

When stores on board caught fire, Mr. Jones jettisoned the burning material and set the plane on a long course back to England, knowing that he lacked the power and manoeuvrability to dodge the fighters that were likely in pursuit along the shortest path back to the island.

"We were virtually out of fuel by the time we got back an hour-and-a-half overdue," he said a decade ago when asked how he earned his first Distinguished Flying Cross.

He got the second after completing a tour of 29 missions, a remarkable feat considering the fact that only four crews of the squadron survived the four years with 11 or more trips to Berlin.

Born in Moose Jaw, Sask., 88 years ago, Mr. Jones inherited an interest in wildlife from his father, a landscape artist. But it was through his neighbour William Rowan that he developed a more serious, scientific curiosity about the natural world.

As founder of the University of Alberta's biology department, Rowan was internationally renowned for pioneering experiments that explained why birds migrate.

Under Rowan's tutelage, Mr. Jones banded his first bird when he was 16.

Upon returning to Canada in 1945, Mr. Jones taught flying before founding his own bush plane operation in Fort McMurray.

His was a one-man show that produced more than its share of dramatic rescues and close calls.

In one notable episode, a trapper's wife and daughter hired Mr. Jones to check on the man after he had been overdue for several weeks. Mr. Jones couldn't say no, even though the Athabasca River was still in flood and filled with logs and debris.

Mr. Jones landed his small plane on the Athabasca, not far from a cabin he thought might be occupied by someone who could provide word of the trapper's whereabouts. The cabin was empty.

Back in the plane, Mr. Jones was moving full throttle on the river and about to take off when he hit a log.

The impact tore the pontoon off the airplane and flipped it over.

After Mr. Jones got the woman out of the sinking plane, he saved the young girl by grabbing her by the hair before she was swept downstream.

All three hung on for dear life as the partially submerged aircraft was swept through three sets of rapids.

Once on shore, Mr. Jones then carried the girl to the safety of another trapper's cabin eight kilometres away.

"Forty-one years later, this lady comes up to me at an art show at Southgate Mall where I was showing some of my paintings and asks me if I'm Eddie Jones," Mr. Jones recalled several years ago. "I couldn't figure out who she was. Turns out it was that young girl."

It was on one of those northern trips in 1948 that Mr. Jones brought along a 16-mm camera. Three years later, he formed his own film company and said goodbye to commercial flying.

In the ensuing years, Mr. Jones travelled to Africa, South America, Australia and Arctic Canada, often with his wife and children, photographing nature for one of his films or for others that he was commissioned to work on.

He also got back into banding birds in a big way.

On the day he banded his 100,000th bird in 2001, Mr. Jones got a call from Rideau Hall informing him that the Governor General was going to give him the Order of Canada.

Daughter Dawna Jones said that the best way to honour her father is to take out a pair of binoculars and be one with the birds.

* * * * *

JONES, F/L Frank Everett (J15327) - **Distinguished Flying Cross** - No.249 Squadron - Award effective 19 September 1942 as per **London Gazette** dated 13 October 1942 and AFRO 1690/42 dated 23 October 1942. Born in Abbotsford or Cloverdale, British Columbia, 6 September 1916. Home in Sherbrooke,

Quebec. Enlisted in Vancouver, 16 October 1940. To No.1 ITS, 28 January 1941; graduated and promoted LAC, 4 March 1941; posted next day to No.4 EFTS; graduated 4 May 1941 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 27 July 1941. To "Y" Depot, 29 July 1941. To RAF overseas, 23 August 1941. Disembarked in Britain, 2 September 1941. To No.53 OTU, 16 September 1941. To No.72 Squadron, 4 November 1941; promoted Flight Sergeant, 27 January 1942. Commissioned 13 April 1942. Left No.72 Squadron, 11 May 1942; sent via HMS **Eagle** to Malta, serving with No.249 Squadron, 3 June to 27 October 1942 (promoted Flying Officer, 13 October 1942). Returned to Canada, 20 December 1942. Served at No.1 OTU, 25 March 1943 to 21 September 1944 (promoted Flight Lieutenant, 23 October 1943). Embarked from Canada, 4 October 1944. On staff of Overseas Headquarters, 12 October 1944. Repatriated to Canada, 20 September 1945. Released 27 November 1945. In all he flew 152 sorties (155.25 operational hours including 85 hours in Malta). Was shot down once, force-landed twice, and several times shot up. Photo is PL-25034. Chris Shores, in **Aces High** (2nd edition) lists his victories as follows: **27 March 1942**, one FW.190 damaged; **6 June 1942**, one Ju.88 destroyed (Spitfire BR246 coded C-40, shared with another pilot) plus one Re.2001 destroyed (same airplane); **15 June 1942**, one Ju.88 destroyed (Spitfire BR119); **9 July 1942**, one Bf.109 damaged (aircraft unknown); **11 July 1942**, one Bf.109 destroyed plus one Bf.109 damaged (aircraft unknown); **8 August 1942**, one Bf.109 destroyed (BP869 coded "E"); **13 August 1942**, one Ju.88 destroyed (EP448 coded "F"). See also Chris Shores, **Malta: The Spitfire Year**.

Flight Lieutenant Jones is a vigorous fighter whose ceaselessness in face of odds has served a praiseworthy example. On one occasion in June 1942, during a convoy escort when his formation attacked a large enemy force, Flight Lieutenant Jones destroyed a Junkers 88. On another occasion he led his section in an attack against twelve enemy planes heavily escorted by fighters. Diving down amongst the enemy formation, he shot down a Messerschmitt 109. Although he was attacked from all sides by many fighters, he skilfully frustrated them and, in spite of damage sustained to his aircraft, he succeeded in leading his section safely to base.

* * * * *

JONES, F/L Gerald Joseph Lavern (J13443) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. American in the RCAF; born in Saginaw, Michigan, 22 May 1920; home in Los Angeles, California (truck driver); enlisted in Vancouver, 22 September 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 25 October 1941; to No.7 ITS, 6 December 1941; graduated and promoted LAC, 4 February 1942 but not posted to No.6 EFTS until 14 February 1942; may have graduated 10 April 1942 but not posted to No.11 SFTS until 25 April 1943; 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, 24 August 1943; taken on strength of No.3 PRC, 8 October 1943. Promoted Flight Lieutenant, 14 August 1944. Repatriated 4 July 1945. To St. Hubert, 21 August 1945. Retired 16 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) gives recommendation dated 16 December 1944, when he had flown 31 sorties (161 hours 25 minutes on operations).

This officer has completed very many sorties and has displayed a high degree of skill throughout, invariably pressing home his attacks with courage and resolution. On the night of the 16th of August 1944, Flight Lieutenant Jones orbited the heavily defended city of Kiel for seventeen minutes in the face of intense opposition before completing his bombing run to ensure a successful attack. Flight Lieutenant Jones' sterling qualities have been a constant inspiration to his crew and for this reason I recommend him for the award of the non-immediate Distinguished Flying Cross.

The sortie list was as follows:

7 August 1944 - La Hogue (4.30)

12 August 1944 - Foret de Montrichard (5.55)

14 August 1944 - Bons Tassily (4.45)

15 August 1944 - Brussels (4.00)

16 August 1944 - Kiel (5.45)

18 August 1944 - Connantre (6.05)

25 August 1944 - Brest (9.25 - a remarkably long time - typo error ?)

27 August 1944 - Marquis Mimoyecques (4.10)

28 August 1944 - Ile de Cezembre (4.35)

10 September 1944 - Le Havre (4.45)

11 September 1944 - Castrop Rauxel (5.15)

12 September 1944 - Wanne Eickel (4.40)
13 September 1944 - Osnabruck (3.25)
15 September 1944 - Kiel (2.25, duty not carried out)
16 September 1944 - Boulogne (4.10)
25 September 1944 - Calais (3.40)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.00)
28 September 1944 - Cap Gris Nez (3.50)
30 September 1944 - Sterkrade (4.55)
9 October 1944 - Bochum (6.30)
14 October 1944 - Duisburg (5.25)
14 October 1944 - Duisburg (5.40)
21 October 1944 - Hanover (3.50)
23 October 1944 - Essen (5.40)
25 October 1944 - Hamburg (5.20)
28 October 1944 - Cologne (6.50)
18 November 1944 - Munster (5.45)
21 November 1944 - Castrop Rauxel (7.05)
30 November 1944 - Duisburg (7.15)
2 December 1944 - Hagen (7.00)
5 December 1944 - Soest (6.35)

* * * * *

JONES, F/O Harlo Lloyd (J25886) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 29 December 1923 at Dinsmore, Saskatchewan (**Globe and Mail** obituary); home there where he pumped gas at his father's business. Described as being "so slight that he needed two hands and his full body weight to coax the fuel to the top of the pump." Otherwise known as "Squirt". An older brother, D.F. Jones, had enlisted in the RAF and was killed in action, 28 May 1940 over Dunkirk. On attempting to enlist in the RCAF, he was first told to get references, then was turned down as being under-weight. He attended University of Saskatchewan (Saskatoon) while going on a fatty diet to increase his weight. Enlisted in Saskatoon, 10 April 1942. Commissioned 1943. Trained at No.7 ITS (graduated 23 October 1942), No.6 EFTS (graduated 1 January 1943) and No.4 SFTS (graduated 30 April 1943). Overseas he once complained to a girlfriend that his tunic chafed his neck while keeping a lookout; she said, "Turn around", removed her silk panties and tucked them around his neck. He used them to the end of the war. His 32nd and final sortie was to Karlsruhe, and on the return trip the rear turret began to ice up; the gunner (sole survivor of a previous crash) was on the verge of panic and had to be knocked out with a fire extinguisher. He later recounted, "We made it back to base without further difficulty, landed, taxied into dispersal and got out of the airplane. I knelt and kissed the oil-soaked, pissed-on asphalt. My tour was over. I was 24 days short of my 21st birthday." . Released 30 April 1945. Following the war he resumed studies at the University of British Columbia, graduating in 1947. Journalist with the **Edmonton Bulletin** and **Vancouver Sun**, 1947-1950. One day in 1949 he was told to report on a fire that had destroyed several businesses in Dinsmore; among those burned were his father's businesses. Rejoined RCAF 11 August 1950 as a supply officer, serving in Canada and Europe (service number 33053). Following retirement (24 July 1970) he was Materials Manager for St. Boniface Hospital. Published two books - **O Little Town** (memoire of prairie youth, published by University of Manitoba, 1995) and **Bomber Pilot** (Vanwell, 20010). Died in Winnipeg, 1 October 2005. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1515 (RG.24 Vol.20600) has recommendation dated 1 January 1945 when he had flown 33 sorties (163 hours 50 minutes), 23 June to 4 December 1944.

Flying Officer Jones has completed a tour of operations against the enemy on four-engined bombers. He has operated deep into the heart of Germany on many occasions and has been over such heavily defended targets as Hamburg, Kiel, Brest, Duisburg and Essen.

At all times he has pressed home his attacks and procured many fine photographs of the various targets. He has been a source of inspiration to his crew members by his capability and guidance, which in turn have reflected on the squadron as a whole.

Flying Officer Jones' courage and cheerfulness throughout his tour have been outstanding and I therefore recommend that he be awarded the Non-Immediate Distinguished Flying Cross.

* * * * *

JONES, P/O Harvey Edgar (J12866) - **Mention in Despatches** - No.233 Squadron (deceased) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born in Welland, Ontario, 1 July 1917; home in Niagara Falls, Ontario (tour guide and salesman for Proctor and Gamble); enlisted in Toronto, 1 August 1941 and posted to No.1 Manning Depot. To No.14 SFTS (guard), 20 August 1941. To No.5 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.13 EFTS; graduated, 14 March 1942 and posted to No.5 Manning Depot; to No.8 SFTS, 31 March 1942; graduated 17 July 1942 when commissioned. Further trained at No.31 GRS, Charlottetown, 1 August to 9 October 1942 and at No.36 OTU, 10 October 1942 to 22 January 1943 (promoted Flying Officer, 17 January 1943). Arrived in Britain, 4 February 1943; to No.1 (Coastal) OTU, 20 April 1943; to No.269 Squadron, 10 June 1943, serving with that unit in Britain and Iceland until 20 January 1944; to No.282 Squadron, 14 February 1944; to No.575 Squadron, 25 February 1944; to No.233 Squadron the same day. Killed in action 5/6 June 1944 (Dakota KG356, which crashed east of Caen at a place called Bassenville). Public Records Office Air 2/5010 has recommendation dated 30 June 1944 for the Victoria Cross; this was approved at the level of Station (Blakehill Farm), No.46 Group and AOC Transport Command; appears to have been knocked down at Air Ministry level. As of recommendation he had flown 44 sorties (792 hours ten minutes operational time). Photo PL-19635 is a group shot which includes him. Photos PL-19625 (ex UK-5203) and PL-19626 (ex UK-5204), dated 9 September 1943) are captioned as follows: "Pin-up girls are as popular in Iceland as they are anywhere else where RCAF members are located. Serenading the fair damsel are Pilot Officer John 'Smokey' Hooper of Battleford, Saskatchewan (left, J13425) and Flying Officer Harvey E. Jones of 1066 Willmott Street, Niagara Falls, Ontario (J12866). Both men are serving in Iceland, where this picture was taken."

Flying Officer H. Jones was the captain of a Dakota aircraft detailed to drop parachute troops in the Caen area on the night of 5/6 June 1944. The approach was made at a height of 600 feet above ground, in the face of heavy anti-aircraft fire. Approximately four miles from the Dropping Zone the aircraft was badly hit and set on fire. Flying Officer Jones continued heading towards the Dropping Zone and gave the signal for the parachute troops in the aircraft to jump, which they did successfully. He then ordered his crew to abandon the aircraft.

Flying Officer Jones could himself have abandoned the aircraft through the pilot's escape hatch at the same time as the crew were ordered to jump. Although well aware of the danger of remaining in the aircraft, he refused his parachute pack when it was brought to him and stayed at the controls to keep the aircraft on an even keel and maintain sufficient height for his crew to jump safely. Two of the crew jumped successfully after which the aircraft crashed and Flying Officer Jones was killed.

By his premeditated action in remaining at the controls until the mission was completed and the crew had left the aircraft, Flying Officer Jones deliberately sacrificed his life to carry out his orders and to ensure the safety of his crew. The dauntless courage and self-sacrifice displayed by this very gallant officer are a glorious example to all pilots in his Majesty's Service.

Other members of the crew were 1258816 Flight Sergeant J.A. Daldorph, 130553 F/O L.H. Williams and R108281 (or R180281) Warrant Officer N. Engleberg (Montreal), all of whom survived although Engleberg received severe internal injuries and was taken to the beach by stretcher bearers and was still unconscious three days later; he was eventually evacuated to Britain

The aircraft was to be in a Vic formation led by one F/L McIlraith. Flight Sergeant Daldorph provided the following statement on 17 June 1944:

At 2317 on the night of June 5/6th, aircraft KG.356 took off from Blakehill Farm on the operation "Tonga". The captain was No.J.12866 F/O H.E. Jones, RCAF, the remainder of the crew being No.130553 F/O L.N. Williams, RAF, Navigator, No.R108281 Warrant Officer Engleberg, RCAF, and myself as second pilot.

The aircraft was carrying paratroops and containers. In the circuit whilst climbing we lost sight of the VIC leader and did not regain contact again so the captain decided to proceed independently. Just after crossing the French coast we were hit by light flak which must have caught one of our starboard tanks alight or a container containing petrol, although we did not know this at the time.

At the correct place the order was given to drop the containers and the W/OP reported this had been done. Whilst dropping the paratroops we noticed the aircraft was on fire. Just afterwards Flying Officer Jones gave the order to abandon aircraft although the rest of the crew could not hear us as the intercom was dead. The fact that the intercom was unserviceable made things rather confused. As far as I can make out Flying Officer Jones did not want his parachute and wanted us to get out.

The Navigator and myself went back to the door and found the W/OP getting in the straps, and he then went to get his parachute. We waited at the door for a short while and as neither F/O Jones or the W/OP came back, we abandoned the aircraft and a few seconds later the aircraft dived into the ground. During Tuesday morning we returned to the aircraft and found that F/O Jones was dead and that the W/OP was unconscious but being attended by the villagers. We also found that the containers had not been dropped as previously thought, and apparently the circuit must have been rendered unserviceable by the fire. During Wednesday two airborne stretcher bearers confirmed that F/O Jones was dead and I think they arranged with the villagers to bury him. The crash occurred on the outskirts of Bassenville which is a village near and northeast of Troarn. In my opinion F/O Williams and I were able to bale out safely due to the fact that F/O Jones remained at the controls in spite of the fact that the aircraft was alight.

On 12 September 1944 an officer of No.85 Group located Jones' grave near a house owned by a Madame Duhamel. He reported the grave was in excellent condition, decorated with two pots of flowers, and marked with a cross inscribed "Mort pour la France" and "Vive l'Angleterre" On 14 September 1944 he was able to replace this with a cross bearing Jones' name, rank and number. Friends and relatives subsequently visited the site and asked that the site remain undisturbed. However, in May 1946 the body was moved to Ranville British Military Cemetery.

* * * * *

JONES, FS Herbert (RCAF 2264) - **Mention in Despatches** - No.116 (BR) Squadron. Award effective 8 June 1944 as per Canada Gazette of that date and AFRO 1380/44 dated 30 June 1944. Born in Ottawa; home there; educated in Ottawa and New York public schools and the Ottawa Technical High School; enlisted there 2 June 1937. Aero-engine mechanic. Served in postwar RCAF.

