

KABBASH, F/O Alexander David (J26354) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 18 March 1915 in Syria; home in Montreal; enlisted there 15 June 1942. To No.5 Manning Depot, 6 July 1942. To No.9 BGS (guard), 28 August 1942. To No.3 ITS, 24 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.7 AOS until 23 January 1943; graduated and commissioned 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 14 November 1943. Repatriated 5 August 1945; released 12 September 1945. Died in Montreal, 8 January 2003. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/ has recommendation dated 15 October 1944 when he had flown 31 sorties (159 hours 10 minutes), 5 June to 9 October 1944.

5 June 1944 - Special Patrol
7 June 1944 - Foret de Cerisny
12 June 1944 - Gelsenkirchen
22 June 1944 - Reims
24 June 1944 - Le Hayons
25 June 1944 - Ligescourt
27 June 1944 - Vaires
29 June 1944 - Sirancourt
30 June 1944 - Oisement/Neuville
5 July 1944 - Dijon
14 July 1944 - Revigny
18 July 1944 - Caen
23 July 1944 - Kiel
25 July 1944 - Wanne Eickel
5 August 1944 - Blaye
7 August 1944 - Fontenay
9 August 1944 - Chatellerault
12 August 1944 - Russelheim
16 August 1944 - Stettin
18 August 1944 - Sterkrade
29 August 1944 - Stettin
10 September 1944 - Le Havre
12 September 1944 - Stuttgart
16 September 1944 - Leuwarden
17 September 1944 - Westkapelle
19 September 1944 - Rheydt
26 September 1944 - Cap Gris Nez
3 October 1944 - Westkapelle
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
9 October 1944 - Bochum

Flying Officer Kabbash, a Canadian, has carried out 31 highly successful sorties on his operational tour with this squadron, many of them against aggressively defended targets in Germany and in support of the invasion by out land forces.

This officer has at all times displayed a highly commendable keenness and determination to complete the task in hand, and the splendid success of the crew has been due in no small measure to his exceptional abilities as navigator.

Flying Office Kabbash by his skill, courage and devotion to duty, has been a constant source of inspiration and confidence to the crew and it is considered that his fine offensive spirit and splendid record of achievement well merit the award of the Distinguished Flying Cross.

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KAGNA, F/L Leon Irving (J16847) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 26 December 1922 at Lamont, Alberta; home in Edmonton or Winnipeg (shipper); enlisted in Edmonton, 8 May 1941. To No.2 Manning Depot, 26 May 1941. To No.2 ITS, 14 July 1941; graduated and promoted LAC, 19 August 1941 when posted to No.6 EFTS; graduated 9 October 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 2 January 1942. To "Y" Depot, 3 January 1942. To RAF Trainee Pool, 23 January 1942. Commissioned 13 February 1943. Promoted Flying Officer, 13 August 1943. Promoted Flight Lieutenant, 1 September 1944. Repatriated to Canada 28 February 1945; to Northwest Air Command, 13 March 1945. To Edmonton, 14 April 1945. To No.5 OTU, 17 April 1945. To No.7 Release Centre; 14 June 1945; released 23 June 1945. Wrote a memoire in 2006 - **My War Years**. After many successful years working in the business, he retired as president of Lyons Wholesale Ltd in Edmonton. Died in Edmonton, 12 February 2016. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 20 January 1945 when he had flown 32 sorties (195 hours five minutes), 28 July 1944 to 14 January 1945.

As captain of aircraft Flight Lieutenant Kagna has displayed exceptional leadership, courage and determination. He has shown great keenness and desire to press home his attack despite all opposition and his ability to make instant decisions in emergencies, skilful pilotage and cool judgement led to the completion of a highly successful tour of operations.

As Deputy Flight Commander his co-operation, loyalty and administrative ability have contributed to a major degree in the operational efficiency of the unit.

For his all-round ability and devotion to duty, I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

28 July 1944 - Hamburg (5.40)
1 August 1944 - Acquet (4.50)

3 August 1944 - Bois de Casson (5.15)
4 August 1944 - Bois de Casson (5.05)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - Mer de Magna (5.10)
16 August 1944 - Stettin (8.30)
6 September 1944 - Emden (5.00)
10 September 1944 - Le Havre (4.25)
14 September 1944 - Wilhelmshaven (5.05, recalled)
15 September 1944 - Kiel (6.25)
17 September 1944 - Boulogne (4.20)
18 September 1944 - Domburg (4.05)
19 September 1944 - Domburg (2.10, recalled)
20 September 1944 - Calais (5.20)
25 September 1944 - Calais (5.15)
26 September 1944 - Calais (4.35)
27 September 1944 - Bottrop (6.05)
6 October 1944 - Dortmund (7.05)
9 October 1944 - Bochum (6.20)
14 October 1944 - Duisburg (6.05)
19 October 1944 - Stuttgart (7.30)
30 October 1944 - Cologne (6.40)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (6.50)
4 November 1944 - Bochum (6.20)
6 November 1944 - Gelsenkirchen (5.25)
21 November 1944 - Castrop (7.20)
30 November 1944 - Duisburg (6.10)
21 December 1944 - Cologne (6.20)
24 December 1944 - Dusseldorf (4..35)

26 December 1944 - Opladen (6.25)
6 January 1945 - Hanua (7.40)
14 January 1945 - Merseburg (9.20)

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KAISER, F/L John William (J27998) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 1924 at Harris, Saskatchewan; home there (student). In 1940, while shooting gophers an airplane flew overhead. That was the day he to be an aviator. Obituary said, "After seeing that airplane, he "borrowed " his older brother's ID and began flight training, soloing in Virden in 1941 in the Tiger Moth. Enlisted in Saskatoon, 3 September 1942. Trained at No.2 ITS (graduated 19 December 1942), No.19 EFTS (graduated 19 March 1943) and No.10 SFTS (graduated 9 July 1943). Commissioned July 1943. Returned to farming but (quoting obituary), "After a few years he realized that the Air Force was his calling and returned to the RCAF (service number (33261) from which he retired a Lieutenant Colonel in 1975. His love of aviation continued as he ran flying schools in England then Sidney, BC before opening his own school, Victoria Flight Training. Jack retired for the fourth time in 2003 to raise dogs and cats with Gaby (wife, Gabrielle). Over the course of his career in aviation Jack logged about 30,000 hours and was awarded the Distinguished Flying Cross for his service in defending our great nation. Jack trained thousands of our current pilots (both civilian and military), including the very first team of Snowbirds, competed in the World Aerobatics competition, tested fighter jets and did cold weather experimental flying, designed part of the Tutor aircraft, wrote how to fly books and created "war games " for NATO. Died in Harris, Saskatchewan, 2 December 2011. RCAF photo PL-45243 (ex UK-22877 dated 26 July 1945) with his new bride at Chelsea Registry Office, 23 July 1945; "The bride's parents, Mr. and Mrs. G.V. Condon, reside at 224 Sutton Estate, Cale Street, Chelsea." No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9089 has recommendation dated 15 January 1945 when he had flown 30 sorties (145 hours 16 minutes), 3 October 1944 to 15 January 1945. Sortie list identical to those of F/O Howard J. Keon; evidently in same crew.