For almost two years this NCO has been in the maintenance section of this squadron and through his outstanding ability and devotion to duty has been greatly responsible for the high degree of efficiency maintained in his unit.

* * * * *

JONES, F/O Herbert Ebsworthy (J21658) - **Air Force Cross** - No.8 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Fernie, British Columbia, 21 March 1921. Attended Garneau Public School (Edmonton) and Luther College (Regina). Militia service as Sapper, 14th Field Company, Regina, July 1938 to June 1939. Home in Ottawa; enlisted in Edmonton, 24 October 1940. To No.2 Training Command, 16 November 1940. To No.2 ITS, 23 December 1940; graduated and promoted LAC, 7 February 1941 when posted to No.8 EFTS; graduated 29 March 1941 when posted to No.2 Manning Depot; to No.10 SFTS, 9 April 1941; graduated and promoted Sergeant, 22 June 1941. To Trenton, 28 June 1941. To No.11 SFTS, 15 September 1941. Promoted Flight Sergeant, 22 December 1941. Promoted WO2, 22 June 1942. Commissioned 21 August 1942. To "Y" Depot, Halifax, 24 January 1943; promoted Flying Officer, 21 February 1943; embarked for overseas, 8 March 1943; disembarked in Britain, 17 March 1943. To No.12 (Pilots) AFU, 25 May 1943 and while there attached to No.1536 Beam Approach Training Flight. To No.60 OTU, 3 August 1943; to No.418 Squadron, 2 November 1943. To No.400 Squadron, 28 December 1943. To Repatriation Depot, 1 June 1944; embarked for Canada, 9 June 1944; disembarked New York, 16 June 1944. Posted to No.8 OTU, 20 July 1944; temporary duty at Central Flying School, Trenton, 12 August to 12 September 1944. Promoted Flight Lieutenant, 21 August 1944; served at No.8 OTU to 13 June 1945; released 20 August 1945. Died in Salmon Arm, British Columbia, 1948. DHist file 181.009 D.1509 (RG.24 Vol.20599) has list of 31 sorties, 9 November 1943 to 22 May 1944 which notes the following: **11 November 1943**, attacked four trains, damaging three; **20 December 1943**, one Bf.110 destroyed and control tower strafed at Illshheim;; **16 March 1944**, returned early from Day Ranger escorting aircraft that had been hit by flak; **11 April 1944**, one FW.190 destroyed on Intruder mission to Lechfeld; **8 May 1944**, one Ju.290 destroyed on Ranger to Czechoslovakia. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 2,095 hours, 1,500 as instructor, 50 in previous six months.

Flying Officer Jones has spent considerable time as test pilot at No.8 Operational Training Unit, carrying out many experiments with new modifications and oxygen systems requiring tests of new limitations and altitudes. His ardent devotion to duty and his disregard for personal danger have done much to maintain the morale and efficiency of the unit. On every job assigned to him he has displayed keenness and energy of the highest order.

Recommendation raised 6 February 1945 by W/C C.C. Moran, when he had flown 2,095 hours 35 minutes (323 in previous six months), 1,500 of them instructional (50 in previous six months) and 180 hours operational (30 sorties). Text as follows:

Flying Officer Jones has, H.E., has spent considerable time as Test Pilot, No.8 Operational Training Unit, carrying out many experiments with new modifications and oxygen systems requiring tests of new limitations and altitudes. His ardent devotion to duty and his disregard for personal danger have done much to maintain the morale and efficiency of the unit.

To this, G/C E.M. Reyno added (9 February 1945):

Flying Officer Jones, not only as test pilot, but also on every job assigned to him, has displayed keenness and energy of the highest order. He has been an inspiring example to officers and men alike and fully deserves this award.

This award may have resulted from a failed attempt to get him a DFC. On 21 February 1945, A/V/M G.O. Johnson (AOC Eastern Air Command) wrote to AFHQ as follows:

1. The Commanding Officer of No.8 OTU has had the following facts regarding F/O Jones' tour of operations overseas with 418 Intruder Squadron drawn to his attention by ex-418 aircrew presently on the instructional staff of his unit. They are unanimous in feeling that he should have been awarded the Distinguished Flying Cross.
2. F/O Jones, after receiving his wings on June 21st, 1941, proceeded overseas on March 16th, 1943, after completing a tour as an SFTS instructor and logging 1,400 hours, He was posted to 418 Squadron for his tour on November 3rd, 1943, where he remained until his tour was completed seven months later. He completed 32 operational sorties, totalling 125 hour 55 minsters flying time, most of them over four hours long and the targets are admittedly among the most heavily defended in occupied territory.

3. In addition to this latter aspect of his tour, he shot down three enemy aircraft at night, one, a Messerschmitt 110 at Ansback, Germany, a Focke-Wulf 190 over Munich, and a Junkers 290 on a sortie to Czechoslovakia. These successes have all been confirmed by the Squadron Intelligence Officer. It is pointed out that while not laid down anywhere, officially, the destruction of three enemy aircraft confirmed was in most cases considered almost a mandatory DFC. F/O Jones was recommended for this decoration by J4743 W/C R.A. Kipp, DSO, DFC, his flight commander at the time and who is still serving in England.

4. It is appreciated that action on a recommendation from a unit is at the discretion of the AOC-in-C concerned, but the case might be referred to Overseas Headquarters for comment.

On 27 April 1944, RCAF Overseas Headquarters wrote to AFHQ saying:

1. A careful investigation has been made by this Headquarters concerning the subject matter of the above referenced letters.

2. Information received from 418 (RCAF) Squadron indicates that no recommendation was ever raised on behalf of the marginally noted officer for his work while with that Squadron.

3. W/C Barker, DFC, former Commanding Officer of 418 Squadron, was contacted and expressed his opinion that there had been nothing in the operational record of F/O Jones to warrant a recommendation being raised on his behalf.

4. Attached hereto complete operational record of this officer while with the above mentioned unit, as supplied by the present Commanding Officer.

5. It is understood that recommendations must be initiated by the Commanding Officer of the personnel concerned, and it is not thought that in view of the Commanding Officer's comments in this particular instance, that he matter can be carried any further.

Attached to this was a listing of his sorties as follows:

9 November 1943 - Operational Training - Paris - 1.40 - returned early due to weather.

11 November 1943 - Intruder - Rennes - 3.05 - attacked four trains, damaged three.

24 November 1943 - Intruder - Chateaudun - 3.30 - one train attacked, NRO.

25 November 1943 - Flower - Wurzburg - 5.20 - uneventful

20 December 1943 - Flower - Illesheim - one Me.110 destroyed; control tower strafed.

22 December 1943 - Intruder - Beavais-Creil - 2.35 - uneventful.

11 February 1944 - Intruder - Bicarosse - 4.25 - bombed aerodrome

12 February 1944 - Intruder - Bicarosse - 4.30 -strafed tramp steamer; strikes on deck.

15 February 1944 - Flower - Berlin - 4.20 - uneventful

19 February 1944 - Flower - Stendal - 5.50 - uneventful

20 February 1944 - Intruder - Chievres - 2.05 - bombed Vitry aerodrome.

24 February 1944 - Flower - St. Trond - 4.15 - uneventful

25 February 1944 - Flower - Wurzburg - 5.10 - uneventful

1 March 1944 - Flower - St. Trond - 4.05 - uneventful

6 March 1944 - Intruder - Bourges, Avord - 4.25 - uneventful

9 March 1944 - Day Ranger - Lyons, Clermont - 1.35 - returned early, accompanying aircraft hit by flak.

14 March 1944 - Intruder - Chievres - 1.20 - uneventful

15 March 1944 - Flower - Munich - 5.40 - uneventful

19 March 1944 - Ranger - Nuremburg - 3.50 - returned early due to weather.

24 March 1944 - Flower - Neuruppin - 5.50 - uneventful.
26 March 1944 - Intruder - St. Trond - 2.42 - uneventful
11 April 1944 - Intruder - Lechfeld - 5.35 - FW.190 destroyed.
23 April 1944 - Intruder - Vannes - 2.25 - uneventful
24 April 1944 - Flower - Karlsruhe - 5.20 - uneventful
26 April 1944 - Flower - Erfurt - 4.50 - uneventful
27 April 1944 - Flower - Giessen-Hanover - 5.30 - uneventful
28 April 1944 - Intruder - Orleans - 2.35 - uneventful
8 May 1944 - Ranger - Czechoslovakia - 5.15 - Ju.290 destroyed.
14 May 1944 - Intruder - Vannes - 44 minutes - recalled.
18 May 1944 - Ranger - Mont de Marson - 4.15 - uneventful - weather unsafe
22 May 1944 - Flower - Juterborg - 5.00 - uneventful - weather unsafe.

Training: Interviewed in Edmonton, 2 October 1940 - "Excellent candidate for Air Crew duties. Fully qualified in all respects and should do well as pilot."

Course at No.2 ITS was 4 January to 4 February 1941. Courses in Mathematics (75/100), Armament, practical and oral (73/100), Visual Link (70/100), Drill (80/100), Law and Discipline (82/100). Placed 50th in a class of 165. "Good type. Good background. Keen for action."

Course at No.8 EFTS was 9 February to 29 March 1941. Tiger Moth aircraft - 27 hours 15 minutes dual, 30 hours ten minutes solo, plus eight hours 30 minutes on Link. "Good average in all sequences." Ground courses in Airmanship (160/200), Airframes (79/100), Engines (78/100), Signals (90/100), Theory of Flight (84/100), Air Navigation (168/200), and Armament, oral (168/200). Placed 16th in a class of 29. "Conduct excellent. Average ability in flying, above average in ground work. Willing and hard worker."

Course at No.10 SFTS was 10 April to 21 June 1941. Harvard aircraft - 35.25 day dual, 44.35 day solo, 4.05 night dual, 6.50 night solo. Was 16 hours on instruments and 20 hours in Link. "Average pilot."

Thorough in his tarmac check. Aerobatics very good. No outstanding faults." (S/L G.R.F. Gross). Ground courses in Airmanship and Maintenance (142/200), Armament, written (71/100 on supplemental), Armament, practical (72/100), Navigation and Meteorology (132/200 on supplemental), Signals,, written (67/100) and signals, practical (37/50). Placed 48th in a class of 49. "Average ability as pilot. Lacks scholastic ability."

Course at Central Flying School, 29 July to 14 September 1941. Flew in Moth as single engine elementary (8.45 day dual, 6.55 solo), Harvard as single engine advanced type (8.55 day dual, 2.00 night dual, 6.45 day solo, 1.00 night solo) and an advanced twin engine trainer (7.05 day dual, 10.35 day solo, 2.00 night dual). "A very conscientious worker, knowledge of sequence fair, flying ability a good average. Should improve rapidly with experience. Has had difficulty in landing from back seat at night. Should be checked at next station." (P/O A.C. Persons). Ground courses in Airframes (66/100), Engines (90/100), Airmanship (79/100) and Air Navigation (73/100). "Good knowledge of subjects." Tested 14 September 1941 on Harvard; assessed as follows: Sequence (Needs more detail), Voice (Good), Manner (Fair), Ability to Impart Knowledge (Average), and Ability as Pilot (Average). "Good average pilot who needs more detail in sequence. Should do very well." (F/L J.C. Wickett). Graded "C" Category instructor.

Notes: Assessed as instructor, 13 April 1942, at which time he had been instructing 400 hours. Tested on Crane; rated under following headings - Sequence (Sketchy), Voice (Good), Manner (Gruff), Ability to Impart Knowledge (Average), Ability as Pilot (Single Engine work can be improved, otherwise OK), and Remarks (A capable instructor). Rated "B" by S/L A. Shelfoon, Visiting Flight.

Assessed 21 August 1942 at No.11 SFTS - "This NCO has done excellent work in carrying out his duties."

Assessed 29 May 1944 by W/C A. Barker, No.418 Squadron when he had flown 1,719 hours (200.40 in past six months). "A hard working pilot who persevered at his work. Has completed his tour very creditably and is popular with his fellows."

Retrained and assessed as instructor, 5 September 1944 by F/L G.A. Lee (previous category had expired); attended Central Flying School 14 August to 7 September 1944. Flew 1.30 day dual and 45 minutes day solo on single engine elementary type, 2.45 day dual, 8.20 day solo, 1.10 night dual, 2.00 night solo on single engine advanced type, and 15.05 day dual, 14.35 day solo, 2.20 night dual and 1.00 night solo on advanced type. Noted he had already flown a total of 99.00 single engine dual, 240.00 single engine solo, 84.00 twin engine dual and 1,352 twin engine solo; previous instructional time had been 216.00

single engine and 1,020 twin engine. Tested on Crane; rated under following headings - Sequence (Average), Voice (Satisfactory), Manner (Pleasant), Ability to Impart Knowledge (High Average), Ability as Pilot (Above average), and Remarks (A high average instructor). Rated "B" (Twin Engine).

Application for Operational Wing dated 13 June 1944 claimed 30 sorties (130 hours), 2 November 1943 to 30 May 1944.

* * * * *

JONES, G/C John Allan (C1302) - **Officer, Order of the British Empire** - AFHQ - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/45 dated 5 July 1946. Enlisted in Vancouver, 26 October 1939 in Works and Building Branch. At AFHQ as of 26 October 1940. Squadron Leader as of 1 May 1941. Promoted Wing Commander, 15 October 1942. Promoted Group Captain, 1 September 1943. To Release Centre, 18 August 1945. Retired 23 August 1945. RCAF photo PL-24980 shows him welcoming S/L E.A. Spence (Public Relations Officer and former editor of Strathroy Age Despatch) back to Canada.

Group Captain Jones, in charge of building construction and maintenance, served in the Construction Engineering Directorate since the outset of hostilities. In his capacity as Chief Construction Engineer he has been responsible for the design and construction of all works and buildings for the Royal Canadian Air Force. His professional qualifications and experience have been of inestimable value during the period of rapid expansion of the British Commonwealth Air Training Plan and Western Hemisphere Operations. His untiring efforts contributed in a marked degree to the successful completion of the plan. His untiring efforts, loyalty and professional ability have set an example for all ranks. The harmonious relationship established by him with other branches of the Government has been responsible in a large measure for the outstanding achievement of the Royal Canadian Air Force in Construction Engineering.

* * * * *

JONES, F/L Joseph Albert Lloyd (J14034) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 30 December 1943 as per **London Gazette** dated 7 January 1944 and AFRO 410/44 dated 25

February 1944. Born in Vancouver, 24 April 1919; home in Seattle, Washington; enlisted in Vancouver, 16 October 1940. To No.1 ANS (guard duty), 7 November 1940. To No.2 ITS, 30 November 1940; graduated and promoted LAC, 4 January 1941; posted that date to No.15 EFTS; may have graduated 21 February 1941 but not posted to No.10 SFTS until 5 March 1941; graduated and promoted Sergeant, 28 May 1941. To Trenton, 7 June 1941. To No.6 SFTS to instruct, 28 August 1941. To No.8 SFTS, date uncertain; Commissioned 1 July 1942. To "Y" Depot, 25 November 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 1 January 1943, Retired 5 January 1944. Medal sent by registered mail, 25 July 1945.

Flight Lieutenant Jones has completed a large number of sorties, the majority of which have been over Sicily and Italy. He has invariably shown great determination, pressing home his attacks regardless of enemy opposition. On one occasion, when returning from an attack on a target in Sicily, the nacelle tanks in his aircraft became useless due to an air lock with both engines out of action. Flight Lieutenant Jones made a masterly forced landing without injury to any member of his crew. An excellent flight commander, he has always performed his duties both in the air and on the ground in a highly commendable manner.

* * * * *

JONES, F/O Kenneth William (J13827) - **Distinguished Flying Cross** - No.431 Squadron (now POW) - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Hanna, Alberta, 1 July 1920; home in Trail, British Columbia; enlisted in Calgary, 2 October 1941. To No.3 Manning Depot, 6 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 when posted to No.2 AOS; graduated and commissioned 28 August 1942. To "Y" Depot, 29 August 1942. To RAF overseas, 22 October 1942. Promoted Flying Officer, 28 February 1943. Shot down and taken prisoner with No.431 Squadron, 25 July 1944 (Halifax MZ858). Promoted Flight Lieutenant, 28 August 1944. Repatriated 1 June 1945. To No.3 Repair Depot, 12 June 1945. To Release Centre, 14 August 1945 and retired that same day. 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 21 sorties (117 hours 38 minutes), 25 November 1943 to 10 June 1944.

This officer has taken part in many operations, navigating his aircraft with extreme accuracy on to such distant and well defended targets as Berlin, Leipzig and Frankfurt. His outstanding devotion to duty and undaunted courage coupled with outstanding ability and a ready willingness to serve at all times is worthy of the highest commendation. He has set a most meritorious example to other members of his squadron.

The sortie list was as follows:

25 November 1943 - Frankfurt (6.45)
3 December 1943 - Leipzig (8.35)
20 December 1943 - Frankfurt (7.30)
24 December 1943 - Gardening (3.35)
29 December 1943 - Berlin (7.55)
28 January 1944 - Berlin (8.15)
15 February 1944 - Berlin (6.25)
13 March 1944 - Le Mans (6.00)
16 March 1944 - Amiens (4.45)
18 March 1944 - Gardening (4.45)
20 March 1944 - Laon (6.25)
9 April 1944 - Laon (5.00)
20 April 1944 - Lens (4.30)
1 May 1944 - St. Ghislain (4.20)
8 May 1944 - Haine St. Pierre (5.20)
24 May 1944 - Trouville (4.05)
5 June 1944 - Meriville (4.40)
7 June 1944 - Versailles Matelots (4.50)

10 June 1944 - Versailles Matelots (5.30)

The website "Lost Bombers" gives the following details of his being shot down. Halifax MZ858 (SE-Y), target Stuttgart, 25/26 July 1944. This aircraft was delivered to the squadron about 14 July 1944. Airborne at 2111 hours, 25 July 1944 from Croft. Shot down by flak, crashing at Offingen. Both Air Gunners are buried in the Dornbach War Cemetery. Crew consisted of W/C H.R. Dow, RCAF (Commanding Officer, POW), F/L R.M. Martin (Squadron Engineer Leader, POW). F/O K.W.Jones, RCAF (POW), F/O D.J.Frauts, RCAF (POW), P/O H.J.Douglas (injured, confined to hospital), P/O R.G.Carter, RCAF (killed), P/O E.A.Parker (killed). W/C Dow was held in Camp L3, POW number 6941. F/O Frauts was held in Camp L1, POW number 5173 with F/L Martin, POW number 5178. F/O Jones was held in Camps 9C and L3, POW number 52643 (broke an ankle on landing).

Directorate of History and Heritage 181.001 D.24 had his "Loss of Bomber Aircraft" questionnaire compiled 9 May 1945; he stated that at the time of being shot down he had flown 26 sorties as navigator:

Airborne about 2300 hours in Halifax III for Stuttgart (main force). Load of bombs and extra fuel tanks due to extreme length of trip. Normal trip to target, though H2S was unserviceable. Arrived at target, bombed, made short leg out of target where we were hit by flak, height 18,000 feet, about two minutes from target. Only indication to navigator was first the bump, then warning by pilot to prepare to bale out and stench and sight of smoke in nose from centre of aircraft. Had no idea of position or extent of damage. Pilot then reported we were in flames and gave order to jump quickly. Weather was clear. Out of front hatch, jettisoned cover. Broke left ankle in landing - chute collapsed in trees.

* * * * *

JONES, WO (now P/O) Lewis Ernest (R149413/J87422) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 3 December 1922 in Nelson, British Columbia; home in Trail, British Columbia. Enlisted in Calgary, 23 February 1942. To No.3 Manning Depot, 23 March 1942. To No.7 SFTS (guard duty), 8 May 1942; to No.2 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.3 AOS until 9 August 1942; graduated and promoted Sergeant, 18 December 1942. To "Y"

Depot, 2 January 1943; to RAF overseas, 25 January 1943; commissioned 20 June 1944. Promoted Flying Officer, 20 December 1944. Repatriated 27 September 1945. Retired 13 November 1945. Died in Vancouver, 13 July 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation by W/C A.J. Lewington dated 22 July 1944 when he had flown 33 sorties (170 hours), 15 February to 18 July 1944.

Warrant Officer Jones, the navigator of the crew captained by Pilot Officer Edmondson, has since February 1944 made thirty-three sorties over enemy territory, including many of the most heavily defended targets over Germany, and such long distance targets as Nuremburg, Berlin (2), Augsburg and Stuttgart, calling for a high degree of navigational ability.

His co-operation, coolness and devotion to duty contributed in a large measure to the successful completion of these sorties. This Warrant Officer's courage, skill and determination in action has been a constant inspiration to his crew.

I consider that this Warrant Officer by his fine record of achievement in every way 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)
- 20 March 1944 - Gardening (6.25)
- 24 March 1944 - Berlin (7.20)
- 30 March 1944 - Nuremburg (7.40)
- 9 April 1944 - Villeneuve St. George (5.15)

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

9 July 1944 - Ardouval (3.45)

18 July 1944 - Wesseling (5.00)

* * * * *

JONES, F/O Norman (C10526) - **Member, Order of the British Empire** - AFHQ, Directorate of Photography - Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born 17 October 1915. Enlisted in Toronto, 2 November 1936 and placed in Photography Trade. Promoted Corporal, 25 May 1938. With No.11 Coastal Artillery Cooperation Squadron as of 15 September 1939. Promoted Sergeant, 1 July 1940. To AFHQ, 19 July 1941. Promoted Flight Sergeant, 1 July 1941. Commissioned 20 March 1942. To No.1 Manning Depot, 26 March 1942. To "M", 14 April 1942. Promoted Flying Officer, 20 September 1942. To AFHQ, 15 October 1942. Promoted Flight Lieutenant, 1 March 1943.. To "Y" Depot, 14 January 1944. Taken on strength of No.3 PRC, Bournemouth, 5 February 1944. Repatriated 8 August 1945. Retired 16 October 1945. For good photograph of him, see CF negative 74-304. RCAF photo PL-31109 (ex UK-13452 dated 11 August 1944) shows members of No.39 Wing in France on the occasion of visit by entertainer George Fornby - F/L Jim Predergast, P/O Ken Duffin, F/L Wally Walters, F/L Lloyd Wigle, F/L Larry Seath, George Fornby, F/O Smith Johnson, F/L Norm Jones, Mrs. Fornby, F/O Albert Smith, F/L Art Goldby, F/L Lyle Goring, F/O Harry Savage, Captain Jack Warriner and G/C Ernie Moncrieff, AFC.

This officer, by his exceptional ability in the photographic field, has been of inestimable value in the war effort. He was sole responsible for the equipping of East Coast squadrons with anti-submarine recording cameras several months ahead of schedule. He is also responsible for the design and construction of a large automatic slide plant. The entire British Commonwealth Air Training Plan and various auxiliary bodies rely completely on this plant for instructional illustrations of every type. As a result of his ingenuity, six persons are now able to complete work which formerly required about twenty persons.

* * * * *

JONES, P/O Ottie Everett (J87406) - **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 31 January 1911 in Steeves Mountain, New Brunswick; farming and millhand, 1925 to 1929, CNR Section Man, 1929 to 1942. Home in Killam Mills, New Brunswick; enlisted Moncton, 24 September 1942 and posted to No.5 Manning Depot. To No.8 SFTS, 26 November 1942. To No.1 Air Gunner Ground Training School, 3 April 1943. Promoted LAC 29 May 1943 on posting to No.9 BGS; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 23 July 1943; to United Kingdom, 2 August 1943 (embarked from New York on 3 August 1943). Arrived in United Kingdom, 11 August 1943. To No.12 OTU, 24 August 1943. Attached to Station Feltwell, 12-26 November 1943. To No.1657 Conversion Unit, 19 November 1943. Attached 12-18 December 1943 to No.1483 Flight. To No.31 Base, 1 January 1944. Attached to No.3 Lancaster Finishing School, 31 January to 14 February 1944. To No.576 Squadron, 14 February 1944. Commissioned 28 May 1944. To No.24 OTU, 15 July 1944. Promoted Flying Officer, 28 November 1944. To No.76 Base, 16 July 1945. Repatriated 13 August 1945. Retired 9 September 1945. Died in Moncton, 26 February 1986 as per **Legion Magazine** of October 1986.

This officer has taken part in many operational sorties as rear gunner of a bomber. On one occasion his aircraft was attacked by a Messerschmitt 110. Due to accurate firing by Pilot Officer Jones, one engine of the night fighter was set on fire and the aircraft claimed to be destroyed. By his vigilance, courage and skill under enemy fire, this officer has contributed in an excellent measure to the successes achieved by his crew.

Public Record Office Air 50/276 has a Combat Report for the night of 10 April 1944 when he was still an Sergeant (R190156), set out as below. Jones was Rear Gunner; Mid-Upper Gunner was 1853212 Sergeant H.B. [?] Edwards.

1. 10/110 April 1944 - Target Aulnoye - 576 Squadron - "O2".
2. Lancaster III NE785
3. Visual Monica. Not switched on by order.
4. 0207 - 11,500 feet - 108 degrees True
5. 4925 N 0258E Target area
6. Visibility very good. Small amounts of cloud 3/10s. Moon full.
7. None
8. Visual, mid-upper gunner

9. Mid-Upper gunner gave "Corkscrew port - Go."
10. E/A
11. 800 yards, port beam up.
12. Mid-Upper gunner
13. Twin-engined aircraft (one)
14. Yes, one green one yellow.
15. Port beam up - curve of pursuit
16. Starboard quarter down - 300 yards.
17. Corkscrew port - 600 yards.
18. Enemy aircraft opened fire at 600 yards, closed at 400 yards.
19. Rear gunner fired 300 rounds at 600 yards, closed at 400 yards. Two No.2 stoppages, left hand guns due to (i) jammed links (ii) cartridge jammed in filter duct.
20. Mid-Upper fired 170 rounds, 600 yards. Two No.1 stoppages which cannot be accounted for.
21. N/A
22. N/A
23. Mid-Upper
24. Yes.
25. Nil.
26. Nil
27. Hits claimed by both gunners. On last attack enemy aircraft seemed to catch fire, region of starboard engine, but this went out after a few seconds.
28. Rear Gunner: R190136 Sergeant Jones, O.E; Mid-Upper:1853212 Sergeant Edwards, H.B. [?].
29. [Jones] Trained at No.9 BGS, No.12 OTU, No.1657 CU; [Edwards] Trained at 7 AGS, No.12 OTU, No.1657 CU
30. On track.

31. None

32. N/A

33. Rear gunner - Twin engined fighter.

34. Nil

A decoy was first seen by the rear gunner at 800 yards on starboard quarter level carrying green and yellow navigation lights. The mid-upper searched opposite side and saw the second, similar aircraft which carried out three attacks. The first aircraft became lost to view.

When the second aircraft flew within range of 600 yards, the mid-upper opened fire and gave corkscrew action. His guns stopped in the No.1 position after about 12 rounds. The enemy aircraft broke away starboard beam up, and came in to attack again on starboard quarter up. The rear gunner fired at 600 rounds and the enemy aircraft opened fire at the same range. The mid-upper was then clearing his guns. Enemy aircraft broke away port quarter down and came in again port quarter up firing at about 600 yards. Both rear and mid-upper gunners returned the fire and claim hits, and the enemy aircraft finally broke away starboard beam down. His lights went off.

The gunners dealt with this attack in a very efficient manner, taking correct action throughout.

Notes: Course at No.12 OTU was 25 August to 19 October 1943 (Wellington III and X aircraft, 55 hours by day and 38 hours 45 minutes by night). Took part in two fighter affiliation exercises (four films exposed), one air-to-air firing exercise (600 rounds), one day air-to-sea firing (400 rounds), one night air-to-sea firing (500 rounds) and one night "self tow" exercise (400 rounds). Assessed above average in sighting (including GTST), guns maintenance, turret drill, aircraft recognition and Average in range estimation, tactics, fighting control and turret manipulation. "Very keen and willing to learn. Shooting should be better." (F/L D. Sullivan).

Form on repatriation (no date) states he had flown 31 sorties (170 operational hours), the last on 29 June 1944. Had also flown 178.15 non-operational. Types experienced were Wellington (105.50), Stirling (31.10) and Lancaster (212.45).

Assessed 13 July 1945 by S/L G.S. Hutton, No.24 OTU - "An above average type of officer and instructor who was very keen and conscientious at this unit. He is of neat appearance and has lots of drive and initiative."

Application for Operational Wing dated 21 July 1945 stated he had flown 31 sorties (172 hours) and had been with the squadron 14 February to 14 July 1944.

Application for Aircrew Europe Star indicates first sortie was 10 April 1944.

* * * * *

JONES, FS Paul Kenneth (R50272) - **Mention in Despatches** - No.113 (BR) Squadron. Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 1 December 1914 in Westmoreland, New Brunswick; educated in Moncton. Home at Reserve, Nova Scotia. Enlisted in Moncton, 22 October 1939 as Aero Engine Mechanic. To No.11 (BR) Squadron, 9 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940; promoted Corporal, 15 December 1940; promoted Sergeant, 1 October 1941. To Halifax, 5 January 1942. To No.113 (BR) Squadron, 13 March 1942. Promoted Flight Sergeant, 1 July 1943. To "A", 25 October 1943. Returned to No.113 (BR) Squadron, December 1943. To No.10 (BR) Squadron, 10 August 1944. Promoted WO2, 1 September 1944. To No.164 (Transport) Squadron, 7 September 1944. To "K", 1 July 1945. Retired 6 October 1945.

Through this NCO is untiring efforts and devotion to duty in maintaining and supervising the maintenance of the aircraft in this operational squadron, he has made a large contribution to the success of attacks carried out by the aircraft serviced under his direction.

* * * * *

JONES, F/L Richard James (J11550) - **Mention in Despatches** - No.210 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 6 March 1921 in Gorrie, Ontario. Educated in Howick (1927-1934) and London (1934-1937). Enlisted in London, Ontario, 27 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 21 June 1940 when posted to No.3 EFTS; graduated 31 August 1940 when posted to No.2 SFTS; graduated and promoted Sergeant, 1 December 1940. To No.5 SFTS, 11 December 1940 (staff pilot). To No.118 (Fighter) Squadron, 15 March 1941 (flew 15 hours in Goblins). To Eastern Air Command, 26 June 1941. To No.5 (BR) Squadron, 28 June 1941. To No.116 (BR) Squadron, 1 July 1941. Appointed WO1 (paid), 1 December 1941. Commissioned 29 April 1942. Promoted Flying Officer, 30 October 1942. To "Y" Depot, 10 February 1943; to RAF overseas, 28 February 1943; disembarked in Britain, 17 March 1943. To No.210 Squadron, 6 April 1943. Promoted Flight Lieutenant, 27 May 1943. Attached to Felixstowe at various times; attended No.1510 Beam Approach Training Flight, 17 August to 1 September 1943. To No.302 FTU, Oban, 13 January 1944. Repatriated 4 March 1944, arriving 16 March 1944. To Eastern Air Command, 13 June 1944. To No.11 (BR) Squadron, 15 June 1944 (Liberator conversion course). To No.116 Squadron, 28 October 1944. Posted 17 February 1945 to Transport Conversion Squadron, Pennfield Ridge; to No.12 (Communications) Squadron, 3 April 1945 where work involved at least three flights to San Francisco. To Release Centre, 10 September 1945; retired 21 September 1945. Died at Presqu'ile Point (Brighton), Ontario, 21 September 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. No citation.

JONES, F/L Richard James (J11550) - **Distinguished Flying Cross** - No.116 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Governor General's Records (RG.7 Group 26 Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 2,600 hours, 1,600 on operations (160 sorties).

Flight Lieutenant Jones has been employed on operations since 1940. During this time he has amassed a total of 1,600 operational hours and as a captain of aircraft he has displayed courage, skill and initiative of the highest order. His knowledge of Leigh Light operations has been invaluable in the training of his present squadron and his ability to put this knowledge into practice has been an inspiration to all crews under him. His devotion to duty throughout his operational career has been outstanding.

Original submission dated 9 January 1945 by W/C Fleming, noted he was Leigh Light Instructor and had flown 2,600 hours to date (216.40 in past six months). As instructor he had flown 200 hours (113.25 in past six months). Operational flying calculated at 1,600 hours (130 sorties):

Flight Lieutenant Jones has been employed on operations since the spring of 1940. He has amassed a total of 1,600 operational hours, of which 500 hours have been logged with No.210 Squadron, RAF. An aircraft captain of high calibre, Flight Lieutenant Jones has displayed courage and initiative in the execution of all duties. His skill and thorough knowledge of Leigh Light Operations has been of inestimable value in the training of his present Squadron, and his ability to put this knowledge into practice has been a source of inspiration to all crews under him.

Notes: On 24 October 1941, Catalina Z2134 (No.11 Squadron Detachment) made a hard landing at Botwood on return from a patrol. Pilot F/L W.G. Egan uninjured. P/O N. Levitin (navigator) uninjured; Sergeant R.J. Jones (second pilot) badly bruised and slight shock; Sergeant R.E. McCormack (air gunner) uninjured; Corporal J.L. Earl, First Fitter uninjured; AC2 R. Smith, Second Fitter, uninjured.

Assessed 27 December 1941 in No.116 (BR) Squadron. By then he had flown 345 hours 30 minutes as pilot in 1941, and 511 hours ten minutes in all. "Has shown good ability as a flying boat pilot" and "A good, steady pilot. Has been very consistent in his flying."

Assessed 7 February 1943 by S/L M.G. Doyle, No.116 Squadron. "Flying Officer Jones has been Temporary Flying Officer since October 30th, 1942 and is outstanding in the performance of his duties. He is fully experienced as Captain of a Catalina flying boat. His judgement at all times is sound and the utmost confidence is placed in him. It is strongly recommended that this Officer be promoted to the rank of Probationary Flight Lieutenant, effective February 1st, 1943."

Assessed 10 January 1944 by W/C S.R. Gibbs, No.210 Squadron, on posting - "A very reliable pilot and Captain of aircraft." To this, G/C E.A. Healy added (11 January 1944), "A first class pilot and captain. A strong and imperturbable character who can be relied on to do a good job without fuss under all conditions. He and his all Canadian exchange crew have made a big contribution to the work of 210 Squadron."

Application for Operational Wing dated 19 April 1944 stated he had flown 121 sorties with No.116 and 210 Squadrons (1,500 hours), 30 June 1941 to 13 January 1944.

Statement dated 4 July 1945 gave his time on types as follows - Fleet (57.20, day), Harvard (73.05 day, 2.45 night), Anson (116.05 day, 2.35 night), Liberator (52.35 day, 20.20 night), Catalina (1,160.40 day, 340.00 night) and Miscellaneous Types (41.00).

Training: Course at No.1 ITS was 27 May to 21 June 1940. Courses in Mathematics (82/100), Armament, practical and oral (77/100), Drill (80/100) and Law and Discipline (77/100). Placed 59th in a class of 96. "Clean cut young lad - keen."