* denotes daylight sortie

3 October 1944 - West Kapelle (2.12)*
5 October 1944 - Saarbrucken (5.17)
7 October 1944 - Kleve (3.42)*
14 October 1944 - Duisburg (4.43)*
14 October 1944 - Duisburg (4.40)
19 October 1944 - Stuttgart (5.56)
22 October 1944 - Neuss (4.26)*

23 October 1944 - Essen (4.50)
25 October 1944 - Essen (4.17)*
28 October 1944 - Cologne (4.23)*
30 October 1944 - Wesseling (4.09)*
31 October 1944 - Cologne (4.19)
11 November 1944 - Castrop Rauxel (4.54)*
20 November 1944 - Homberg (4.41)*
28 November 1944 - Neuss (4.55)*
30 November 1944 - Bottrop (3.48)*
2 December 1944 - Dortmund (3.58)*
4 December 1944 - Oberhausen (4.08)*
5 December 1944 - Schwammenauel Dam (4.23)*
6 December 1944 - Merseburg (7.10)
8 December 1944 - Duisburg (4.08)*
12 December 1944 - Witten (4.52)*
15 December 1944 - Siegen (2.55 hours by day)*
29 December 1944 - Koblenz/Lutzell (4.36)*
30 December 1944 - North Frisians (4.00)
1 January 1945 - Vohwinkel (5.49)*
2 January 1945 - Nuremberg (7.01)*
5 January 1945 - Ludwigshaven (5.50)*
6 January 1945 - Neuss (4.20)*
13 January 1945 - Saarbrücken (6.22)*
15 January 1945 - Erkenschwick (4.30)*

This officer's determination to attack his objectives under all circumstances has been exceptional. On at least two occasions he has, in spite of an engine failure on the route to the target, carried on to deliver his attack on heavily defended localities. His refreshingly aggressive spirit and his disregard for enemy opposition have earned for him a high reputation. Although willing to accept risks in his attempts to carry out accurate bombing attacks, and although willing to subject his crew to the same dangers, he has, nevertheless, displayed a standard of pilotage and airmanship, and has shown a keen sense of his responsibilities towards his crew, which have earned their entire respect and backing. Flight Lieutenant Kaiser is a fine operational pilot.

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KALLAL, F/O Joseph Thomas (J28482) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated

23 March 1945. Born 23 October 1913 in Edmonton; home in Tofield, Alberta (farm labourer); enlisted Edmonton, 25 March 1942 and posted to No.3 Manning Depot. To No.7 SFTS (guard), 8 May 1942. To No.2 ITS, 6 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.2 EFTS until 29 August 1942; to No.11 SFTS, 7 November 1942. Ceased training and posted elsewhere, 11 January 1943. To No.9 AOS, 5 March 1943. Graduated and commissioned, 23 July 1943). To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Promoted Flying Officer, 23 January 1944. Repatriated 13 June 1945. Retired 1 October 1945. Died at Tofield, Alberta, 7 June 2005 as per **Legion Magazine** of November 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation dated 13 October 1944 when he had flown 34 sorties (156 hours five minutes):

An outstanding navigator of a Halifax bomber and of exceptional ability, Flying Officer Kallal has recently completed a tour of operations over enemy territory. His crew have bombed successfully such heavily defended targets as Hamburg, Kiel, Castrop-Rauxel, Wanne Eickel, Bottrop, Sterkrade and Dortmund.

Flying Officer Kallal has acted in fact, if not officially, as captain of his aircraft throughout his operational tour, and his capable leadership has inspired his crew with confidence. His skill, courage and constant determination to attack with absolute precision have set a fine example to the squadron and his efficiency as a navigator on more than one occasion has been responsible for saving the lives of the crew.

This officer has shown dogged determination and keenness at all times. His outstanding gallantry is worthy of high praise.

The sortie list was as follows:

27 June 1944 - Foret d'Eary (4.45)
1 July 1944 - Biennais (3.50)
3 July 1944 - Biennais (4.00)
5 July 1944 - Biennais (4.05)
7 July 1944 - Caen (4.20)
12 July 1944 - Thiverny (5.00)
15 July 1944 - Nucourt (4.30)
28 July 1944 - Hamburg (5.30)
30 July 1944 - Aulnaye-sur-Seulles (4.35)
31 July 1944 - Oeuf-en-Tournois (4.55)

3 August 1944 - Foret de Nieppe (4.30)
4 August 1944 - Bois de Casson (4.10)
5 August 1944 - St. Leu d'Esserent (5.00)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (4.40)
9 August 1944 - Foret de Nieppe (3.25)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Foret de Montrichard (1.50, duty not carried out)
15 August 1944 - Brussels (4.20)
16 August 1944 - Kiel (5.35)
25 August 1944 - Brest Cornouailles (4.10)
27 August 1944 - Marquis Mimoyecques (3.35)
28 August 1944 - Ile de Cezembre (4.10)
31 August 1944 - Ile de Cezembre (4.50)
3 September 1944 - Volkel (3.50)
9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.10)
11 September 1944 - Castrop Rauxel (4.50)
12 September 1944 - Wanne Eickel (5.05)
25 September 1944 - Calais (3.50)
26 September 1944 - Calais (3.40)
27 September 1944 - Bottrop (5.25)
28 September 1944 - Cap Gris Nez (3.40)
30 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (6.15)

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KALLE, P/O Robert Alexander (J19881) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 12 November 1921 in Walkerville, Ontario; educated in Windsor. Teller in Royal Bank of Canada, Windsor; enlisted Windsor on 1 December 1941. To No.5 Manning Depot, 21 January 1942. To No.3 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 but not posted to No.4 EFTS until 15 August 1942; to No.9 SFTS, 23 October 1942; graduated and promoted Sergeant, 6 April 1943. To "Y" Depot, 20 April 1943; to RAF Trainee Pool, 26 May 1943. Disembarked in Britain, 4 June 1943. To No.11 (Pilots) AFU, 13 July 1943. To No.21 (Pilots) AFU, 5 August 1943. To No.22 OTU, 21 September 1943. To No.61 Base, 10 January 1944. Commissioned 10 January 1944; attached to No.1664 Conversion Unit, 28 January to 24 February 1944. To No.420 Squadron, 26 February 1944. Promoted Flying Officer and Acting Flight Lieutenant, 27 June 1944. Repatriated 14 November 1944; to No.1 Training Command, 4

January 1945. To No.1 Composite Training School, 14 March 1945. To No.1 WS, 18 June 1945. Released 23 October 1945. Died in Pinellas, Florida, 22 December 1986.

This officer was the pilot of an aircraft detailed to attack a target at Bourg-Leopold one night in May 1944. When approaching the target the aircraft was struck by machine gun fire from an enemy fighter. The starboard engine was set on fire, the hydraulic and electrical systems were damaged, whilst a large hole was torn in the starboard main plane. In spite of this, Pilot Officer Kalle out-maneuvred the attacker which was afterwards shot down by the rear gunner. Pilot Officer Kalle then went on to bomb his objective and afterwards flew the damaged aircraft to base. This officer has completed many sorties and has set a fine example of skill and courage.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has recommendation by W/C G.A. McKenna drafted 17 June 1944 when he had flown 13 sorties (57 hours 25 minutes):

On the night of 27/28 May 1944, Pilot Officer Kalle was detailed to carry out on attack on the Military Camp at Bourg Leopold. Just as he approached the target area, the aircraft was attacked by a FW.190 which raked the aircraft from stem to stern. Cannon shells set fire to the starboard inner engine, rendered the hydraulic and electrical systems partially unserviceable and one shell blew a large hole in the starboard mainplane. Despite this a successful corkscrew was carried out while feathering the damaged engine and the rear gunner shot the enemy aircraft down.

Disregarding the damage to his aircraft, Pilot Officer Kalle pressed home his attack and by skilful airmanship successfully bombed the target.

The successful completion of this operational flight was due to the initiative, resourcefulness and courage of this officer. In recognition Pilot Officer Kalle is strongly recommended for the immediate award of the Distinguished Flying Cross.