Course at No.3 EFTS was 24 June to 2 September 1940. Fleet Finch aircraft - 28.30 dual, 25.25 solo (no Link). Courses in Airmanship (110/200), Airframes (192/200), Aero Engines (130/200), Signals, practical (49/50), Theory of Flight (71/100), Air Navigation (126/200), Armament, oral (170/200) and graded 100/200 in "Qualities as an NCO." Placed 15th in a class of 24. "Dependable in an emergency, otherwise lackadaisical. Should be kept busy at all times."

Course at No.2 SFTS was 2 September to 30 November 1940. Yale aircraft (2.15 day dual, 3.55 day solo) and Harvards (26.00 day dual, 22.15 day solo, 2.35 night dual, 1.00 night solo). Logged 1.30 in Link. "Mediocre pilot with poor judgement, over-confident and should be watched closely; instrument flying above average." Ground school marks in Airmanship (131/200), Armament, written (58/100), Armament, practical (62/100), Air Navigation (157/200), and Signals (31/50). Placed 34th in a class of 38. "Takes his duties and studies too lightly; does not make use of his spare time or help tidy pilots' room. Should be watched."

Course at No.1510 Beam Approach Training Flight was 17 August to 31 August 1943. Anson aircraft (nine hours 40 minutes) plus seven hours in Link.. Average in all categories.

Course at Transport Conversion Squadron (dates unclear) involved Dakota and Beechcraft aircraft (19.00 dual, 4.40 as second pilot, 15.30 in Link). Flying tests in General Flying (292/400), Instrument Flying (190/250), and Link (40/50). Ground exams in Airmanship (64/100), Engines (84/100), Meteorology (87/100), Navigation (182/200), Signals, written (88/100), Signals Morse (93/100) and Radio Range

(86/100). "Has very slow voice and manner. His work is accurate, but has not had very much co-pilot work."

* * * * *

JONES, WO1 Robert Lloyd (R50717) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 3 November 1918. Home in Vulcan, Alberta; enlisted Calgary, 3 November 1939 in MBC trade (whatever that is). To Trenton, 25 January 1940. Promoted AC1, 29 February 1940. Reclassified as Aero Engine Mechanic, 1 April 1940. Promoted LAC, 1 June 1940. To No.1 ANS, 12 November 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 26 February 1942. To "Y" Depot, 16 March 1942; to RAF oversea, 29 April 1942. Promoted Flight Sergeant, 23 September 1943. Repatriated 13 August 1945. Retired 3 October 1945.

* * * * *

JONES, P/O Ronald John (J93755) - **Distinguished Flying Cross** - No.626 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 19 March 1923 in Kindersley, Saskatchewan; home there (farmer on his father's farm; also butcher shop clerk, store clerk); enlisted Saskatoon, 6 November 1942 but not posted to No.3 Manning Depot until 9 February 1943. To No.4 ITS, 7 April 1943; to No.7 ITS, 8 June 1943; graduated and promoted LAC, 20 August 1943 when posted to No.21 EFTS; ceased training 24 September 1943 and posted to No.2 Manning Depot; to No.1 Air Gunner Ground Training School, 15 October 1943; to No.3 BGS, 26 November 1943; graduated and promoted Sergeant, 14 January 1944. To No.3 Aircrew Graduate Training School, 30 January 1944. To "Y" Depot, 23 February 1944. Embarked from Halifax, 25 March 1944. Disembarked in Britain, 2 April 1944. To No.83 OTU, 25 April 1944. To No.11 Base, 29 July 1944. To No.626 Squadron, 3 October 1944. Promoted Flight Sergeant, 14 October 1944. Commissioned 5 February 1945. Repatriated 14 May 1945. To No.1 Repair Depot, 27 May 1945. To No.7 Release Centre, 17 July 1945. Retired 24 July 1945. On discharge he expressed interest in obtaining a Diploma in Agriculture (hoping for DVA grant) and then to farm full-time. Lieutenant, Second Battalion, North Saskatchewan Regiment, 1 July 1962 to 31 May 1966. Medal presented 6 November 1948. Died in Kindersley, Saskatchewan, 16 May 1992 as per **Legion Magazine** of July 1992.

Pilot Officer Jones has taken part in numerous operations. At all times he has displayed the utmost keenness to engage the enemy and has proved himself to be a valuable member of his crew. In December 1944, shortly after attacking Osterfeld, his aircraft was attacked by a Messerschmitt 109. In the combat which ensued this officer's turret was badly damaged. The windscreen was shattered and the hydraulic system was rendered unserviceable. Despite the fact that he was now only able to control his turret by hand, Pilot Officer Jones ably assisted in the final destruction of the attacker. The safe return of the aircraft and crew was largely attributable to the fine fighting spirit of this gunner. His work throughout has been worthy of the highest commendation.

Training: Interviewed November 1942 by F/L C.R. Cullen who wrote, "Pleasant, fresh-cheeked rural youth. Very keen for aircrew. Usual sports of small town youth. Confident and assured. Outdoors type. Fond of riding and shooting."

Course at No.7 ITS was 14 June to 20 August 1943. Courses in Aircraft Recognition (77/100), Armament (71/100), Principles of Flight (118/150), Engines (74/100), Law, Discipline, Administration and Organization (60/100), Mathematics (83/100), Meteorology (50/100), Navigation (85/150), and Signals (85/100). "An enthusiastic young airman with a below average mark, but who should make the grade with application."

Course at No.6 EFTS was 23 August to 23 September 1943 when washed out - "Lacks confidence in his own ability...Not safe for solo." He declared that he had trouble with classroom subjects and preferred to go directly to Air Gunner training.

Course at No.3 BGS was 29 November 1943 to 14 January 1944. Fired Browning guns in air, Browning and Vickers guns on ground. Used Bristol turret in air, Bristol, Fraser-Nash and Boulton-Paul on ground (15 hours of turret manipulation). Fired 1,100 rounds on 25-yard range. Flew 24 hours in Battle aircraft, firing 400 rounds air-to-ground and 3,325 air-to-air. Ground courses in Signals (75/100), Turrets, practical (145/200), Sighting, written (207/250), Guns practical, ammunition, pyrotechnics (211/300). "Average student, excellent worker; clean-cut and neat; sound knowledge of his trade; will make a good air gunner."

Course at No.83 OTU was 26 April to 17 July 1944 (Wellington III and X) where he spent 39.05 day hours and 33.50 night hours in air. Browning guns and Fraser Nash turrets air and ground. "Keen, hard

working gunner, who with more experience should be above average." (F/O J. Humphreys). Completed 11 cine-gun exercises by day, air to sea firing (two by day and two by night), air-to-air exercises (three by day and three by night). Ground school courses in Aircraft Recognition (180/200), Guns (90/200), Reporting and Fighting Control (86/200), Sighting including practice on GTST (91/200).

Next report on training is from No.1481 (Bomber) Gunnery Flight and dated 18 August 1944.

Course at No.1667 HCU, dates uncertain but posted to Lancaster Finishing School on 20 September 1944.

Notes: Application for Operational Wing dated 19 April 1945 stated he had flown 33 sorties (207 hours), 3 October 1944 to 10 April 1945.

Form dated 7 May 1945 on repatriation stated he had flown 33 sorties (209 hours 30 minutes), the last on 10 April 1945. He had also flown 135 hours five minutes non-operational. Experience on Wellingtons (78.25), Halifax (25.45) and Lancaster (240.29).

Assessed 5 February 1945 by F/L W. Whitehouse, noting he had flown 96.20 on operations to date. "His determination, initiative and judgement have been outstanding. A very capable NCO, keen and confident."

Assessed on 10 May 1945 by W/C D.F. Dixon who reported he had flown 368.40 (229.35 in previous six months) - "A keen young officer who has completed a successful tour of operations."

RCAF Press Release No. 8221 dated 13 January 1945 reads:

WITH CANADIANS FLYING WITH THE RAF -- An RAF Lancaster, "X for X ray" had been badly damaged and had both its turrets wrecked when it's two gunners, Sergeant G.H. Hopkins of North Ireland and F/S R.J. Jones of Kindersley, Saskatchewan, brought down a Messerschmitt 109. This was on the return journey after a recent attack on Osterfeld.

Sergeant Hopkins was the first to sight the Me.109. It was dead astern and clear in the moonlight. He warned his pilot, F/O H.A.T. White of (2568 Trimble Street) Vancouver, B.C. The ME then approached to within 500 yards, pursuing steadily and firing at intervals. Both gunners returned the enemy's fire, but the hydraulic mechanism of their turrets was wrecked and the windows of the mid-upper turret were shattered. The fuselage was riddled with holes made by cannon shells and bullets, the trimming tabs and elevators shot away and the port outer engine stopped. Sergeant Hopkins was wounded in the back and the Flight Engineer's face was cut and his arm injured.

The Hun got ready for the kill. He broke away and then flew to within about 50 yards to the starboard of the Lancaster. Sergeant Hopkins and F/S Jones in the mid-upper turret saw their chance and swung their guns round by hand. They poured bullets into the enemy at close range and saw pieces break away from its starboard wing, and its fins and rudder. The ME burst into flames and went straight down. Almost immediately afterwards, the Lancaster crew saw a violet explosion on the ground.

F/O White piloted "X of X Ray" to an airfield in the South of England. He made a rough landing due to the aircraft's condition, but none of the crew were hurt and the two wounded men were taken to hospital, where they are now recovering quickly.

* * * * *

JONES, AC1 Roy McKinnon (R154573) - **Mention in Despatches** - No.1659 Conversion Unit (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 Tay Creek, New Brunswick, 14 November 1922. Home in Cambridge, Ontario; enlisted in Moncton, New Brunswick, 12 February 1942. To No.13 SFTS, St. Hubert, date uncertain. Promoted AC1, 12 October 1942. To RAF Overseas, 25 January 1943. To No.1659 Conversion Unit, 15 February 1943. Promoted LAC, 1 April 1943. To No.1664 Conversion Unit, 19 October 1943. To No.61 Base, 31 January 1944. Repatriated 18 June 1945 and posted to Greenwood. To No.1 Release Centre, Moncton, 2 January 1946. Released 3 January 1946. Rejoined RCAF in Toronto, 20 January 1951 as Airframe Technician (35841) with rank of LAC. To Station Trenton, 1 March 1951. To Flying Instructor School, Trenton, 2 April 1951. To Station Chatham, 25 November 1952. To Trenton, 1 March 1953. Promoted Corporal, 1 October 1953. To Station Moose Jaw, 22 May 1956. To Station Macdonald, 25 May 1957. To No.412 Squadron, Uplands, 1 June 1959. Attached to No.1 Wing, Merville,

17 November 1966. To No.115 Air Transport Unit, El Arish, 13 March 1967. To CFB Uplands, 15 June 1967. Retired 14 November 1972. Died in Ottawa, 2 May 1997. No citation in AFRO. DHist file 181.009.D.2993 (RG.24 Vol.20634) gives unit, trade as FIAA.

* * * * *

JONES, F/L Russell Carl (J6147) - **Mention in Despatches** - No.116 Squadron - Award effective 11 December 1943 as per **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Born 25 June 1914. Home in Verdun, Quebec; enlisted in Montreal, 23 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.1 EFTS; ceased training and posted to No.1 Manning Depot, 30 December 1940; to No.5 AOS, 31 January 1941; graduated 26 April 1941 when posted to No.4 BGS; graduated 7 June 1941 when posted to No.1 ANS where he was promoted Sergeant as of 9 June 1941; graduated and commissioned 8 July 1941 when posted to No.116 (BR) Squadron). Attached to Ferry Command, Montreal, 22 May 1942. Departed Montreal on special flight in aircraft AE703, apparently a meteorological sortie to Goose Bay and then returning to Montreal on 10 July 1942, after which he was returned to No.116 Squadron. Promoted Flying Officer, 1 August 1942. Promoted Flight Lieutenant, 1 February 1943. Promoted Squadron Leader, 1 January 1945. In postwar RCAF (19583). No citation in AFRO or biographical file. DHist file 181.009 D.3060 (RG.24 Vol.20635) has recommendation for an AFC dated 12 December 1943. This is probably **not** what led to the MiD, but does indicate the nature of his work.

Flight Lieutenant Jones is an outstanding navigator whose ability to guide his captain through adverse weather conditions over the North Atlantic with extreme accuracy and great cheerfulness has been an inspiration to all. This officer has put in over 700 hours on operational duties, including a survey flight of Labrador and Hudson's Straits. His enthusiastic application to duty is a personal example to subordinates and fellow officers.

* * * * *

JONES, S/L Thomas Matthew (J15168) - **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 22 June 1916 in Stratford, Ontario; home there (newspaper reporter). Enlisted in London, Ontario, 17 July 1940. To Trenton, 21 June 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 26 October 1940 when posted to No.2 AOS; to No.2 BGS, 19 January 1941. Graduated and promoted Sergeant, 2 February 1941 when posted to No.1 ANS. To CPR (Ferry Command), 12 April 1941; to overseas, 1 June

1941. Commissioned 26 January 1942. Promoted Flying Officer and Flight Lieutenant, 1 October 1942. Promoted Squadron Leader, 1 August 1943. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To No.1 Composite Training School, 3 January 1946. To Release Centre, 21 March 1946. Retired 23 March 1946. Rejoined as navigator, 14 September 1951 (131565); retired 1 January 1955. Photo PL-36381 is a portrait. No citation in AFRO.

JONES, S/L Thomas Matthew (J15168) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation (undated; Station CO adds his comments on 24 January 1945) which credits him with 41 sorties (226 operational hours) as follows:

First Tour

7 September 1941 - Berlin

12 September 1941 - Frankfurt

10 October 1941 - Ostend

12 October 1941 - Duisburg

16 October 1941 - Duisburg

20 October 1941 - Wilhelmshaven

22 October 1941 - Mannheim

24 October 1941 - Frankfurt

15 November 1941 - Emden

19 November 1941 - Essen

30 November 1941 - Hamburg

15 December 1941 - Essen

27 December 1941 - Ostend

15 January 1942 - Emden

21 January 1942 - Bremen

26 February 1942 - Kiel

3 March 1942 - Paris

8 March 1942 - Essen

9 March 1942 - Essen

13 March 1942 - Cologne

26 March 1942 - Essen

28 March 1942 - Lubeck

2 April 1942 - Paris/Poissee

6 April 1942 - Essen

8 April 1942 - Hamburg

15 April 1942 - Dortmund

18 April 1942 - Essen

19 April 1942 - Hamburg

Second Tour

29 November 1944 - Hanover

30 November 1944 - Hamburg

2 December 1944 - Hagen

5 December 1944 - Nuremburg

11 December 1944 - Duisburg

11 December 1944 - Hamburg

15 December 1944 - Hanover

17 December 1944 - Hanau

4 January 1945 - Berlin

5 January 1945 - Hanover

7 January 1945 - Munich

14 January 1945 - Berlin

16 January 1945 - Mannheim

This officer is now on his second tour and is continuing to operate with unremitting zeal and enthusiasm. His constant determination and cheerfulness have set a sterling example to all members of the squadron.

* * * * *

JONES, F/O Thomas Reid (J6016) - **Distinguished Flying Cross** - No.280 Squadron - Award effective 12 August 1943 as per **London Gazette** dated 20 August 1943 and AFRO 2049/43 dated 8 October 1943. Born 11 October 1913 in Fort William, Ontario; home there. Educated at Fort William Public School, 1918-1926, Fort William Collegiate Institute, 1926-1931, and University of Toronto, 1931-1936. Taught at Vocational School, Fort William, 1936-1937, then taught Mathematics at Uxbridge, 1937-1939 and Renfrew, 1939-1940. In 1940 served briefly in 42nd Highlanders (Lanark and Renfrew) Regiment. Enlisted in RCAF, Fort William, 23 October 1940. To Station Vancouver, 25 November 1940. To No.2 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941; posted next day to No.14 EFTS; may have graduated 19 April 1941 but not posted to No.33 SFTS until 21 April 1941; graduated and commissioned, 4 July 1941. To No.31 GRS, 25 July 1941. To "Y" Depot, 11 November 1941. To RAF overseas, 12 November 1941. Posted from No.3 PRC to No.280 Squadron, 23 December 1941. Attached to Station Thorney Island, 23 December 1941 to 12 January 1942 when returned to No.280 Squadron. Promoted Flying Officer, 4 July 1942. To No.3 Operational Training Unit, 29 June 1943. Promoted Flight Lieutenant, 4 July 1943. Missing, presumed dead, 9 August 1943 (No.3 OTU, Wellington HX512). Medal presented to next of kin, 27 June 1945.

Flying Officer Jones has served with No.280 Squadron since it was formed and has done much to raise the skill of its personnel to a high standard of operational efficiency. He has rendered valuable service in air/sea rescue work and on two occasions has rescued the crews of aircraft which have been forced down on to the sea.

Note: On 18 May 1942 damaged Anson DG915 Category AC at Detling during night dual instruction (pilot was 40079 S/L A.Q. Cairns). Jones was at controls making approach but was 200 yards to the right of flare path and nearly 200 yards short of it when aircraft struck a pole.

Assessment: Assessed 30 June 1943 on posting from No.280 Squadron, having flown 601 hours (146.15 in previous six months). "B.A. (Maths and Physics), Toronto University, 1935. Associate of Toronto Conservatory of Music. Very good officer whose work with the squadron has been most satisfactory. He has maintained a high standard throughout." (W/C. H.P. Burwood). To this, G/C T.H. Carr added, "A very sound officer who will make a valuable and efficient Flight Commander in due course."

Particulars of loss: Lost on navigational exercise over the sea. Crew were himself (with 538 hours 35 minutes on all types, 62 hours on Wellington), 1391683 Sergeant R.W. Tattle (pilot), A.421597 P/O C. Hughes (navigator), 1317172 Sergeant A. Goode (WOP/AG), 1126976 Sergeant R. Terry (WOP/AG), and 1124613 Sergeant H. Hewson (WOP/AG). Six aircraft on exercise met low cloud and drizzle, returned early; his did not.

* * * * *

JONES, F/L Walter Alexander (J9851) - **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 Caron, Saskatchewan, 16 October 1919. Home in Regina; enlisted there 16 May 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard duty), 9 June 1941. To No.4 WS, 3 August 1941; promoted LAC, 4 September 1941; graduated 19 December 1941 and posted next day to No.1 BGS; graduated and commissioned 19 January 1942. To No.31 OTU, 12 February 1942. Attached to Ferry Command, Montreal, 16 May 1942. Departed Montreal on 31 May 1942 in Hudson FH459, proceeding via Presqu'île, Maine and Gander, arriving in Britain 2 June 1942. Promoted Flying Officer, 1 October 1943. Promoted Flight Lieutenant, 9 August 1944. Repatriated 12 April 1944. To No.7 BGS, 25 May 1944. To Release Centre, 27 August 1945. Retired 1 September 1945. Died in Dartmouth, Nova Scotia, 11 July 2014 as per Legion **Last Post**. No citation in AFRO.

* * * * *

JONES, G/C Wilfred Alexander (C135) - **Mention in Despatches** - Station Linton (No.62 Base in AFRO) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 27 December 1904 in Elmvale, Ontario. Enlisted in Regina; appointed Provisional Pilot Officer, 4 June 1928 to 31 August 1928 for first year of training. Appointed Provisional Pilot Officer, 4 June 1929 to 31 August 1929 for second year of training. Appointed Provisional Pilot Officer, 1 June 1930; earned pilot wings, 27 August 1930. Appointed to Permanent RCAF, 28 August 1930. Promoted Flying Officer, 27 August 1931. Transferred from Camp Borden to Trenton, 11 November 1931. Returned to Camp Borden, 31 August 1934. Promoted Flight Lieutenant, 1 April 1936. For courses aboard, 12 June 1936 where he was attached to Air Armament School, Eastchurch. Successfully completed Specialist Armament Course as of 2 July 1937 and granted symbol "A", marking him as a pre-war armament specialist. Attachment to courses abroad ceased 30 August 1937 and he was posted to Trenton. Promoted Squadron Leader, 1 April 1939. To Eastern Air Command, 11 August 1939. Promoted Wing Commander, 1 December 1940. At No.8 BGS as of 15 October 1941. To No.14 SFTS, 21 December 1941. Promoted Group Captain, 1 April 1942. To Western Air Command, 7 January 1943 as Senior Air Staff Officer. To No.5 Manning Depot, 6 November 1943. To No.45 (Transport) Group, 8 November 1943. Emplaned for overseas, 13 November 1943; arrived in United Kingdom, 16 November 1943. Posted to RCAF Overseas Headquarters with effect from 13 November 1943. To No.6 Group Headquarters, 21 November 1943. To No.62 Base, 3 December 1943. To Headquarters, No.6 Group, 28 February 1944. Died in England, 2 May 1944. RCAF photo PL-26960 (ex UK-8338 dated 3 March 1944) shows G/C W.A. Jones (Vancouver), station commander, just returned from his first operational sortie (Leipzig); flew as second pilot to W/C W.H. Swetman (on his 49th sortie, second from left); on Swetman's left is his RAF Flight Engineer and Flight Engineer Leader (not named in caption but holding rank of Flight Lieutenant); second from right is F/L R.E. 'Ted' Ratcliffe (Kingston, Ontario, squadron navigation officer). No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 13 February 1944.

After three and a half years outstanding service in Canada, during which time Group Captain Jones carried out important pioneering duties in connection with the BCATP, he was posted as Senior Air Staff Officer Western Air Command where he played an important part in the defences of the West Coast. He was posted overseas and assumed command of RCAF Station Linton at the beginning of December 1943. Since assuming his present appointment he has thrown himself unsparingly into the performance of his duties with noteworthy success. He possesses a high sense of service responsibility and has succeeded to an unusual degree in imbuing all ranks with an extremely high service outlook, which is reflected in an ever increasing degree of technical and operational efficiency.

Notes: On 29 December 1933 W/C L.S. Breadner assessed him. His duties were described as "Flying - Army Co-operation Flight" and in 1933 he had flown 79 hours 20 minutes solo - proficient in "Atlas, Siskin, Fairchild and all training types."

On 11 September 1934, W/C L.S. Breadner assessed him. His duties were described as "Flying - Flight Commander - Fighter Flight." He was rated as an "above average" pilot, and to that date had flown 109 hours in 1934, being proficient in Siskin, Atlas, Fairchild and Fleet aircraft. "Flying Officer Jones is a splendid type of officer and has served with distinction in the Army Co-operation Flight, and acting Flight Commander of Fighter Flight. He has a pleasant personality, is careful in dress, and always presents a neat appearance. F/O Jones has good habits, and when occasion demands, shows initiative. He has, for his rank, a sound knowledge of his profession, and can be depended on to put forth his best efforts on any assignment. Flying Officer Jones was managing member of the Canteen Committee from its inception on this Station, and devoted a great deal of time, care and energy to his work. The creditable showing of the canteen was largely attributable to his efforts."

Another assessment, this one by S/L A.A. Leitch and dated 10 December 1934, gave his flying time to date as 130 hours 30 minutes. It should be noted that of this time, 14 hours 40 minutes had been consumed in a station armament course - 4.10 on Fairchild 51, 3.55 on Siskin III and 6.35 on Fleet Trainer.

Early in April 1942, a Medical Report noted, "As far as is known this officer has been partially colour blind ever since he has been in the Air Force. He has had no crashes, nor has he had any difficulty with the Aldis Lamp." Apparently this had been detected as far back as 5 November 1940. Closer examination at No.8 BGS concluded that he could distinguish red and green in daylight hours when signalled by Aldis Lamp, but at night he could not tell one from another unless very close. He was therefore deemed unsafe for night flying.

On 31 October 1942, while in command of No.8 BGS, he was recommended for an AFC by Air Commodore G.R. Howsam, No.4 Training Command, as follows:

Group Captain Jones has been Chief Instructor and Commanding Officer at Bombing and Gunnery Schools in this Command for the past two years. As Chief Instructor at the

second Bombing and Gunnery School to open in Canada he displayed enthusiasm and exceptional ingenuity in passing out the early courses on time. He possesses keenness and imagination and has been responsible for introducing many improvements in methods of training. Acting Group Captain Jones has been called upon to fly many types of machines in the past eighteen months, and in recent months has supervised the training of a Fighter Squadron. These duties have been completed in a most satisfactory manner. This officer has now completed 1,470 hours flying. As Commanding Officer in charge of a large unit he has been untiring in his efforts in looking after the comfort and welfare of all ranks. As a result the standard discipline is of a high order and the personnel on his Station are happy. It is therefore recommended that the zeal and devotion to duty displayed by this officer be recognized by the award of the AFC.

This was not approved at any higher level.

He was ailing after an operational sortie (late February 1944) and was examined by several eminent doctors. The tentative conclusion was that he was suffering from "splenic anaemia" necessitating removal of his spleen. He appeared to recover following surgery, but then went into marked decline; he died on 2 May 1944 even as other experts were hastening to assist.

* * * * *

JONES, F/O William Little Calder (J15052) - **United States Bronze Star** - No.121 Squadron (AFRO gives unit only as "Overseas") - effective 26 March 1945 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. Born in Baltimore, Maryland, 7 August 1912; home in Parkton, Maryland; enlisted Montreal, 14 August 1940. Trained at No.2 ITS (graduated 27 November 1940), No.7 EFTS (graduated 16 January 1941) and No.6 SFTS (graduated 29 March 1941). Graduated as a Sergeant; promoted to Flight Sergeant, 1 October 1941; commissioned on 18 November 1941; promoted to Flying Officer, 1 October 1942 and to Flight Lieutenant, 18 November 1943. Arrived overseas, April 1941; to No.55 OTU, 26 May 1941; to No.121 (Eagle) Squadron, 12 July 1941. Missing in action (POW), 8 March 1942; repatriated 29 May 1945; released 5 September 1945. Served in postwar USAF. Citation provided by Lieutenant-Colonel J.A.P. Thomas, Military Air Attache at the American Embassy, writing to AFHQ, 15 March 1946. On documents filed on release he said he had flown 50 operational and 100 non-operational hours; elsewhere he claims 175 hours flown overseas (125 non-operational), and yet he claims only two combat sorties (sweeps) - possibly only two **offensive** sorties and the balance being patrols or convoy protection sorties.

Flight Lieutenant W.L.C. Jones, Royal Canadian Air Force, demonstrated outstanding courage and judgement while imprisoned at Stalag Luft III, Germany, from September 1943 to April 1945. He gained entry for implements and supplies valuable to Americans planning escape and alerted these men against "surprise" searches by his successful bribing of German guards.

* * * * *

JORDAN, F/L (now S/L) John Joseph (C1092) - **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. Home in Drumheller, Alberta, educated in Alberta schools, joined RCAF Auxiliary 9 September 1939 and awarded wings in 1940. Took instructor's course at Trenton, instructed at various schools, attending RCAF Staff College (Toronto) in 1943. After that served at Dunnville, Boundary Bay and Sydney, Nova Scotia. From October 1945 to February 1946 he attended Empire Central Flying School, Hullavington, England. Served in postwar RCAF (19941); appointments included CO of Station Macdonald and Director of Flight Safety in AFHQ. Awarded Queen's Coronation Medal, 23 October 1953, while Group Captain on Canadian Joint Staff (Washington). Retired 22 October 1969 to Ottawa. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

Previously an assistant Supervisory Officer at an Elementary Flying Training School, Flight Lieutenant Jordan has been employed at this unit for a year and two months. During this time he has proven to be a good Flying Instructor, an excellent Flight Commander and lately has produced promising results as a Squadron Commander. His devotion to duty and readiness to accept responsibility has proven to be a worthy example to all. His total flying time is 1,352 hours of which a little over 1,000 hours are instructional given over a period of twenty-seven months.

JORDAN, S/L (now W/C) John Joseph (C1092) - **Air Force Cross** - No.6 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. As of December 1942 he had flown 1,352 hours.

With previous employment as Assistant Supervisory Officer at an Elementary Flying Training School where he did excellent work, this officer has since proved himself a good Flying Instructor, an excellent Flight Commander and Examining Officer, and later gained excellent results as a Squadron Commander. His devotion to duty, his administrative ability, cheerful disposition and determination in handling responsible assignments are most praiseworthy.

* * * * *

JORDAN, F/L Ned (J18919) - **Distinguished Flying Cross** - No.622 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December and AFRO 212/46 dated 1 March 1946. Born 1 December 1919 in Winnipeg; home there; educated to partial Grade XI plus Commercial school. Worked in a garage for four months; stenographer for one year. Enlisted in Winnipeg, 12 May 1941 and posted to No.2 Manning Depot, Brandon. To No.10 SFTS, Dauphin, 8 June 1941 (guard duty). To No.4 ITS, Edmonton, 3 July 1941; graduated 8 August 1941 when promoted LAC; to No.5 EFTS, High River that day. Posted to No.7 SFTS, Macleod, 26 September 1941. Graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, Halifax, 21 December 1941. Taken on strength of No.3 PRC, Bournemouth, 21 January 1942. To No.2 SFTS, 2 March 1942. Attended courses at No.1511 BAT Flight (18 April to 28 April 1942) and No.1525 BAT Flight (9 June to 12 June 1942). Attended No.2 Flying Instructor School, Montrose, 17 June to 10 August 1942. To No.6 (Pilots) Advanced Flying Unit, 12 August 1942 as instructor. Promoted Flight Sergeant, 12 February 1943. To No.1516 BAT Flight, 26 June 1943 to instruct. Commissioned 10 September 1943. Returned to No.6 (Pilots) AFU, 12 January 1944 as instructor. To No.14 OTU, 25 July 1944. To No.51 Base, 20 September 1944. Attached for a time to No.1661 Conversion Unit. To No.5 Lancaster Finishing School, 27 November 1944. To No.622 Squadron, 18 December 1944. Posted to Canada, 31 May 1945. To No.2 ACU, 13 July 1945. To No.23 EFTS, 12 September 1945. To No.2 Flying Training School, 16 September 1945. To No.124 Squadron, 6 November 1945. Attended No.1 Composite Training School, Toronto, 12 April to 9 June 1946. To No.9 (Transport) group, Rockcliffe, 10 June 1946. To No.124 Squadron, 11 June 1946. Killed in crash of a Dakota at Estevan, Saskatchewan, Saskatchewan, 15 September 1946. Accident killed 21 people. 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 26 April 1945 when he had flown 31 sorties (181 hours five minutes) as follows:

28 December 1944 - Cologne (4.45)

29 December 1944 - Koblenz (4.45)

31 December 1944 - Vohwinkel (4.50)
1 January 1945 - Vohwinkel (5.20)
3 January 1945 - Dortmund (5.25)
5 January 1945 - Ludwigshaven (6.15)
6 January 1945 - Neuss (4.30)
11 January 1945 - Krefeld (4.55)
13 January 1945 - Saarbrücken (6.20)
15 January 1945 - Erkenschwick (4.55)
16 January 1945 - Wanne Eickel (5.20)
28 January 1945 - Cologne (1.15) DNCO
29 January 1945 - Krefeld (5.25)
7 February 1945 - Wanne Eickel (5.55)
9 February 1945 - Hohenbudberg (4.55)
13 February 1945 - Dresden (9.30)
14 February 1945 - Chemnitz (8.20)
20 February 1945 - Dortmund (6.25)
23 February 1945 - Gelsenkirchen (5.30)
25 February 1945 - Kamen (5.45)
26 February 1945 - Dortmund (5.35)
27 February 1945 - Gelsenkirchen (5.25)
1 March 1945 - Kamen (5.40)
4 March 1945 - Wanne Eickel (4.50)
5 March 1945 - Gelsenkirchen (5.40)
7 March 1945 - Dessau (8.45)

10 March 1945 - Gelsenkirchen (5.20)

14 March 1945 - Emscher-Lippe (5.20)

18 March 1945 - Hattingen (5.20)

29 March 1945 - Hallendorf (6.45)

9 April 1945 - Kiel (6.05)

13 April 1945 - Kiel (6.10)

Flight Lieutenant Jordan joined the squadron in December 1944 and quickly established himself as a captain and pilot of outstanding skill and determination. Trained in the use of special bombing equipment, he has been called upon to operate under most difficult conditions. His keenness to get at the enemy, and his skill and courage in the face of heavy opposition have made him a valuable leader and have contributed in no small measure to the success of the squadron's operational effort.

Operating almost continuously both by day and by night against heavily defended targets, Flight Lieutenant Jordan has completed a most successful tour without major incident.

His cheerful courage and fine captaincy have ensured a high standard of co-operation with his crew and this, combined with his flying discipline and skill as a pilot, has enabled him to evade combat with enemy fighters, which have several occasions attempted to intercept him.

This officer's sustained operational effort and his courage and devotion to duty are worthy of the highest praise, in recognition of which I strongly recommend the award of the Distinguished Flying Cross.

He was only 63 inches tall on enlistment and weighed 120 pounds.

At No.14 OTU (course from 25 July to 9 September 1944) he flew Wellington X aircraft (5 hours 25 minutes day dual with 3.55 day dual to first day solo; 6 hours five minutes day solo; four hours 35 minutes night dual, 3.5 night dual to first night solo, four hours 50 minutes night solo. Flew six hours on instruments and 11.25 in Link. **Ground Courses and Marks:** Airmanship (220/300), Armament (230/300, bombs and guns), Meteorology (80/100), Navigation (150/200), Signals (75/100). **Air Flying Tests:** General Flying (240/400), Applied Flying (120/200), Instrument Flying (163/250), Night Flying (65/100), Link Trainer (36/50). **Leadership Assessment:** 60/100. **Remarks:** "This pilot had some initial difficulty with the Wellington aircraft owing to his small stature. He is very keen and showed himself a good average pilot. Recommended for heavy bombers subject to his short stature being suitable."

Course at No.1661 Conversion Unit (Stirlings) ran 2 October to 27 November 1944. They carried out four fighter affiliation exercises, dropped twelve bombs in night exercises. Jordan assessed as "above average pilot and captain."

The matter of his stature came up again at No.5 Lancaster Finishing School, where he was assessed, "An average pilot and captain who handles aircraft very well despite somewhat short in stature." The overall assessment of his crew was "A sound crew with a good captain." Others in crew were FS Eyre (FE), Sergeant McDonald (Navigator), F/O Riley (Air Bomber), Sergeant Robertson (WOP), Sergeant Gregory (MUG) and Sergeant Laymore (RG).

Assessments of his work are interesting. On 28 July 1944 S/L J.H. Thompson wrote that Jordan had flown as an instructor at No.6 (P) Advanced Flying Unit. Total of 1,506 hours flown (207 in previous six months; "This officer has always been helpful in the flight. He has set a good example by his keenness to go on to operations where he would be an asset to his squadron. He is an above average pilot and an average officer."