NOTE: Involved in crash of Halifax III NA528 (PT-G) of No. 420 Squadron. On 30 July 1944, due to damage sustained during a sortie over Normandy, he opted to carry out an emergency landing at White Waltham, but the aircraft overshot the airfield and finished up on the bank of a railway cutting. It had been airborne at 0529 30 July 1944 from Tholthorpe to attack a strong point at Amaye-sur-Seulles in the Normandy battle area. Landed at 0920 at RAF White Waltham, Berkshire, but over-ran the end of the runway and ended up in a railway cutting on

the NW side of the airfield. A hung-up bomb exploded and six crew members were badly injured, FS Cusack mortally so; he is buried in Oxford (Botley) Cemetery at North Hinksey. Sergeant Burton had won an immediate DFM, promulgated nine days earlier, for his courage during recent operations. Sergeant Metcalfe was manning the mid-under turret. F/L R.A.Kalle DFC, RCAF, injured; Sergeant G.D.Burton DFM injured; P/O L.T.Magson RCAF injured; FS W.Haliburton RCAF injured; FS C.Cusack mortally injured; Sergeant D.H.Metcalfe RCAF injured; F/S F.V.Harvey RCAF and Sergeant R.W.Wallace RCAF

Training: Interviewed 17 November 1941 in Windsor by F/O A.O. Innis - "Tall, blonde, youthful (20 years), well built. Sufficient education. Alert - Fairly intelligent."

Attended No.3 ITS, 11 May to 3 July 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 738 of a possible 1,000 points. Placed 72nd in a class of 123. "Member of RCAF Precision Squad. Neat in his work. Friendly, good personality. Steady type. Intelligent."

Attended No.4 EFS, 17 August to 9 October 1942. Tiger Moth aircraft - 29.35 day dual, 31.45 day solo (10.15 dual to first solo), 4.00 night dual, 15 minutes night solo. Was 7.35 on instruments and logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 555 points of a possible 700. Placed 13th in a class of 19. "A good student, keen, well mannered and attentive to duty."

Attended No.9 SFTS, 26 October 1942 to 12 March 1943. Anson aircraft - 73.00 day dual, 46.30 day solo (7.35 dual to first solo), 7.10 night dual, 8.25 night solo. Was 10.45 in formation, 24.10 on instruments; logged 25 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology. Scored 549 points of a possible 750. Placed 31st in a class of 56. "An average pilot who could pay a little more attention to detail." (CFI comment). "Fine personality, attitude in air and flight very good. Even temperament. Clear hood and instrument flying good average. This man is recommended for a commission."

Attended No.21 AFU, 14 July to 20 September 1943. Flew 2.10 day dual to first day solo, 28.45 total day dual, 23.50 day solo, 1.15 night dual to first night solo, 8.45 total night dual. 9.40 night solo. Was 1.05 in formation and 13.25 on instruments. Logged eight hours in Link. Flying tests in General Flying (220/400), Applied Flying (110/200), Instrument Flying (120/250), Night Flying (65/100) and Link (31/50). "Average. A steady type of pilot. Instrument flying showed improvement on course, but erratic at times."

Attended No.22 OTU, 21 September to 21 December 1943. Wellington III aircraft - 6.40 day dual to first day solo, 16.35 total day dual, 13.00 day at controls with a captain, 31.25 day solo,

5.25 night dual to first night solo, 12.55 total night dual, 11.00 night at controls with a captain, 35.20 night solo). Logged 30.20 on instruments and 17.30 in Link. Flew four day and five night cross-country flights, one Nickel operation, three fighter affiliation exercises. Flying tests in General Flying (300/400), Applied Flying (147/200), Instrument Flying (184/250), Night Flying (74/100) and Link (38/50). Ground examinations in Airmanship (240/300), Armament (261/300), Meteorology (30/100), Navigation (158/200) and Signals (77/100). "AFU trained and above the average as pilot. Flies as well as a goof many who have much more experience. Keen, smart and intelligent, he is an excellent captain who, by his leadership, has made his crew really first rate. Strongly recommended for a Commission."

Crew at No.1664 Conversion Unit (29 January to 25 February 1944) was himself, R162654 Sergeant L.T. Magson (navigator), R170839 Sergeant W.C. Haliburton (bomb aimer), 552450 Sergeant C. Cusack (WOP, 2206983 Sergeant G.B. Burton (flight engineer), R96593 Sergeant J.H. Elsinger (mid-upper gunner) and R192794 Sergeant L.M. Metcalf (rear gunner). Kalle described as "High average pilot - very keen - gets critical of his own flying. Coped well on Halifax aircraft. Good crew control and cooperation." Flew 8.40 dual and 28.05 on his own.

Administrative course, 18 May to 14 June 1945. "One of the better officers on the course. Keenly interested in all lectures and demonstrations. His written work was of a very high standard. He enjoyed the respect and confidence of his colleagues in syndicate exercises. In these exercises F/L Kalle was discerning, assiduous and cooperative. F/L Kalle has many of the qualities of a good leader."

RCAF Press Release No. 1434 dated 13 June 1944 from J.M. Coldwell, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Pilot Officer Bob Kalle of Windsor (1022 Bruce Avenue), pilot with the Snowy Owl Squadron and his crew, will never forget their 12th operational trip. Over the target, they shot 2,250 rounds of ammunition at an FW.190 and saw it crash in flames, but not before it had inflicted severe damage to their Halifax bomber. Kalle brought the kite home to an emergency field on three engines, with a six by four foot hole in the starboard wing, bomb doors open, no lights, no intercom, and no hydraulics. One member of the crew bailed out over the target.

Apparently the FW.190 picked up their Halifax just as it was approaching the target. The rear gunner spotted it and gave the pilot instructions to corkscrew and they successfully shook it. However, it came in again and this time raked their bomber from stem to stern. Cannon shells ripped a hole through the starboard wing, set the inner starboard engine on fire, ripped off the engine

cowling, set fire to the fuselage, shorted the electrical connections so that all the lights inside the aircraft stayed on, smashed the intercom and two of the bombs in the bomb bay which had not been released and their tail fins damaged.

Describing the moment Kalle said, "We thought we had shook the FW190 the first time but he evidently waited until we had settled down for the bombing run. He poured everything he had into us while we twisted and turned to get out of his path. At the same time, our gunners were not idle and they poured lead into him – 2250 rounds at that. The thing that worried me most was the fire. I feathered the starboard inner engine and the crew used fire extinguishers. I did a steep dive of about 3000' and jettisoned the bombs. The fires went out but in the meantime the lights shorted and the aircraft was a sitting target, the crew went about smashing out the lights with axes. Our inter-com was smashed and I guess one of our gunner thought we were diving out of control and bailed out. Just previously, I had given a 'prepare to bail out' command. When we returned to the emergency field we had to land at 160 miles per hour without flaps, with bomb doors open, and no hydraulics. It was quite a trip."

Kalle was too busy controlling the Halifax to see the death dive of the attacking FW.190 but Sergeant Lawrence Metcalfe of Vancouver (3223 West-33rd Street), his rear-gunner, described it this way, "When he first attacked, there was no exchange of fire and we corkscrewed out of range. The second time, he came in fast with every gun blazing and to within 100 yards at one stage. We poured over 2200 rounds at him in exchange and had the satisfaction of seeing him slowly turn over, burst into flames, and crash on the earth below."

The navigator, Flight Sergeant Lloyd Magson, also of Vancouver (186 West-20th Avenue) said, "We were lucky to get away with it, and have to thank our skipper for a fine job. When we were hit, it looked as if it would be all up – but we managed to put out the fires, and smash the lights inside with an axe. We were a sitting target for a few minutes lit up like a Christmas tree. Evidently one of our gunner's intercom was severed and when Kalle put the kite into the dive, he assumed we were out of control and so bailed out. It was a very 'shaky do' and looked as if it was all up for a while but we reached an emergency field safely".