Assessed 22 May 1945 on leaving No.622 Squadron; he had flown 1,792 hours 50 minutes (250 hours 55 minutes in previous six months). "A reliable officer and a most enthusiastic operations pilot" (W/C G.K. Buckingham).

On repatriation he filed a report (11 May 1945) stating he had flown 182 operations and 1,462 non-operational hours. Aircraft flown had been Oxford (1,304 hours), Magister, (37 hours 30 minutes), Wellington X (22 hours), Stirling III (50 hours 30 minutes) and Lancaster (230 hours).

* * * * *

JOSEPH, F/L Abie Joseph (J23027) - **Air Force Cross** - No.3 OTU - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 24 February 1913. Home in Deep Cove, British Columbia; enlisted in North Bay, Ontario, 25 November 1940. To Prince Rupert, 19 December 1940. To No.2 ITS, 5 February 1941; graduated and promoted LAC, 27 March 1941; posted that date to No.8 EFTS; may have graduated 16 May 1941 but not posted to No.3 SFTS until 27 May 1941; graduated and promoted Sergeant, 20 August 1941. Posted that date to No.13 Operational Training Squadron; to Western Air Command Headquarters, 24 November 1941. To No.6 (BR) Squadron, 10 December 1941. To Bella Bella, 3 January 1942. Promoted Flight Sergeant, 28 February 1942. Promoted WO2, 20 August 1942. Commissioned 6 October 1942. Promoted Flying Officer, 6 April 1943. To Patricia Bay, 4 May 1943. To Release Centre, 27 September 1945. Retired 3 October 1945. Died in North Bay, Ontario, 21 March 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. See also entry for P/O J.K. Campbell for his role in a rescue in November 1942. As of recommendation he had flown 2,007 hours, 410 as instructor, 236 in previous six months. DHist file 181.009 D.2280 (RG.24 Vol.20623) has recommendation for MiD dated 28 April 1945 which also states he had flown 162 operational sorties (850 hours).

This officer, throughout his lengthy flying career, has proven himself a skilful and capable pilot. He has imparted his operational flying knowledge to aircrew trainees in a most commendable manner. The keenness and reliability he has at all times shown have set a splendid example to his fellow instructors. Through his constant devotion to duty, he has made a valuable contribution to the high standard of flying training at this unit.

NOTE: He has been involved in the crash of Canso 9789, No.9 (BR) Squadron, 30 July 1943 in which one person was killed. A summary of the accident report read, "Contact was lost with ground after taking off under only fair conditions due to lower fog base and before turn could be completed to return to base, hills and trees loomed out of fog. Pilot with use of throttles stalled aircraft into trees on the hillside and aircraft burst into flames on landing. Heavy gasoline load for anticipated long patrol made aircraft sluggish." The inquiry found error on the part of the pilot, and he was described as having "followed the least desirable course prior to crash on observing lowering of ceiling." However, the recommendations indicated possible difficulties on converting from one type of aircraft to another: "Pilots should be discouraged from executing certain manoeuvres in Canso which they have been accustomed to perform

in the Stranraer and similar types. Should be given more experience in heavily loaded Canso aircraft and include turns of various degrees of bank both on instruments and contact."

* * * * *

JOSEY, FS Harris Goldsby (R50086) - **British Empire Medal** - No.5 Squadron (RCAF) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 30 July 1912. Enlisted in Halifax, 2 November 1939 as Airframe Mechanic. To Technical Training School, St. Thomas, 12 January 1940. Promoted AC1, 29 February 1940. To "K", 17 June 1940. To No.5 (BR) Squadron, 5 July 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 15 December 1940. Promoted Sergeant, 1 October 1941. To "K", 15 September 1942. To No.9 BGS, 20 November 1942 (whether to train or to service aircraft is unclear). To Halifax, 30 December 1942; to No.117 (BR) Squadron, 12 January 1943; promoted Flight Sergeant, 1 April 1943; to No.5 Manning Depot, 27 September 1943; to No.4 WS, 11 October 1943; graduated 2 January 1944. Appears to have qualified as an Air Gunner but further details not available. Left the service but rejoined as an LAC, 1952.

This non-commissioned officer was on detached operations in Labrador during the summer of 1941 and worked under difficult conditions, maintaining maximum serviceability. His cheerful disposition and willingness at all times were an inspiration to all who worked under him. He is an excellent airframe mechanic whose devotion to duty has been most outstanding.

* * * * *

JOST, F/L Burton Norris (J7433) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born at Guysboro, Nova Scotia, 2 August 1911. Educated at Guysboro County Academy, 1916-1921, LeMarchant Street School, Halifax, 1921-1924, Morris Street School, Halifax, 1924-1925, Halifax County Academy, 1925-1928, Dalhousie University, 1928-1931 (BSc in Engineering and Science) and Pennsylvania State College, 1931-1934 (Mining Engineering). Considered to have been a scholar of some note. Employed as surveyor for Geological Survey of Canada, one year as labourer for Delaware State Highway Department, mucker and machinist helper with Buffalo Ankerite, five years as a mining engineer and finally a mine captain for Buffalo Ankerite Mines. Home in Dover, Delaware, U.S.A. Enlisted in North Bay, 20 December 1940. Posted next day to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 7 January 1941. To No.1 Manning Depot again, 20 March 1941. To No.3 ITS, Victoriaville, 24 March 1941; graduated and promoted LAC, 20 April 1941; posted on 21 April 1941 to

No.2 EFTS, Fort William; may have graduated 22 June 1941 but not posted to No.6 SFTS, Dunnville until 3 July 1941; graduated and commissioned, 13 September 1941. To Station Trenton, 15 September 1941. To "Y" Depot, date uncertain. To RAF overseas, 27 September 1941. Taken on strength of No.3 PRC, Bournemouth, 13 October 1941. To No.12 OTU, 4 November 1941. To No.419 Squadron, 25 January 1942. Promoted Flying Officer, 10 April 1942. Promoted Flight Lieutenant, 1 September 1942. To No.22 OTU, 24 September 1942. To No.1659 Conversion Unit, 21 May 1943. Appointed Acting Squadron Leader, 16 June 1943 on reposting to No.419 Squadron. Killed in action, 24/25 June 1943 with No.419 Squadron (Halifax JD147).

Flight Lieutenant Jost has displayed courage and determination in his operational sorties against the enemy and, while acting as flight commander, has set an inspiring example to those subordinate to him.

NOTE: Public Records Office Air 2/9604 has recommendation dated 22 September 1942. The text adds nothing to the brief published citation; sorties (31, totalling 148 hours) as follows:

18 February 1942 - Nickels (France)

5 April 1942 - Cologne

8 April 1942 - Hamburg

10 April 1942 - Essen

12 April 1942 - Essen

14 April 1942 - Dortmund

22 April 1942 - Cologne

23 April 1942 - Rostock

16 May 1942 - Boulogne/Le Havre docks

18 May 1942 - St.Nazaire docks

30 May 1942 - Cologne

1 June 1942 - Essen

19 June 1942 - Emden

21 June 1942 - GARDENING, Borkum

22 June 1942 - Emden

25 June 1942 - Bremen

27 June 1942 - Bremen

29 June 1942 - Bremen

6 July 1942 - GARDENING, Lorient

8 July 1942 - Wilhelmshaven docks

13 July 1942 - Duisburg docks

21 July 1942 - Duisburg docks

23 July 1942 - Duisburg docks

25 July 1942 - Duisburg docks

26 July 1942 - Hamburg

28 July 1942 - Hamburg

29 July 1942 - Saarbrücken

31 July 1942 - Düsseldorf

6 August 1942 - Duisburg docks

9 August 1942 - Osnabrück

1 September 1942 - Saarbrücken

Notes: Damaged Wellington Z1572, 26 July 1942, No.419 Squadron, daylight test flight. Port tyre blew on takeoff. He contacted tower and was advised by W/C John Fulton to land with undercarriage down using full starboard brake and little port engine. At the end of the landing run the aircraft ran over a small ridge, tail rose and port propeller struck the ground. Port main plane dragged. It was felt that he had made an excellent landing and but for the ridge the aircraft would have been undamaged.

Slightly injured (temporary amnesia), 21 October 1942 when knocked down by a speeding ambulance at No.22 OTU.

Assessments: On 22 December 1942 Wing Commander M.M. Fleming wrote a report for the period 26 January to 24 September 1942. He was rated extremely high in “Zeal and energy in performance of duties” as well as “Reliability and judgement.” Fleming wrote, “In spite of a quiet manner, is highly efficient and extremely keen.”

On 19 May 1943 he was assessed for work at No.22 OTU, 11 September 1942 to 21 May 1943. General assessment was “Satisfactory” W/C A.W. Oldroyd wrote, “A hard working, conscientious type of officer who has done a good job of work on this unit.” G/C R.B. Jordan added his remarks: “A very pleasant officer who is a good pilot and should do well on his second tour of operations. His only fault is his untidy appearance.”

The website “Lost Bombers” has the following on his being shot shown. Halifax JD147, No.419 Squadron (VR-C), target Wuppertal, 24/25 June 1943. JD147 was one of three No.419 Squadron Halifaxes lost on this operation; the others were JD214 and JD258. Airborne at 2240 hours, 24 June 1943 from Middleton St.George. Shot down by a night-fighter (Ofw Reinhard Kollak, 111./NJG4) and crashed onto the Hammersveld near Herten (Limburg), 3 km southwest of Roermond, Holland. Crew were F/L B.N.Jost, DFC, RCAF (killed); Sergeant J.B.Johnson, RCAF, (killed); Sergeant E.B.Pope (POW), Flight Sergeant A.W.A.Bruce, RNZAF (killed); F/O R.O.E.Goodwin, RCAF (killed); Flight Sergeant L.Barker (POW); Sergeant R.E.Austin (POW).

Sergeant Pope subsequently gave the following statement to Red Cross officials, 15 May 1944:

Our machine was attacked by enemy fighter and set on fire. None of the crew were hit by gunfire. After a futile attempt to put the fire out, F/L Jost gave the orders to bale out, which were received by all members of the crew so far as I know. The plane was still flying at good altitude in westerly direction, and F/L Jost was still at his post when I baled out. I was second out of the plane which was by then a mass of flames. Other members of the crew corroborate this statement and can give no further details.

Jost’s father, Dr. A.C. Jost of Guysborough, wrote frequently to inquire about details, and failing to get these from the RCAF, he contacted any and all whom he could locate who were involved. On 21 June 1945, he wrote to the Minister of National Defence for Air, his letter reading as follows:

Since I could get no information about the loss of my son, Flight Lieutenant Burton N. Jost, from the RCAF, and as I had occasion to doubt some of the Red Cross reports, I have been trying myself to see what I could find out about the incident. This is the story, and I have many reasons for believing that it quite fully represents the course of events.

The crew of the plane, a Halifax bomber, consisted of my son, Goodwin and Johnson, all RCAF personnel with Pope, Barker, Austin and Bruce of the RAF. The target was Wapperthal [sic]. There was no opposition till about the time the target came into sight, when the plane was attacked by a night fighter from underneath. There is reason for believing that a fighter was destroyed, but not before its fire had set ablaze one engine and the fuselage. The fire speedily became serious and it was thought that the target could not be reached, so in the hope of being able to get either to England or to the sea, the plane was turned for home and the bombs dropped. The members of the crew were told that any who wished could bale out, but as Barker's chute had been damaged, none of them thought it was advisable to do so, but all tried to extinguish the fire. It soon became evident that this could not be done, and the order was given to abandon the plane. The four RAF members of the crew did so, the plane being then at a good height. They landed between Benlo and Roermond, Barker quite badly injured and Pope also hurt. Barker was taken to a hospital in Roermond. Pope and Austin were quite soon found and captured by the Germans. Bruce escaped and after some weeks at large, was eventually found by the Germans in a French civil prison in Paris. These members of the crew knew little or nothing about what occurred after they baled out.

One of them, however, was told by the Germans that three bodies which were unidentifiable had been found in the wreck of the plane where it had crashed near Roermond. The Red Cross reported four bodies, which was certainly incorrect. The crash took place within several kilometres of Roermond. And it is possible that there was an error in respect of the identifiability of the bodies, for it seems as if that of one, Goodwin, was identified at once.

With this much information, it is thought that it should not be difficult for your Research Division to fill in any blanks. I wish to know about the place of burial, with possibly a photograph of the grave. Also, I am endeavouring to find out if it is the custom to have a re-internment in a Canadian cemetery. I understand that later there was heavy fighting near Roermond, though the Canadians may not have been involved. I do not know how far from there a Canadian cemetery has been made.

* * * * *

JOWETT, FS (now P/O) Moris Spencer (R201444) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 5 June 1945 as per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 28 May 1925 in Rochdale, Lancashire; home at Eaton Rapids, Michigan. Enlisted in Windsor, 3 February 1943 and posted to No.2 Manning Depot. To No.11 SFTS (guard), 24 March 1943. To No.3 Repair Depot, 14 May 1943. To No.7 ITS, 26 June 1943; graduated and promoted LAC, 3 September 1943 but not posted to No.1 Air Gunner Ground Training School until 1 October 1943; to No.3 BGS, 12 November 1943; graduated and promoted Sergeant, 23 December 1943. To "Y" Depot, 14 January 1944. To No.4 Aircrew Graduate Training School, 16 January 1944. To "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Commissioned 3 April 1945. Repatriated 9 July 1945. To No.1 Composite Training School, 20 July 1945. Promoted Flying Officer, 3 October 1945. Retired 23 November 1945. Lived in Michigan most of his life but moved to Canada in 1998. Died in Sunnybrook Hospital, Toronto, 15 May 2008. Cited with FS Donald E. Gwynne-Vaughan (RCAF air gunner), which see for citation.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by W/C W.F. McKinnon dated 27 March 1945 when he had flown 36 sorties (227 hours 49 minutes):

- 7 August 1944 - Caen (4.05)
- 11 August 1944 - Bois de Casson (5.05)
- 14 August 1944 - Falaise (4.51)
- 15 August 1944 - Soesterburg (4.00)
- 18 August 1944 - Bremen (5.09)
- 18 August 1944 - name of target indecipherable (5.50)
- 25 August 1944 - Brest (4.56)
- 27 August 1944 - Marquis (3.20)
- 31 August 1944 - Cezembre (5.19)
- 18 September 1944 - Domburg (4.27)
- 20 September 1944 - Calais (3.18)

25 September 1944 - Calais (5.00)
28 September 1944 - Cap Gris Nez (3.45)
4 October 1944 - Bergen name of target indecipherable (6.59)
6 October 1944 - Dortmund (7.02)
14 October 1944 - Duisburg (5.32)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Wilhelmshaven (5.35)
23 October 1944 - Essen (5.55)
30 November 1944 - Duisburg (5.55)
21 December 1944 - Cologne (6.31)
28 December 1944 - Opladen (6.25)
30 December 1944 - Cologne (6.34)
2 January 1945 - Nuremburg (9.00)
5 January 1945 - Hanover (5.49)
6 January 1945 Hanau (7.52)
7 January 1945 - Munich (8.55)
14 January 1945 - Merseburg (8.38)
1 February 1945 - Mannheim (7.45)
2 February 1945 - Weisbaden (6.30)
4 February 1945 - Bonn (6.14)
7 February 1945 - Goch (6.14)
13 February 1945 - Dresden (10.25)
16 February 1945 - Chemnitz (8.45)
20 February 1945 - Dortmund (6.36)

27 February 1945 - Pforzheim (8.29)

7 March 1945 - Dessau (9.36)

Throughout his tour, Flight Sergeant Jowett (Air Gunner) has shown himself to be a fearless and highly skilled member of his crew. He has at all times displayed a splendid offensive spirit and a great coolness in the face of enemy fire. On a trip to Pforzheim his aircraft was attacked eight times by Ju.88s, but every attack was successfully beaten off by the exemplary teamwork and efficiency of the gunners. On another occasion, despite the fact that only one of his guns was serviceable and his sights had been blown away, he scored a damaged on a Ju.88.

For coolness and daring under the most difficult circumstances and for great skill as a gunner, I strongly recommend the immediate award of the Distinguished Flying Medal to this NCO.

* * * * *

JOWSEY, F/O Milton Eardley (J6366) - **Distinguished Flying Cross** - No.92 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Ottawa, 21 May 1922; home there. Enlisted in Ottawa 21 October 1940. To Trenton (guard duty), 10 November 1940. To No.1 ITS, Toronto, 28 January 1941; graduated and promoted LAC, 4 March 1941; posted next day to No.4 EFTS, Windsor Mills; to No.6 SFTS, Dunnville, 5 May 1941; graduated and commissioned, 28 July 1941. At "Y" Depot, Halifax, 29 July to 14 August 1941 when embarked for overseas. In Iceland, 27 August to 10 September 1941. Arrived in UK, September 1941. Further trained at No.53 OTU, 7 October to 25 November 1941. With No.234 Squadron, 25 November 1941 to 7 April 1942. Left Britain via Takoradi to North Africa, arriving at Takoradi on 11 May 1942 and No.22 Personnel Transit Camp, 26 June 1942. Promoted Flying Officer, 28 July 1942. Posted to Nos.33 Squadrons, 6 August 1942; to No.92 Squadron, 6 December 1942, serving until 3 September 1943 (promoted Flight Lieutenant, 28 July 1943. Arrived in UK, 18 October 1943. Repatriated to Canada, 13 November 1943. With No.135 Squadron, Terrance, British Columbia, 10 January to 10 March 1944, and No.135 Squadron, Patricia Bat, 10 March to 7 April 1944. At No.1 OTU, Bagotville, 8 April to 13 August 1944. Left Canada, 30 August 1944. Arrived UK, 5 September 1944. To No.442 Squadron, 30 September 1944. Promoted Squadron Leader, 19 December 1944. Reported missing (POW), 22 February 1945. Safe in UK, 5 April 1945; to Canada, 23 April 1945; released 30 June 1945. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 15 February 1944.