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KALLIO, F/L Oliver Charles (J6494) - **Distinguished Flying Cross** - No.33 Squadron - Award effective 2 January 1943 as per **Canada Gazette** dated 5 January 1943 and AFRO 232/43 dated 12 February 1943. American in the RCAF; born in Ironwood, Michigan, 24 June 1911; home

there; Served in US Army and US Army Air Corps; enlisted Fort William, 17 June 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 7 August 1940. Promoted AC1, 14 December 1940. Remustered to aircrew, 8 February 1941. Posted that date to No.1 ITS; promoted LAC, 16 March 1941; posted that date to No.7 EFTS; course may have ended as of 4 May 1941 but not posted to No.1 SFTS until 16 May 1941. Graduated and commissioned, 30 July 1941. To "Y" Depot, 31 July 1941. To RAF overseas, 16 August 1941. Promoted Flying Officer, 31 July 1942 and Flight Lieutenant, 2 September 1942. Overseas he served with No.33 Squadron, took a rest tour, then joined No.601 Squadron where he became a flight commander on 15 September 1943. Promoted Squadron Leader, 25 November 1943 and given command of No.145 Squadron. Crashed and broke a leg on 19 February 1944. To No.417 Squadron to command, 24 June 1944, which he led until November 1944. Chris Shores, **Those Other Eagles**, lists the following victories: **8 June 1942**, one Bf.109 damaged, "Knightsbridge", North Africa (No.33 Squadron, Hurricane 929); **16 July 1942**, one Ju.88 damaged (No.33 Squadron, Hurricane 172); **25 October 1942**, one Ju.87 destroyed plus one Ju.87 damaged, west of El Alamein (No.33 Squadron, Hurricane 654); **3 November 1942**, one Ju.87 destroyed, El Alamein sector (No.33 Squadron, Hurricane 654); **1 May 1943**, one Ju.88 destroyed over convoy "Liquid" (No.33 Squadron, Spitfire 567, enemy aircraft from III/KG.26); **2 December 1943**, one Bf.109 probably destroyed (No.145 Squadron, Spitfire JF472); **30 December 1943**, one Bf.109 damaged, Palena area (No.145 Squadron, Spitfire JF472); **18 February 1945**, one FW.190 destroyed (No.145 Squadron). Repatriated to Canada, 10 February 1945. To RAF overseas again, 24 March 1945. Repatriated 5 August 1945. Released 14 September 1945. Photos PL-18491 and PL-27743 show him. RCAF photo PL-27710 (ex UK-13960 dated 22 November 1944) shows W/C C.C. Sparling on inspection of Mediterranean units talking at operations trailer to members of No.417 Squadron; S/L I.C. Kallio on right, hands in pockets. RCAF photo PL-27951 (ex UK-16630 dated 16 November 1944) shows Mr. J.W.,G. Clarke (Director General of Public Relations, Canadian Armed Forces) talking to S/L O.L. Kallio; PL-27952 (ex UK-16631 dated 16 November 1944) is of Mr. L.W. Brockington (Canadian Broadcasting Corporation), J.W.D. Clarke and S/L O.L. Kallio; PL-27956 (ex UK-16635 dated 16 November 1944) shows Warrant Officer H.C. Murray (Brooklyn, New York), and S/L O.L. Kallio with Mr. L.W. Brockington. Photo PL-35088 shows him chatting with ground crew on arrival at Reception Centre, Lachine - Corporal Norrie Borkham (Galt) and LAC James Andrew (Fruitland, Ontario).

In October 1942, this officer led a formation against a force of enemy dive bombers protected by a strong escort of fighters. The attack was so skilfully executed that the enemy bombers were compelled to jettison their bombs on their own lines. A few days later, in a similar sortie, a superior formation of enemy bombers was forced to release its bombs prematurely. Throughout the engagement Flight Lieutenant Kallio, who destroyed a Junkers 88, displayed fine leadership. He has at all times set an inspiring example.

NOTE: Public Record Office Air 2/4922 has message from Headquarters, Royal Air Force, Middle East to Air Ministry, sent 21 December 1942.

An immediate award of the Distinguished Flying Cross has been made to Acting Flight Lieutenant Oliver Charles Kallio, J6496 of No.33 Squadron. On October 27 whilst leading the squadron Flight Lieutenant Kallio was ordered to intercept a Stuka raid which [was] heavily escorted by Messerschmitt 109s. Although greatly outnumbered Flight Lieutenant Kallio attacked with such determination and skill that the raid was completely split up causing the enemy to drop its bombs on its own lines. Flight Lieutenant Kallio himself destroyed one Junkers 87 and probably destroyed another. Again on November 3 when leading the squadron he attacked a force which heavily outnumbered his own formation and by his courage, determination and fine leadership succeeded in turning back the enemy causing premature bombing. Flight Lieutenant Kallio destroyed one Junkers 87. At all times this officer has shown a fine fighting spirit which has inspired the whole squadron. His courage and fine leadership have been of the highest order.

KALLIO, S/L Oliver Charles, DFC (J6494) - **Distinguished Service Order** - No.417 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945.

Since the award of the Distinguished Flying Cross, Squadron Leader Kallio has flown on operations against the enemy with consistent success and gallantry. He has commanded a flight and two squadrons during his operational career, at all times showing fine qualities of leadership and judgement. Under his command his present squadron has produced excellent results. He has personally destroyed two enemy aircraft and damaged or destroyed much enemy road and rail transport.

NOTE: Public Records Office Air 2/9043 has recommendation by G/C H.S.L. Dundas (Officer Commanding No.244 Wing, Desert Air Force) dated 20 November 1944. He was described as having flown a total of 1,007 hours of which 447 were operational and 132 has been in previous six months. His sorties totalled 398, and since the award of the DFC he was stated as having flown 98 sorties (345 operational hours).

Squadron Leader Kallio has flown 340 operational hours with Desert Air Force since being awarded the Distinguished Flying Cross. During this period he has flown with consistent success and gallantry as a leader, and has commanded a Flight and two Squadrons in the field.

On 15th September 1943 he took command of a Flight in No.601 Squadron, and between that time and 23rd November, when he was posted to command No.145 Squadron, he flew 33 operational sorties, destroying one enemy aircraft and damaging a further six on the ground, destroying two locomotives and damaging three, destroying five freight cars and 37 mechanical enemy transport, with a further ten and twelve of each damaged.

While commanding No.145 Squadron in the winter 1943-1944 he introduced this squadron to ground attack and flew a great many sorties as leader, showing fine qualities of leadership and judgement combined with dash and gallantry; his personal example was high inspiration to all pilots serving under him, and was in great part responsible for the excellent results achieved by his unit. Squadron Leader Kallio also destroyed one enemy aircraft and damaged one while flying with No.145 Squadron.

In June 1944, Squadron Leader Kallio took command of No.417 Squadron, RCAF, and it was at this time that the squadrons converted to fighter-bomber work. Once again he set a magnificent example, and his squadron has produced consistently successful results under his leadership.

Both in tactical and close support work, Squadron Leader Kallio has invariably pressed home his attacks with great skill and courage, very often in the face of intense anti-aircraft fire. For his high courage and excellent leadership in action against the enemy, I strongly recommend Squadron Leader Kallio for the award of the Distinguished Service Order.

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KALYNIUK, F/O Alexander (C19796) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Cobalt, Ontario, 29 July 1919; home in Timmins; enlisted Hamilton, 15 April 1941 as aero engine mechanic. To No.1 Manning Depot, 22 April 1941. To Technical Training School, St.Thomas, 31 May 1941. Promoted AC1, 4 October 1941. To "Y" Depot, 24 October 1941. Taken on strength of No.3 PRC, Bournemouth, 14 November 1941. Promoted LAC, 1 April 1942. Remustered to aircrew (Flight Engineer) and promoted Sergeant, 19 October 1942. Commissioned 18 December 1943. Promoted Flying Officer, 18 June 1944. Repatriated to Canada, 23 March 1945; to No.1 Air Command, 3 April 1945; to No.16 SFTS, 6 May 1945; released 7 June 1945. RCAF photo PL-26816 (ex UK-7533 dated 25 January 1944) shows F/O Alexander Kalyniuk on return from his second raid on Berlin and 14th sortie, handing over

equipment to LAC Ted Tilley of Saint John, 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." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 20 October 1944 when he had flown 28 sorties (213 hours five minutes), 31 October 1942 to 27 September 1944. This is a very odd tour; he appears to have flown on three anti-submarine patrols (31 October 1942 to 20 March 1943), then have been on sporadic bombing duties (6 April 1943 onwards) with many long gaps between missions. Was he a spare Flight Engineer ?

This officer has now completed a tour of operations comprising twenty-eight trips over enemy territory including such heavily defended targets as Berlin (3), Hamburg (4), Frankfurt and Nuremburg.

The courage, skill and determination in action displayed at all times by Flying Officer Kalyniuk have been a great inspiration to his crew, and his coolness and devotion to duty have contributed in a large measure to the success of his many operational flights.

The sortie list was as follows:

31 October 1942 - Atlantic patrol (10.10)
16 February 1943 - operational patrol (7.50)
20 February 1943 - anti-submarine patrol (9.50)
6 April 1943 - St. Nazaire (6.00)
10 April 1943 - Frankfurt (7.35)
2 June 1943 - Gardening (5.30)
28 June 1943 - Cologne (4.40)
24 July 1943 - Hamburg (6.40)
25 July 1943 - Essen (5.40)
27 July 1943 - Hamburg (6.15)
29 July 1943 - Hamburg (6.00)
2 August 1943 - Hamburg (6.30)
10 August 1943 - Nuremberg (8.20)
23 August 1943 - Berlin (7.35)
20 January 1944 - Berlin (7.25)
30 January 1944 - Berlin (6.48)
24 February 1944 - Schweinfurt (8.25)
6 March 1944 - Trappes (5.40)
7 March 1944 - Le Mans (6.05)
13 March 1944 - Stuttgart (4.40, incomplete, overload)

31 May 1944 - Au Fevre (4.55)
7 June 1944 - Acheres (4.55)
14 June 1944 - Cambrai (4.13)
17 June 1944 - Abbeville (4.40)
25 June 1944 - Gorenflos (3.55)
3 July 1944 - Gardening (2.45)
9 July 1944 - Ardouval (3.30)
20 July 1944 - Foret de Nieppe (3.50)
27 September 1944 - Duisburg (4.45)

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KAMINSKI, F/O John Sigismund (J38189) - **Mention in Despatches** - No.435 Squadron (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 19 August 1917. Home in Hamilton, Ontario; enlisted there 14 July 1941 as a Clerk and posted to No.1 Manning Depot; to Trenton, 19 July 1941; to No.6 SFTS, 30 August 1941. Promoted AC1, 14 October 1941. Promoted LAC, 14 January 1942. Promoted Corporal, 1 April 1942. Promoted Sergeant, 11 January 1943. Remustered to aircrew, 23 January 1943 when posted to No.6 ITS; may have graduated 2 April 1943 but not posted until 1 May 1943 when sent to Mountain View(No.6 BGS); graduated 25 June 1943 and posted next day to No.10 AOS; graduated and commissioned 12 November 1943. Posted for further training to No.1 GRS on 26 November 1943 and to No.31 OTU on 28 January 1944. To "Y" Depot, Lachine, 6 May 1944. Promoted Flying Officer, 12 May 1944. Taken on strength of No.3 PRC, 25 May 1944. Repatriated 2 June 1946. Remained in postwar RCAF (22911), first as an NCO Clerk but commissioned 25 May 1952 in the Administration Branch. Released 23 May 1959. The microfilmed card at DHH shows only one Christian name, that of Sigismund. DHist file 181.009 D.1769 (RG.24 Vol.20610) has recommendation dated 9 June 1945 when he had flown 461 hours 55 minutes on operations (142 supply missions).

J38189, Flying Officer John Sigismund Kaminski, has displayed outstanding ability throughout many transport support operations flown with this squadron. His keenness and devotion to duty have been an inspiration to his fellow navigators. During the formative period of the squadron he gave invaluable assistance in laying down the training program.

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KANAS, P/O Paul Constantine (J89206) - **Distinguished Flying Cross** -No.102 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 28 February 1923 in Toronto; home there (manager); enlisted there 12 November 1942. Granted Leave Without Pay until 24 March 1943 when posted to Manning

Depot. To No.1 SFTS, 14 May 1943. To No.23 Pre-aircrew Education Unit, 30 May 1943; to No.1 Air Gunner Ground Training School, 25 June 1943; promoted LAC and posted to No.9 BGS, 7 August 1943; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 8 October 1943. Commissioned 3 September 1944. Repatriated 7 February 1945. Promoted Flying Officer, 3 March 1945. Released 24 March 1945. RCAF photo PL-28705 (ex UK-10397 dated 6 May 1944) is captioned as follows: "Sergeant P.C. Kanas, 21, air gunner of Toronto, is shown wearing dark glasses which simulate night-time conditions while he dribbles a white soccer ball between stakes set in a straight line. Bomber crews compete with each other in relay teams at the exercise which is designed to help develop night vision at a training school in England before the crews go on night operations." RCAF photo PL-28706 (ex UK-10398 dated 6 May 1944) is captioned as follows: "Wearing dark glasses which simulate night conditions at a training school in England, two Canadians are shown competing to see who can stick-handle a field hockey ball first between stakes set in a straight line. Leading is Sergeant Frank Grime, 22 of Toronto (left), a bomb aimer; on the right is Sergeant P.C. Kanas, 21, of Toronto, an air gunner. Both arrived overseas in the autumn of 1943." No citation other than "completed... many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 13 December 1944 when he had flown 33 sorties (153 hours 15 minutes), 19 June to 2 December 1944.

19 June 1944 - Domleger (1.10), recalled
4 July 1944 - Domleger (4.00), DNCO, hit by heavy flak
6 July 1944 - Marquise (3.55)
10 July 1944 - GARDENING, Lorient (5.10)
12 July 1944 - Les Hauts Buissons (3.50)
17 July 1944 - Bois de la Haie (3.50)
18 July 1944 - GARDENING, Heligoland (4.00)
20 July 1944 - Ardouval (3.40), DNCO, electrical storms over target.
25 July 1944 - Wanne Eickel (5.00), damaged by heavy flak
1 August 1944 - Nouvelles en Chaussee (3.45)
3 August 1944 - Bois de Casson (4.20)
5 August 1944 - Foret de Nieppe (3.40)
6 August 1944 - Foret de Nieppe (3.10)
7 August 1944 - GARDENING, Brest (5.00)
9 August 1944 - Foret be Mormal (3.20)
25 August 1944 - Wemars Cappen (3.10)
27 August 1944 - Homborg (4.10), hit by heavy flak
31 August 1944 - Lumbres (3.45)
10 September 1944 - Le Havre (4.10)
12 September 1944 - Munster (4.30)

14 September 1944 - Wilhelmshaven (2.40), recalled
15 September 1944 - GARDENING, Kiel Canal (4.50), credited with mining a ship.
20 September 1944 - Calais (3.45)
6 October 1944 - Scholven-Buer (4.25)
7 October 1944 - Cleve (4.05)
14 October 1944 - Duisburg (5.05)
27 October 1944 - Cologne (4.50)
30 October 1944 - Cologne (5.50)
4 November 1944 - Bochum (4.40)
11 November 1944 - GARDENING, Kattegat (6.15)
16 November 1944 - Julich (4.25)
21 November 1944 - GARDENING, Oslo (7.00)
29 November 1944 - Essen (5.40)
30 November 1944 - Duisburg (5.50)
2 December 1944 - Hagen (6.10)

Pilot Officer Kanas has completed a tour of operations consisting of 33 attacks, 17 of which were against heavily defended German targets.