Claimed 35 sorties (40 hours) with No.234 Squadron in UK, November 1941 to March 1942; 60 sorties (70 hours) with No.33 Squadron on Hurricanes, summer 1942; to No.92 Squadron in December 1942, flying 100 sorties (113 hours) in Army support, North Africa; to Malta, June 1943 and flew 45 more sorties (53 hours) on army support, Sicily. Total of 276 hours 50 minutes on operations. First sortie on 12 January 1942; first sortie with Desert Air Force, 16 August 1942. Christopher Shores, **Aces High** (2nd edition), provided the following listing of victories: **3 November 1942**, one Ju.87B damaged flying Hurricane BN501, R/33, desert; **21 January 1943**, one Ju.87 destroyed flying Spitfire AR494, D/92, Tripoli-Castel Benito; **7 March 1943**, one Bf.109 damaged flying Spitfire ER4744, C/92, Medenine; **18 April 1943**, one MC.202 destroyed flying Spitfire EN143, 12/92, Gulf of Tunis; **11 July 1943**, one Ju.88 destroyed flying Spitfire EN188, 6/92, Gela-Comiso; **14 July 1943**, one MC.202 destroyed flying Spitfire EN333, 7/92, north of Augusta; **15 July 1943**, one MC.202 damaged, flying Spitfire ES148, E/92, Syracuse-Augusta; **6 October 1944**, one FW.190 probably destroyed, flying Spitfire PL495, M/442, Nijmegen area; **2 November 1944**, one FW.190 destroyed, flying Spitfire MJ463, J/442, Winterwijk. Photo PL-10254 shows him in North Africa by truck. Photo PL-10254 shows him by hood of a truck. Photo PL-377603 taken after investiture with his mother. Postwar he attended University of Toronto, graduating 1949 in mining engineering which career subsequently took him world-wide in research and development of mining technology. Died in Copper Cliff, Ontario, 14 August 2004 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005.

Recently with another pilot Flying Officer Jowsey attacked a large force of enemy aircraft over Catania airfield. During the ensuing engagement he personally destroyed one of them bringing his victories to at least four enemy aircraft destroyed. A cool and capable leader, his courage and determination to engage the enemy have set a fine example to his fellow pilots and have contributed in no small measure to the successes achieved by his squadron.

NOTE: Public Record Office WO 208/3326 has MI.9 report of his evasion

I left Eindhoven on a dive-bombing operation at 1310 hours on 22 February 1945. I was dive-bombing a staff car and ran into my own ricochet, which hit my engine and I was forced to bale out. I landed near some woods close to Wullen (Germany, 1:150,000, Sheet K.53 A 48), hid my parachute and Mae West in an old shed and went further into the woods.

Soon afterwards a lot of civilians started to search the woods but I was well hidden and after searching for about an hour they left.

As soon as they left I started walking north west and with intermitant rests of half an hour, walked all night and the next day until round 1600 hours.

I finally went to a farmhouse and a woman took me in and gave me some food. She got in touch with the farmer in the next farm, who took me to his house where I stayed for three days. They took me to Boekelo (Sheet K5 V3) where I stayed until the British troops arrived on 1 April.

* * * * *

JOY, F/O William Norman (C18841) - **Distinguished Flying Cross** - 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 23 April 1921 at Coppercliff, Ontario; home in North Bay. Educated at Agricultural College, Kempville, Ontario. Enlisted in Galt, 28 August 1940 as Airframe Mechanic. To No.6 Repair Depot, 9 October 1940. Promoted AC1, 28 November 1940. To No.10 Repair Depot, 11 January 1941. Promoted LAC, 1 April 1941. To Rockcliffe, 27 October 1941. To RAF overseas, 2 November 1941. Promoted Corporal, 1 July 1942. Remustered to aircrew (Flight Engineer), 22 November 1942 and promoted Sergeant. Promoted Flight Sergeant, 22 May 1943. Commissioned 7 October 1943. Promoted Flying Officer, 13 March 1944. Repatriated 9 August 1945. To No.16 SFTS, 21 August 1945. Retired 19 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.1941 (RG.24 Vol.20612) has recommendation dated 22 May 1945 when he had flown 50 sorties (319 hours ten minutes). First tour lasted from 23 January 1943 to 22 June 1943 (30 trips with No.419 Squadron), while the second ran from 2 December 1944 to 22 April 1945 (20 trips, divided between No.428 Squadron - six sorties - and No.419 Squadron - 14 sorties).

Flying Officer Joy has completed two tours of operations totalling 50 operational sorties, all against Germany's most heavily defended areas. He has always shown the greatest keenness for operations and it appeared the tougher the target the better he liked it. He has always proven to be an asset to his section and was untiring in his efforts to pass on his operational experience to new Engineers in his section and proved to be an inspiration to all. His courage is undoubted and his engineering skill of high average.

The complete sortie list was as follows:

No.419 Squadron

23 January 1943 - Lorient (6.58)

7 February 1943 - Lorient (7.00)

14 February 1943 - Cologne (5.50)

16 February 1943 - Lorient (6.10)

18 February 1943 - Gardening, Frisians (4.30)

19 February 1943 - Wilhelmshaven (4.40)

3 March 1943 - Hamburg (6.00)

5 March 1943 - Essen (4.50)

8 March 1943 - Nuremberg (9.05)

11 March 1943 - Stuttgart (7.50)

22 March 1943 - Gardening, St. Nazaire (6.50)

26 March 1943 - Duisburg (4.45)

27 March 1943 - Berlin (7.20)

29 March 1943 - Berlin (7.50)

8 April 1943 - Duisburg (5.35)

10 April 1943 - Frankfurt (7.20)

16 April 1943 - Pilsen (10.25)

4 May 1943 - Domburg (5.05)

12 May 1943 - Duisburg (5.50)

13 May 1943 - Bochum (5.40)
23 May 1943 - Dortmund (3.05)
27 May 1943 - Essen (4.55)
29 May 1943 - Wuppertal (5.15)
12 June 1943 - Bochum (5.15)
15 June 1943 - target name uncertain (4.35)
19 June 1943 - Le Creosot (7.10)
21 June 1943 - Mulheim (4.20)
22 June 1943 - Elberfeld (5.05)
25 June 1943 - Gelsenkirchen (5.05)
28 June 1943 - Cologne (6.20)

No.428 Squadron

2 December 1944 - Hagen (6.55)
4 December 1944 - Karlsruhe (7.25)
5 December 1944 - Soest (7.15)
6 December 1944 - Osnabruck (6.30)
18 December 1944 - Duisburg (6.15)
22 December 1944 - Cologne (6.35)

No.419 Squadron

4 February 1945 - Bonn (6.10)

13 February 1945 - Dresden (10.45)
20 February 1945 - Dortmund (7.15)
21 February 1945 - Duisburg (6.25)
23 February 1945 - Pforzeim (8.55)
27 February 1945 - Mainz (6.55, day)
12 March 1945 - Dortmund (6.40, day)
20 March 1945 - target name illegible on form (6.05)
22 March 1945 - Hildesheim (6.40, day)
25 March 1945 - Hanover (6.20, day)
8 April 1945 - Hamburg (5.50)
13 April 1945 - Kiel (5.45)
16 April 1945 - Schwandorf (8.45)
22 April 1945 - Bremen (5.55, day)

* * * * *

JOYAL, FS Joseph Eugene (R51350) - **Mention in Despatches** - No.426 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 8 December 1907. Home in Winnipeg; enlisted there 18 October 1939 as Aero Engine Mechanic. To Trenton, 9 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 15 December 1940. To No.12 SFTS, 16 May 1941. Promoted Sergeant, 1 October 1941. To "Y" Depot, 1 September 1942. To RAF overseas, 24 September 1942. Promoted Flight Sergeant, 1 January 1944. Promoted WO2, 10 March 1944. Repatriated via Debert, 3 July 1945. Retired 26 September 1945. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation (for a BEM) dated 26 August 1943, at which time he was NCO in charge of "A" Flight servicing, No.426 Squadron.

This airman is extremely efficient and reliable. He has ability to supervise an unusual volume of work with constant attention to detail. During his service with the squadron, his inspiring devotion to duty, both during the period of heavy operational pressure, and

also of re-organization, with his technical ability and contagious cheerfulness, have resulted in a uniformly high standard of efficiency throughout his station. The splendid operational record of the squadron and the unbounded confidence of the aircrew in their aircraft, are due in no small manner to the leadership and devotion of this non-commissioned officer.

JOYAL, WO1 Joseph Eugene (R51350) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation for an MBE dated 5 May 1945 when he was NCO in charge of Servicing Squadron, Linton-on-Ouse.

Warrant Officer Joyal has served with No.426 Squadron, and lately with Servicing Squadron on this Station for the past 21 months. During this long period, his strenuous efforts and leadership have been an outstanding contribution to our operations. On numerous occasions he has worked long hours in excess of that required by duty, and has always met the most stringent requirements willingly and successfully. He has won the loyalty and respect of all who have worked with him.

* * * * *

JOYCE, S/L Robert Gray (J6168) - **Mention in Despatches** - Base Reception Depot, Worli, India - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Denzil, Saskatchewan, 17 October 1920. Educated in Banff and Calgary; enlisted in Calgary, 25 October 1940 where he had been a bank teller for three years; at No.2 Manning Depot, Brandon, 25 October to 26 November 1940; on strength of No.2 Training Command Headquarters, Winnipeg, 27 November 1940 to 16 January 1941. To No.2 ITS, 17 January 1941; graduated and promoted to Leading Aircraftman 16 March 1941; to No.5 EFTS, Lethbridge; 17 March 1941; graduated 3 May 1941 and posted next day to No.7 SFTS, Macleod, Alberta; graduated 15 July 1941 when promoted to Sergeant; commissioned a Pilot Officer next day). To "Y" Depot, Halifax, 8 August 1941. Embarked from Canada, 9 August 1941; arrived in United Kingdom, 31 August 1941. Posted to No.1 (Coastal) Operational Training Unit, 4 March 1942; to No.500 Squadron, 21 August 1941, serving with that unit on anti-submarine patrols until 10 October 1942. Promoted Flying Officer, 16 July 1942. With No.217 Squadron, 26 October 1942 to 7 July 1943. Promoted Flight Lieutenant, 16 July 1943. This was followed by various

postings around India - No.179 Wing (ferrying Hudsons), 23 October 1943 to 25 August 1944 (promoted Squadron Leader, 30 March 1944); No.52 Squadron, 25 August to 4 October 1944. Posted back to Britain where he attended No.1513 Beam Approach Training Flight, 26 December 1944 to 2 January 1945, followed by No.107 (Transport) OTU, 3 January to 31 January 1945; served with No.437 Squadron (1 February to 8 August 1945), No.422 Squadron (9 August to 30 August 1945), No.436 Squadron (Down Ampney), 1 September to 3 October 1945, and No.435 Squadron, 3 October 1945 onwards (took another Beam Approach course, 11-17 October 1945). Killed in flying accident, 13 February 1946 (Dakota III KG397). Aircraft was on a passenger run, Buckeburg to Croydon. Forecast was poor and he landed at Manston. After checking weather again he took off at 1055 hours, flying at 2,500 feet between two layers of 6/10 cloud. Approaching Croydon he tried "Gee" homing but could not pick up "V" beams. Overshot the field, turned about and was letting down when he hit a 12-foot hedge on a 700-foot ridge. The aircraft crossed a valley and struck on the other side against a 650-foot hit. Eight persons were killed, 14 seriously injured and two uninjured. At the time he had 1,485 hours of flying including 379 solo hours on Dakotas. Accident ruled to be due to "culpable negligence". No citation to Mention in Despatches. RCAF photo PL-44173 (ex UK-21850 dated 31 May 1945) is captioned as follows: "Part of an aircraft filled with French and Belgian prisoners of war just released. Here they are being flown home by members of the RCAF Husky Squadron stationed near Brussels. On shoulders of ex-POWs are F/O Louis Botari (Welland, Ontario, S/L Robert Joyce (Calgary), and Flying Officers Harry McKinley (Brooklyn, New York) and John Rehenuc (Windsor)."

JOYCE, S/L Robert Gray (J6168) - **Air Force Cross** - No.437 Squadron (deceased; AFRO gives unit only as "Overseas") - Award effective 12 February 1946 as per **London Gazette** dated 13 June 1946 and AFRO 726/46 dated 26 July 1946. No citation in AFRO or biographical file. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation dated 16 June 1945 when he had flown 1,470 hours, 210 in previous six months. Officer Commanding "A" Flight. Killed in flying accident with No.435 Squadron, 13 February 1946 (Dakota KG397); buried in UK.

After completing a tour flying transport aircraft under arduous conditions in India and Burma, this officer commenced his second tour with this squadron on the Transport and Airborne role in February 1945. Since that time he has completed a considerable number of sorties and has always proved himself one above average pilot an enthusiastic and resourceful captain of aircraft.

This officer by his determination, excellent leadership as Flight Commander and great devotion to duty has set an example of the highest order to the rest of the squadron.

NOTE: Public Records Office Air 2/9670 has recommendation for another award giving unit as No.435 Squadron and flying hours as 1,636, of which 928 had been operational and 150 in previous six months. Originally thought to have been for his 1945 Mention in Despatches but owing to nature of document (recommendations for 1946 awards) is more likely related to his AFC).

This officer, who is a deputy flight commander, has been flying aircraft for Transport Command since 1943. His assignment in the transport of passengers and freight have ranged from China, Burma and India to most of the airfields in Eastern and Western Europe. At one period of intensive activity Squadron Leader Joyce flew urgent and valuable loads to the forward areas of the Western front, often during very adverse weather. More recently, as a flight commander, this officer has set a sterling example to all.

Training: Course at No.2 ITS was 20 January to 20 February 1941. Subjects were Mathematics (91/100), Armament, practical and oral (61/100), Signals (99/100), Hygiene and Sanitation (33/40), Drill (70/100), Law and Discipline (57/60). Placed 46th in a class of 115. "Good average type, reliable and persevering." (W/C J.H. Burden).

Course at No.5 EFTS was 17 March to 3 May 1941. Flew Tiger Moths (31.45 dual, 31.15 solo, of which 7.35 was instrument). Also logged ten hours in Link. "Not tested on aerobatics. Instrument flying above average. With more practice should make T.E. pilot." (M. Smith, Chief Instructor). Ground courses in Airmanship (184/200), Airframes (78/100), Aero Engines (65/100), Signals, practical (84/100), Theory of Flight (70/100), Air Navigation (192/200), Armament, oral (183/200); qualities as an officer marked at 140/200. Placed seventh in a class of 83. "Above average ability - good appearance - hard worker - conduct very good." (F/L R.F. Gladden, Chief Supervisory Officer).

Course at No.7 SFTS was 4 May to 15 July 1941. Flew Anson aircraft (32.55 day dual, 36.20 day solo, 5.25 night dual, 4.45 night solo). Of this, 12.30 on instruments. Also logged 20 hours in Link. "This pupil shows ability and good judgement in all his flying. An average pilot with the only fault being a trend to large circuits." (F/L F.H. Pearce, who later served with him as a member of No.436 Squadron). Ground courses were Airmanship and Maintenance (105/200), Armament, written (71/100), Armament, practical (87/100), Navigation and Meteorology (162/200), Signals, written (90/100), Signals, practical (37/50). "Good type, hard worker, very keen." (S/L Bawlf, Chief Ground Instructor).

Course at No.1 (Coastal) Operational Training Unit was 9 December 1941 to 3 March 1942. At OTU he flew 15.55 day dual, 15.20 day as second pilot, 56.40 day as first pilot (of this, 47 hours was "crew training"), 2.15 night dual, 1.45 night as second pilot, 8.40 night at first pilot. Of this, 10.25 was "crew training". At OTU he logged 4.30 on instruments and two hours on formation flying. Also logged 24 hours in Link. He dropped 27 bombs as a pilot, 13 bombs as bomb aimer all by day), fired 100 rounds air-to-air and 400 round air-to-ground. "Well above average. Has shown great aptitude as a Hudson pilot." (signature looks like "Halley", a Group captain). He was described as "average" or "above average" in most flying categories and "exceptional" in "natural aptitude" and "skill in landing". The following points were noted under "Distinctive Qualities":

Persistence: Does he keep on trying or is he easily discouraged ? ("Above average")

Sense of Responsibility: Has he common sense or is he over-confident ? ("Above average")

Endurance: Does he put up a consistently satisfactory performance under conditions of strain ? ("Exceptional")

Leadership: Has he taken the lead in any activities ? Would he make a good captain of aircraft or Flight leader ? ("Above average".)

Method: Does he work systematically to a plan ? ("Above average")

Deliberation: Does he act decisively for reasons or on impulse ? ("Exceptional")

Initiative: Does he want to try things on his own ? ("Exceptional").

Dash: Is he quick and decisive in action ? ("Exceptional").

Distribution of Attention: Does he find it difficult to do more than one thing at a time ? ("Above average")

Self-Control: Does he get flustered ? ("Exceptional")

General Assessment of Suitability as Operational Pilot: ("Exceptional")

Course at No.1528 Beam Approach Training Flight consisted of ten hours 15 minutes on Oxfords and seven hours ten minutes in Link. Tested in Beam Approach Procedure and "Q" Code in Link (150/200), Receiver Operation (64/100), Instrument Flying (158/250), Cloud and Night Flying (158/250), General Application of Beam Approach Flying (126/200). "An average R.R. pilot who completed good exercises during the courses. Link - very competent Range and I.F."