Throughout his tour of operations, Pilot Officer Kanas has shown great keenness and enthusiasm for his work as a gunner. This officer's record shows him to be a reliable and efficient air gunner and an example to his section. Pilot Officer Kanas has played a part in making his crew's tour a successful one on which they obtained over 90 percent aiming point photographs.

I consider that Pilot Officer Kanas's fine operational record fully merits the award of the Distinguished Flying Cross.

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KANE, F/L Russel George (J38070) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born in Vancouver, 13 December 1923; home in Sherbrooke, Quebec (farmer); enlisted Calgary, 12 February 1942 as Airframe Mechanic and posted to No.3 Manning Depot. To Technical Training School, 17 March 1942. Promoted AC1, 20 June 1942; to No.9 BGS, 24 June 1942; promoted LAC, 20 September 1942; remustered to aircrew and posted on 4 December 1942 to No.4 Manning Depot. To No.1 Air Gunnery Ground Training School, 28 February 1943; to No.3 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943; to No.4 EFTS, 29 May 1943; to No.8 SFTS, 24 July 1943; graduated and commissioned 24 November 1943. To "Y" Depot, 26 November 1943. Promoted Flying Officer, 12 May 1944.

Further postings not noted. Left RCAF at end of the war, working at a variety of jobs including truck driver, salesman, and bus driver. Rejoined RCAF as a pilot, 14 December 1951 (42801); granted a permanent commission. In July 1955. Involved in the training of NATO pilots and in 1958 was stationed in Germany where he worked as an air traffic controller. Returned with his family to Canada in 1962 and eventually settled in Winnipeg, retiring from the air force in 1964. After retiring from the air force, Russ worked for Marshall Wells as a salesman and later he sold hospital supplies which led him to a partnership with Northland Health Care. Died in Winnipeg, 15 June 2007. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1746 (PAC RG.24 Vol.20608) has recommendation dated 19 April 1945, at which time he had flown 21 sorties (134 hours); recommendation said:

This pilot has been outstanding as captain and leader of his crew. On all operations his perseverance and determination have been an example to all crews on the squadron. Flight Lieutenant Kane has carried out some extremely hazardous sorties including Hamburg, Dortmund, Essen and Gladbach. In an attack on Dortmund he was hit several times by flak, and his aircraft became very unmanageable and lost height. He regained control and pressed home his attack, despite concentrated flak and searchlights.

The sortie list was as follows:

4 February 1945 - Oderfelt (6.05, second pilot)
7 February 1945 - Goch (6.10)
8 February 1945 - Wanne Eickel (6.20)
13 February 1945 - Bohlen (8.45)
20 February 1945 - Monheim (7.05)
21 February 1945 - Worms (7.30)
23 February 1945 - Essen (6.25)
24 February 1945 - Kamen (6.25)
8 March 1945 - Hamburg (6.20)
11 March 1945 - Essen (6.05)
12 March 1945 - Dortmund (6.30)
13 March 1945 - Wuppertal (6.05)
14 March 1945 - Zweibrucken (6.45)
15 March 1945 - Hagen (6.50)
19 March 1945 - Witten (7.20)
21 March 1945 - Rheine (5.30)
22 March 1945 - Dorsten (5.10)
24 March 1945 - Gladback (5.50)

25 March 1945 - Munster (6.10)
31 March 1945 - Hamburg (5.50)
18 April 1945 - Heligoland.

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KANELAKOS, FS (now F/O) James (R135713/J18792) - **Distinguished Flying Medal** - No.7 Squadron (now POW) - Award effective 26 September 1943 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born 28 September 1915, Smiths Falls, Ontario. Home in Perth or Smith Falls, Ontario. Served in Royal Canadian Artillery, 1931-33; enlisted Ottawa, 17 October 1941 and granted Leave Without Pay until 1 December 1941 when posted to No. 1 Manning Depot. To No.31 BGS, 21 December 1941 (guard duty); to No.6 ITS, 14 March 1942; graduated and promoted LAC, 24 April 1942; to No.6 BGS, 9 May 1942; graduated and promoted Sergeant, 22 June 1942. To "Y" Depot, 23 June 1942. To RAF overseas, 19 July 1942. Commissioned 31 October 1943. Shot down (POW), 27/28 September 1943. Newsclipping in DHist biographical file describes this event. Near Hanover they were attacked on the beam by a German fighter which virtually chopped off the tail turret and set aircraft on fire. He was wounded in leg and stomach and his turret jammed. A second attack wounded him again, and then the aircraft fell apart in mid-air. His parachute was only partly clipped on and cut him when it opened. He recovered consciousness in a field and was picked up by Germans who took him to a Luftwaffe hospital where he was visited by the pilot who shot him down. Finally held at Sagan (long recovering). Late in war was marched eight days from Sagan to Luchenwald (30 miles from Berlin) in conditions of great hardship. Liberated by Russians who he described as "wild and woolly but they're great guys." Had been promoted Flying Officer, 31 January 1944. Repatriated to Canada, 1 June 1945. Retired 13 November 1945. Died in Perth, Ontario, 8 December 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2001.

This airman has completed a large number of operational sorties. Both in the air and on the ground he has displayed great keenness and devotion to duty. On a recent operation Flight Sergeant Kanelakos shared with the rear gunner in the destruction of an enemy night fighter whilst over the target area. An excellent air gunner with a fine fighting spirit, he has spared no effort to improve his technique.

The website "Lost Bombers" gives the following on the loss of his aircraft. Lancaster JA849 (MG-F), No.7 Squadron, target Hannover, 27/28 September 1943. This aircraft joined No.7 Squadron from No.32 Movements Unit on 7 July 1943 and took part in an operation against Mannheim, 23/24 September 1943. It had a total of 94 hours when lost. Airborne from Oakington at 1939 hours, 27 September 1943. Shot down by a night-fighter, crashing at

Osteressen, 5 km NNW of Quakenbreck. Crew consisted of Flight Sergeant D.A Routen, DFM (killed), Flight Sergeant J.H.Brewer (killed), P/O C.Wolstenholme, DFM (killed), Warrant Officer L.O.Noll (killed), Flight Sergeant J.T Simpson (killed), Flight Sergeant J.Kanelakos, RCAF (POW), Flight Sergeant G.Woodcock (killed). Flight Sergeant Kanelakos was interned in Camp L3,, POW number 2918.

Directorate of History and Heritage file 181.001 D.24 has his brief "Loss of Bomber Aircraft" questionnaire, based on interview of 11 May 1945. In it he stated he had flown 40 sorties. This seems a bit high as Routen and Wolstenholme had flown only 27 and 29 sorties respectively.

September 27 left Oakington for Hannover, black night, visibility nil - were attacked by fighters, Me.110 but being hard hit were unable to save aircraft. Wounded in both legs and stomach, we were finished off on second attack, fell from mid-upper, managed chute which opened approximately 3,000 feet. Crew were killed in aircraft. On way to target. Aircraft broke in half by mid-upper turret.

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KANNIGIERESER, FS Gardin Barnhearth (R117224) - **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 30 August 1919 and raised in Pembroke district. Home in North Bay, Ontario from 1938 onwards (CPR brakeman). Joined Canadian Army in June 1940. Enlisted in RCAF, North Bay, 4 August 1941 for General Duties. To No.2 Manning Depot on enlistment. Classified as "Messman", 12 August 1941. To No.11 SFTS, 20 August 1941; promoted AC1, 4 November 1941. Remustered to Aircrew (Wireless Radio Operator, Ground) and posted to No.1 WS, 28 February 1942. To No.4 CAG (not sure of this posting), 23 May 1942. Promoted LAC, 1 January 1943; to "S", 9 November 1943; to No.4 Wireless Relay Detachment, 6 November 1944. Promoted Flight Sergeant, 5 June 1945. To Halifax, 28 September 1945. Released 2 October 1945. Elsewhere noted he had been stationed in Newfoundland for two years. Returned to CPR.

This non-commissioned officer has shown outstanding devotion to duty under very trying working and living conditions. His spirit of cheerfulness and willingness to undertake the most difficult tasks, under adverse conditions, while in isolation, has been an inspiration to men working under him, resulting in a high standard of efficiency being maintained at his unit.

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KAPLANSKY, F/L Bertram Morris (J16510) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 June 1945 per **London Gazette** of that date and AFRO 1147/45 dated 13 July 1945. Born 4 March 1919, Hamilton, Ontario. Served briefly in Royal Canadian Artillery; enlisted Hamilton, 29 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941. To No.6 BGS (non-flying duty), 28 April 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC on 15 July 1941; to No.7 EFTS on that date; may have graduated 1 September 1941 but not posted to No.16 SFTS until 13 September 1941; graduated and promoted Sergeant, 5 December 1941. To "Y" Depot, 6 December 1941; to RAF overseas, 7 January 1942. Commissioned 16 November 1942. Promoted Flying Officer, 16 May 1943. Promoted Flight Lieutenant, 16 November 1944. Repatriated 14 May 1945. To No.16 SFTS, 27 June 1945. To No.4 Release Centre, 30 August 1945; retired 1 September 1945. RCAF photo PL-32028 (ex UK-14183 dated 24 August 1944) shows leaders in No.431 Squadron: left to right they are S/L W.C. Vanexan, DFC (Smith Falls, flight commander), F/O R.D. Lawson, RAF, F/O E. Bruce Hutchinson (Amherstburg, Ontario), W/C Eric Mitchell (Wolfville, Nova Scotia and Ottawa, squadron commanding officer), F/L Frank Guillevin (Outremont), F/L R.M. Mickles (Toronto), F/O Bert Kaplansky (Hamilton).

This officer has displayed a high standard of devotion to duty throughout his operational career. He has taken part in very many sorties during which he has attacked such targets as Mannheim, Essen, Stuttgart and Dortmund. The successes obtained are a fine tribute to this pilot's great skill, courage and tenacity.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has the original recommendation drafted 27 March 1945 when he had flown 33 sorties (212 hours 16 minutes). Sorties and text as follows:

10 August 1944 - La Pallice (7.00)
18 August 1944 - Bremen (5.30, second pilot)
27 August 1944 - Marquise (3.13, second pilot)
15 September 1944 - Kiel (5.44)
17 September 1944 - Boulogne (3.44)
20 September 1944 - Calais (3.39)
25 September 1944 - Calais (4.59)
26 September 1944 - Calais (3.59)
27 September 1944 - Sterkrade (5.54)
28 September 1944 - Cap Gris Nez (3.56)
4 October 1944 - Bergen (6.31)
6 October 1944 - Dortmund (6.25)
23 October 1944 - Essen (5.20)

16 November 1944 - Julich (5.30)
21 November 1944 - Castrop Rauxel (6.35)
5 December 1944 - Karlsruhe (6.10)
15 December 1944 - Ludwigshaven (6.35)
17 December 1944 - Duisburg (9.00)
24 December 1944 - Dusseldorf (5.32)
2 January 1945 - Nuremberg (7.15)
5 January 1945 - Hanover (6.14)
7 January 1945 - Munich (9.07)
14 January 1945 - Nuremberg (8.35)
28 January 1945 - Stuttgart (7.35)
1 February 1945 - Mannheim (7.45)
2 February 1945 - Weisbaden (6.39)
4 February 1945 - Bonn (6.14)
7 February 1945 - Goch (6.14)
13 February 1945 - Dresden (10.23)
20 February 1945 - Dortmund (6.36)
23 February 1945 - Pforshiem (8.29)
7 March 1945 - Dessau (9.36)
11 March 1945 - Essen (6.00?)

Flight Lieutenant Kaplansky has displayed a great deal of courage and initiative throughout his tour of operations. He has completed 33 sorties against such heavily defended targets as Essen, Kiel, Dortmund and Dresden. His skill and daring have saved his crew from many difficult situations. He was able to beat off as many as eight fighter attacks by Ju.88s in one trip to Pforshiem on February 23rd, 1945. On another occasion, during a night attack on Dortmund on February 23rd, 1945, Flight Lieutenant Kaplansky by his own skill and the alertness of his crew, was able to score one Ju.88 destroyed and a second probably destroyed.

This officer is a Deputy Flight Commander and has shown himself to be a good leader and an excellent example to his squadron comrades. For his excellent attacks upon the enemy and his ability as a leader and captain, I strongly recommend the immediate award of the Distinguished Flying Cross to Flight Lieutenant Kaplansky.

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KARLEFF, F/O Jack Vaughan (J17797) - **Distinguished Flying Cross** - No.426 Squadron - Award

effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 28 August 1923 in Toronto; home there (clerk); enlisted in Toronto, 10 December 1940 for General Duties and posted to No.1 Manning Depot. Remustered to aircrew and posted to No.1 WS, 30 March 1941; promoted LAC, 1 May 1941; to No.1 BGS, 15 September 1941; graduated and promoted Sergeant, 13 October 1941; to Embarkation Depot, 14 October 1941; to RAF overseas, 2 November 1941. On 25/26 June 1942, in Whitley P5004 of No.10 OTU, he attacked Bremen. Ditched in North Sea; crew rescued by Air/Sea rescue launch to Grimsby suffering from fatigue and immersion but no injuries (see also W.W. Colledge and Ernest Alfred Taylor. Commissioned 4 May 1943. Promoted Flying Officer, 4 November 1943. Promoted Flight Lieutenant, 9 May 1944. Air Bomber to W/C C.W. Burgess. Posted from No.426 Squadron to "R" Depot, 2 January 1945. Flew two tours. Repatriated to Canada, 7 February 1945. To No.1 Air Command, 18 February 1945. To No.16 SFTS, 8 April 1945. To Moncton, 26 May 1945; to Patricia Bay, 2 July 1945; to Western Air Command, 20 September 1945; to Sea Island, 6 November 1945; to Western Air Command Headquarters, 7 December 1945; to No.8 Release Centre, 1 June 1945; retired 7 June 1945.

Flying Officer Karleff has taken part in many operational sorties, many of which have been against such heavily defended targets as Stuttgart, Cologne and Dusseldorf. On one occasion his aircraft was so badly damaged that he was forced down out to the sea. Another time he was obliged to leave his bomber by parachute. Undaunted by these harassing experiences, Flying Officer Karleff has continued to display keenness and efficiency in the performance of his duties. He has throughout his tour set a sterling example of courage and determination.