Accident Prior to Fatal Crash

On 5 April 1942 with No.500 Squadron, day operational sortie he swung on takeoff as he opened throttle, ground looped and got into rough ground. Aircraft repairable. "This pilot was only recently posted to the unit from No.1 (Coastal) OTU Silloth and has tended to become somewhat overconfident. He has been disciplined in so far as losing his crew and detailed to fly as second pilot to a more experienced captain. He is also undergoing further training."

Assessments: Form dated 8 April 1945, No.437 Squadron, stated he had flown 1,358 hours as a pilot, 82 in previous six months. Graded high in all categories ("Zeal and energy in the performance of duties", "Personality, force of character and leadership", "Reliability and judgment", "Initiative", "Ability on present duties" and "General standard of professional ability." Wing Commander J.A. Sproule wrote, "A very sound and conscientious Flight Commander, who is well above the average in his bearing as an officer, and in his general standard of professional ability. Since operating with this squadron he has always proved himself as a capable leader of men. Strongly recommend for promotion to temporary rank of Squadron Leader."

“An officer of considerable experience who discharges his duties in a satisfactory manner.” (W/C C.N. McVeigh, No.435 Saquadron, 23 October 1945).

* * * * *

JOYNER, F/O Robert Campbell (J37161) - **Distinguished Flying Cross** - No.419 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 1921, Kingston, Ontario; home in Toronto (teacher). Enlisted in Toronto, 30 June 1942. To No.1 Manning Depot, 19 August 1942. To No.9 SFTS (guard), 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.4 AOS until 29 May 1943; graduated and commissioned 15 October 1943. To “Y” Depot, 29 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 15 April 1944. Repatriated to Canada 5 August 1945; released 13 September 1945. Attended University of Toronto and obtained a Ph.D in Psychology. He devoted his career to research and teaching at the U of T, York University and McMaster University, and was Dean of the McMaster Business School from 1974-1979. Died in Toronto, 8 September 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.9 Vol.20612) has recommendation by W/C M.E. Ferguson dated 23 March 1945 when he had flown 33 sorties (213 hours 50 minutes), 27 August 1944 to 27 February 1945.

This Navigator has completed 33 operational sorties of which 28 were on the main targets in Germany. Flying Officer Joyner is considered one of the best Navigators that has ever operated with this squadron, and on many occasions whilst returning from a target it has mainly through this officer's skill under hazardous circumstances that the aircraft returned to base. Flying Officer Joyner has always set a courageous example and I consider that his selfless devotion to duty under all circumstances fully merits the award of the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

27 August 1944 - Mimeyecques (3.45)

29 August 1944 - Stettin (10.00)

12 September 1944 - Dortmund (5.45)
18 September 1944 - Walcheren (4.00, day)
27 September 1944 - Bottrop (5.50, day)
28 September 1944 - Cap Gris Nez (3.40, day)
6 October 1944 - Dortmund (6.40)
23 October 1944 - Essen (6.10)
25 October 1944 - Essen (5.45)
28 October 1944 - Cologne (5.45, day)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.30)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (5.40)
6 November 1944 - Gelsenkirchen (5.20, day)
16 November 1944 - Julich (5.30, day)
18 November 1944 - Munster (5.45, day)
21 November 1944 - Castrop Rauxel (6.50)
27 December 1944 - Opladen (6.20)
29 December 1944 - Scholven (6.45)
30 December 1944 - Cologne (6.20)
2 January 1945 - Nuremburg (9.00)
5 January 1945 - Hanover (5.35)
6 January 1945 - Hanua (6.55)
28 January 1945 - Stuttgart (7.50)
1 February 1945 - Ludwigshaven (7.25)

2 February 1945 - Wiesbaden (6.15)

4 February 1945 - Bonn (6.20)

7 February 1945 - Goch (5.55)

13 February 1945 - Dresden (9.35)

21 February 1945 - Duisburg (6.25)

23 February 1945 - Pforzheim (9.00)

27 February 1945 - Mainz (7.00)

* * * * *

JUDAH, F/L Francis Thomas (J9508) - **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 Fredericton, New Brunswick, 21 June 1914; home in Edmonton, Alberta. See **Field of Honour** (Bank of Montreal, c.1950). Enlisted in Edmonton, 9 April 1941. To No.2 Manning Depot, 18 April 1941. To No.10 SFTS (guard), 2 May 1941. To No. 2 ITS, 8 June 1941; graduated and promoted LAC, 21 July 1941 when posted to No.3 AOS; graduated 12 October 1941 when posted 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 No.6 AOS as navigation instructor, 16 January 1942; to No.1 CNS, Rivers, 11 September 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 22 November 1942; to RAF overseas, 2 February 1943. Promoted Flight Lieutenant, 26 September 1943. At war's end was Senior Navigation Officer at Tholthorpe. Repatriated to Canada 7 June 1945; to Debert, 8 June 1945. Released 13 September 1945. 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." Pay card shows him as being Squadron Leader as of 16 September 1945 - three days **after** his retirement ! 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 19 sorties (136 hours 35 minutes), 27 July 1943 to 12 May 1944. However, the sortie sheet lists 20 trips (19 successful). All are on Halifaxes save that of 12 May 1944.

27 July 1943 - Hamburg (5.50)
29 July 1943 - Hamburg (6.00)
30 July 1943 - Remscheid (5.45)
2 August 1943 - Hamburg (4.40), DNCO
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 (7.15)
27 September 1943 - Hanover (6.40)
3 October 1943 - Kassel (6.35)
3 November 1943 - Dusseldorf (5.45)
29 December 1943 - Berlin (7.20)
8 April 1944 - GARDENING, Frisians (3.40)
10 April 1944 - Ghent (4.20)
12 May 1944 - Louvain (4.50)

This officer has completed 19 night operations against the enemy including fifteen against main German industrial targets.

Since 26th September 1943 he has held the post of Squadron Navigation Leader and his work in this capacity has been of an exceptionally high order. The example and experience which he has passed on to those under his command has been reflected in the very high standard of navigation and high esprit de corps in his section.

I consider that this officer's hard work, the inspiring leadership and the devotion to duty which he has shown fully merits the non-immediate award of the Distinguished Flying Cross.

JUDAH, S/L Francis Thomas, DFC (J9508) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945.

Squadron Leader Judah fulfils his duties as Station Navigation Officer in an exemplary manner. His cheerfulness and devotion to duty are an inspiration to the other members of his station.

* * * * *

JULIAN, F/L Thomas Augusta (J16191) - **Distinguished Flying Cross** - No.100 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943. American in the RCAF; born 27 October 1917; home in Shreveport, Louisiana; enlisted in Windsor, Ontario, 8 May 1941 and posted to No.2 Manning Depot. To No.2 ITS, 1 July 1941; graduated and promoted LAC, 7 August 1941 when posted to No.2 EFTS; graduated 24 September 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 19 December 1941. To "Y" Depot, 20 December 1941. To RAF overseas, 7 January 1942. Commissioned 3 October 1942; promoted Flying Officer, 3 April 1943; appointed Acting Flight Lieutenant, 4 April 1943. Transferred to American forces, 25 May 1943.

This officer has completed numerous operational sorties. On one occasion he flew his aircraft safely back from a mission to the Ruhr under very difficult circumstances. Many of his flights have been attacks on the most heavily defended targets in Germany

including Essen, Kiel, Hamburg and Duisburg. Throughout all his sorties he has displayed the utmost determination, gallantry and devotion to duty.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 9 May 1943 by the Commanding Officer, No.100 Squadron, when he had flown 28 sorties (160 hours 20 minutes). Sortie list and submission as follows:

31 July 1942 - Dusseldorf - Target successfully attacked

1 September 1942 - Saarbrucken - Target successfully attacked

2 September 1942 - Karlsruhe - Target successfully attacked

4 September 1942 - Bremen - Target successfully attacked

6 September 1942 - Duisburg - Aircraft severely handled by fierce enemy defences. Last resort target bombed on western fringe of Ruhr. Complete failure of port engine over Holland resulting in single-engine landing at Martlesham Heath (Mentioned in Command Routine Order No.A.186/42).

10 September 1942 - Dusseldorf - Target successfully attacked

13 September 1942 - Bremen - Target successfully attacked

14 September 1942 - Wilhelmshaven - Target successfully attacked

23 September 1942 - Elbe River - Mines successfully laid near mouth of river.

24 September 1942 - Isle of Heligoland - Mines successfully laid.

12 October 1942 - Fredericia - Mines successfully laid.

24 October 1942 - Milan - Target successfully attacked

8 November 1942 - Lorient - Mines successfully laid.

9 November 1942 - Kiel - Target successfully attacked

9 February 1943 - St. Nazaire - Mines successfully laid.

12 February 1943 - Frisian Islands - Mines successfully laid.

13 February 1943 - Lorient - Target successfully attacked - landed Cranwell for lack of fuel.

16 February 1943 - Lorient - Target successfully attacked

19 February 1943 - Wilhelmshaven - Target successfully attacked

12 March 1943 - Essen - Target successfully attacked - intense searchlight and flak activity encountered.

22 March 1943 - St. Nazaire - Target successfully attacked - good photograph taken

3 April 1943 - Essen - Target successfully attacked - intense searchlight activity encountered.

4 April 1943 - Kiel - Target successfully attacked - accurate flak encountered.

8 April 1943 - Duisburg - unable to climb, last resort target bombed. Flak area around Amsterdam.

9 April 1943 - Duisburg - Target successfully attacked - accurate heavy flak encountered.

13 April 1943 - Spezia - Target successfully attacked - good photograph taken.

16 April 1943 - Pilsen - Target successfully attacked - average height over trip, 500 feet.

18 April 1943 - Spezia - Target successfully attacked

This officer is from Texas in the United States of America and volunteered for active service in the Royal Canadian Air Force.

Having completed numerous operational sorties with his previous unit he joined this squadron when it was reformed. His previous experience and the example he set has been an invaluable asset to the success the squadron has already achieved. The morale of the squadron has been maintained at a very high level which can be attributed to his ever cheerful disposition. He has now successfully completed his operational tour which had included attacks against some of the most heavily defended targets in Germany.

Through his fine record of achievement he has displayed qualities of leadership and determination, setting a fine example to his crew. The targets which he has successfully attacked include Essen, Bremen and Dusseldorf as well as the industrial centres in Italy.

Also on 9 May 1943 the Officer Commanding, Station Binbrook, wrote:

This officer is an American citizen and has just completed his first tour of 28 ½ operational sorties. He first operated on Wellington aircraft, then converted to Lancasters and on both types he performed his operations with the same keenness and determination. He came under notice in September last for successfully bringing his aircraft back from the Ruhr under difficult circumstances, and this episode was the subject of Command citation for notable war services. Flight Lieutenant Julian impresses one with his enthusiasm and cheerful purpose. He is an excellent tonic within the squadron, and is a great uplifter of morale. Strongly recommended for the award of the Distinguished Flying Cross.

* * * * *

JUSTASON, F/L Louis Arnold (C8737) - **Mention in Despatches** - No.6 Group (AFRO gives only "Overseas" for unit) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Pennfield, Charlotte County, New Brunswick, 3 October 1913; home there (teacher from 1931 to 1938. University of New Brunswick, graduating 1940. Admitted to New Brunswick Bar in 1941; then employed by a law firm. Enlisted and commissioned in Moncton, 31 October 1941; posted overseas, 24 December 1941; to Boscombe Down, 20 January 1942; to No.109 Squadron, 21 January 1942; promoted Flying Officer, 1 May 1942; to Elsham Wolds, 10 June 1942; to Station Binbrook, 9 August 1942; to No.6 Group, 1 December 1942; promoted Flight Lieutenant, 1 December 1942; promoted Squadron Leader, 1 May 1944. Repatriated to Canada with No.408 Squadron, 17 June 1945; posted that date to No.5 OTU; to Eastern Air Command, 21 July 1945; to Station Greenwood, 1 August 1945; released 25 September 1945. Moved to Calgary in 1948. Appointed Queen 's Counsel, 1957. Appointed to Provincial Court of Alberta, returning 1983. Died at Harvie Heights, Alberta (near Calgary), 3 February 2004. No citation. Photo PL-28196 (ex UK-9264 dated 27 March 1944) show five Flying Control Officers in No.6 Group - F/O W.A. Warwick (Toronto), F/L Frederick Cleland (Westmount), S/L Frank Stanley (Toronto), F/O Louis Justason (Pennfield, New Brunswick) and F/O B.T. O'Beirn (Toronto).

JUSTASON, S/L Louis Arnold (C8737) - **Member, Order of the British Empire** - No.6 Group (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. Flying Control Officer. No citation. However, the following assessment dated 12 March 1945 by W/C L.L. MacKinnon, No.64 Base, may be relevant:

Extremely capable officer, who carried out his duties on the base with the utmost display of initiative and ability.

* * * * *

JUSTICE, FS Robert Walter (R112556) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 20 March 1920. Born 20 March 1920. Home in Toronto; enlisted there 24 June 1941 as Cook and posted to No.1 Manning Depot. To No.4 Wireless School, 7 July 1941. Promoted AC1, 24 September 1941. Appointed Acting Corporal (unpaid), 11 November 1941. Promoted LAC, 1 January 1942. Promoted Corporal, 1 August 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 25 September 1942. Promoted Sergeant, 6 May 1943. Repatriated to Canada 13 June 1945; released 31 August 1945. Died in Toronto, 10 June 2015. 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, 28 months overseas.

As NCO in charge of the Airmen's Mess, Flight Sergeant Justice has worked long hours beyond normal requirements with a cheerful and loyal manner. He is devoted to duty and can be relied upon to keep his Section operating efficiently no matter how difficult conditions may become. He is definitely a good organizer combined with a trade ability that is outstanding in all respects. Flight Sergeant Justice has never failed to give the utmost of himself to his work and maintains a standard in the Airmen's Mess that would be hard to equal.

* * * * *

JUTRAS, F/O Joseph Rene (J26321) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Plessisville, Quebec, 20 December 1919; home there (clerk). Enlisted in Ottawa, 13 August 1941 as general clerk and posted to No.4 Manning Depot. To No.2 ANS, 9 September 1941. Promoted AC1, 25 November 1941. To No.2 "Y Depot, 27 May 1942. Promoted LAC, 1 July 1942. Remustered to aircrew, July 1942 and posted to No.3 ITS as of 1 August 1942; graduated 24 September 1942 when posted to No.11 EFTS; ceased training 29 November 1942 when posted to No.1 Composite School; to No.1 SFTS, 29 December 1942; to No.1 CNS, 23 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer,

14 November 1943. Repatriated 15 November 1944. To No.1 Training Command, 11 January 1945. To No.1 Air Command, 15 January 1945. To No.2 Release Centre, 24 January 1945. Retired 16 March 1945. Rejoined RCAF, 21 May 1948 (121432) as Photo Officer and assigned to No.22 Photo Wing; remained in force until at least 1950. Died at St. Hubert, Quebec, 19 October 2013; obituary gave date of birth as 30 December 1919.

Flying Officer Jutras has participated in operational sorties against such major targets as Stuttgart, Hamburg and Wesseling. His conduct in the face of danger has at all times been exemplary and has marked him as an outstanding member of his crew. In July 1944, during an attack against Hamburg, his aircraft encountered intense anti-aircraft fire. Flying Officer Jutras' cheerful courage and skill contributed largely to the success of the attack. This officer has invariably displayed great initiative, reliability and unswerving devotion to duty.

The original recommendation was drafted by W/C J. Lecomte 13 August 1944 when he had flown 25 sorties (120 hours 35 minutes), found in DHH file 181.009 D.1633, Library and Archives Canada RG.24 Volume 20603 with the following sortie list and text:

Previous to No.425 Squadron - Sea Search (5.45)

19 April 1944 - Sea Search (4.30)

8 May 1944 - St. Pierre (4.20)

9 May 1944 - Calais (3.45)

22 May 1944 - Le Mans (5.10)

27 May 1944 - Bourg Leopold (4.55)

31 May 1944 - Au Fevre (4.35)

27 June 1944 - Foret d'Eawy (4.40)

1 July 1944 - Biennais (4.25)

3 July 1944 - Biennais (4.25)

5 July 1944 - Biennais (3.20)

18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme de Forestel (4.15)
24 July 1944 - Ferfay (4.00)
25 July 1944 - Stuttgart (8.00)
28 July 1944 - Hamburg (5.50)
30 July 1944 - Amaye sur Seulle (4..45)
31 July 1944 - Oeuf en Ternois (5.10)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (5.05)
9 August 1944 - Foret de Nieppe (3.35)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Foret de Montrichard (5.20)

A navigator of highly commendable ability, courage and devotion to duty, Flying Officer Jutras has participated in offensive sorties against such major targets as Stuttgart, Hamburg and Wesseling. His conduct in the face of danger has at all times been exemplary, and has readily marked him as the outstanding member of his crew.

On the occasion of a recent attack on Hamburg, where intense flak was encountered, this officer's cheerful courage and consummate skill provided a splendid example to his crew and contributed in a large measure to the operational success of the operational flight.

Flying Officer Jutras has displayed great initiative in all his undertakings. His reliability and unswerving devotion to duty mark him as an ideal leader of men. I consider that his fine record of achievement fully merits the award of the Distinguished Flying Cross.