DHH file 181.009 D.1515 (Library and Archives Canada RG.24 Vol.20600) has recommendation drafted by W/C C.W. Burgess, 1 December 1944 when he had flown 52 sorties (332 hours 20 minutes) as follows:

First Tour

25 June 1942 - Bremen (6.30)
29 July 1942 - Dusseldorf (3.00)
10 September 1942 - Dusseldorf (6.25)
13 September 1942 - Bremen (4.45)
16 September 1942 - Essen (5.50)
19 September 1942 - Saarbrucken (6.55)
24 September 1942 - Flensburg (6.20)
1 October 1942 - Flensburg (6.55)
6 October 1942 - Osnabruck (5.10)
13 October 1942 - Kiel (7.00)

23 October 1942 - Genoa (9.30)
27 October 1942 - Anti-submarine patrol (10.25)
2 November 1942 - Anti-submarine patrol (11.50)
7 November 1942 - Anti-submarine patrol (9.20)
11 November 1942 - Anti-submarine patrol (8.20)
8 December 1942 - Anti-submarine patrol (10.25)
13 December 1942 - Convoy intervention (10.10)
18 December 1942 - Anti-submarine patrol (10.10)
24 December 1942 - Anti-submarine patrol (10.25)
28 December 1942 - Anti-submarine patrol (6.10)
17 January 1943 - Anti-submarine patrol (9.35)
21 January 1943 - Anti-submarine patrol (8.45)
4 February 1943 - Anti-submarine patrol (9.40)
12 February 1943 - Anti-submarine patrol (8.05)
24 February 1943 - Anti-submarine patrol (8.30)
29 March 1943 - Berlin (7.35)
4 April 1943 - Kiel (5.50)
13 May 1943 - Dortmund (5.15)

Second Tour

23 January 1944 - Air-Sea Rescue (4.50)
29 January 1944 - Air-Sea Rescue (4.10)
1 February 1944 - Air-Sea Rescue (4.45)
26 March 1944 - Essen (6.15)
30 March 1944 - Nuremburg (4.35 - incomplete ?)
9 April 1944 - St. George (5.45)
10 April 1944 - Ghent (2.50)
27 June 1944 - Foret d'Eauy (4.25)
28 June 1944 - Metz (6.50)
1 July 1944 - Biennais (3.45)
4 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (3.15)
12 July 1944 - Creil (4.20)
20 July 1944 - L'Hey (3.25)
24 July 1944 - Stuttgart (8.35)
27 August 1944 - Mimoyecques (3.50)
3 September 1944 - Volkel (3.45)
10 September 1944 - Le Havre (4.15)
16 September 1944 - Boulogne (3.50)

26 September 1944 - Calais (4.15)
28 September 1944 - Cap Gris Nez (3.20)
28 October 1944 - Essen (6.20)
2 November 1944 - Dusseldorf (5.35)

Flying Officer Karleff, Air Bomber, has completed two tours of operations against the enemy, in all 52 sorties. Many of these have been against such heavily defended targets as Stuttgart, Cologne and Dusseldorf.

When still at OTU he took part in the first 1,000 bomber raid [sic] and their aircraft was badly damaged and forced to ditch. During another raid their aircraft was badly shot up and Flying Officer Karleff, along with the rest of the crew, was forced to bale out.

Nothing daunted by these experiences, he continued to show himself keen and efficient in the performance of his duties and did his best to ensure his bombs fell where they would have the most effect. He has always set a high example of courage and determination throughout his tours. He is therefore recommended for the award of the Distinguished Flying Cross (Non-Immediate).

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KASSIE, Corporal Ernest Harold (R154429) - **British Empire Medal** - No.59 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Winnipeg, 15 May 1918. Educated at Mackray School (1920-1929) and Daniel MacIntyre Collegiate Institute (1929-1931). Unemployed until 1933 when he began a series of jobs as Store Display Clerk (Washington, 1933-1936), Store Manager (New York, 1936-1938, Los Angeles, 1938) and Message Despatcher (Montreal October 1938 to enlistment. Enlisted in Montreal, 9 January 1942 as Radio Mechanic and posted to No.5 Manning Depot. To RMC (Kingston) for ground training, 26 April 1942. Promoted LAC, 15 August 1942. To No.1 Manning Depot, Toronto, 16 August 1942. To No.31 RDF School, 23 September 1942. To RAF Delegation, Washington, 28 January 1943. Emplaned from Canada, 4 May 1943; arrived in Britain 5 May 1943. To No.59 Squadron 7 May 1943. Attached to Farnborough, 13-24 January 1944. Attached to No.8086 Service Echelon, 17 March 1944; attachment then became posting to No.8086 Service Echelon. To No.8059 Service Echelon, 1 May 1944. Promoted Corporal and posted to No.59 Squadron, 31 July 1944. Attached to South Farnborough, 21-28 September 1944. Attached to 8 Radio School, 16 January to 7 February 1945. Posted from No.59 Squadron to No.4059 Service Echelon, 16 July 1945. Repatriated to Canada, 23 October 1945. To No..2 Release Centre, 31 October 1945. Discharged 29 November 1945. Died in Ottawa, 20 April 1994. Public Record Office Air 2/9056 has citation.

Corporal Kassie is one of the Non-Commissioned Officers in the Radar Section of this squadron. During 1944 the radar serviceability at Ballykelly rose from a position at the bottom of the list of stations in Coastal Command to the top where it has remained since August last. The rate of serviceability has been very nearly double the average of the Command. The outstanding efficiency, zeal and leadership of this airman have played a large part in this remarkable performance.

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KATRICHAK, P/O Joseph (J94427) - **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 26 April 1913, Michel, British Columbia; home there (coal miner for thirteen years). He took pre-enlistment courses before enlisting in Calgary, 13 July 1942. To No.3 Manning Depot, 25 October 1942. To No.4 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.5 EFTS. Failed to solo in allotted time; ceased training and posted to No.3 Manning Depot, 23 April 1943; to No.7 AOS, 16 May 1943. Graduated and promoted Sergeant, 26 November 1943. To "Y" Depot, 10 December 1943. To No.4 Aircrew Graduate Training School, Valleyfield, 18 January 1944. To "Y" Depot, Lachine, 11 February 1944. Embarked from Halifax, 30 March 1944 (taken on strength of No.3 PRC, Bournemouth, that date). Disembarked in Britain, 7 April 1944. To No.1 (Observer) AFU, 25 April 1944. Promoted Flight Sergeant, 26 May 1944. To No.22 OTU, 30 May 1944. To No.61 Base, 30 August 1944. Attached to Battle School, Dalton, 30 August to 13 September 1944. To No.1666 Conversion Unit, 13 September 1944. To No.429 Squadron, 25 October 1944. To No.63 Base (non-effective, sick), 22 November 1944. Returned to No.429 Squadron, 4 December 1944. Promoted WO2, 26 February 1945; subsequently commissioned effective that date. Repatriated 31 July 1945. To No.8 Release Centre, 9 August 1945; promoted Flying Officer, 26 August 1945; to No.6 OTU, 25 October 1945. Retired 11 February 1946. Died in Cranbrook, British Columbia, 9 March 1987 as per British Columbia Vital Statistics. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 April 1945 when he was a Warrant Officer (R178198) and had flown 27 sorties (183 hours 25 minutes), 1 November 1944 to 16 April 1945.

Warrant Officer Katrichak has taken part in twenty-seven operational sorties, six of them to heavily defended mining area. He has, by his skilful and accurate navigation, proved himself to be an extremely valuable member of aircraft crew. At all times this Warrant Officer has carried out his allotted tasks diligently and cheerfully. His exceptionally good work in the air has contributed materially to the successful completion of all missions undertaken by the crew of which he is a member.

It is considered that his skill as a navigator, devotion to duty and exemplary 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 - Saarbrücken (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, Friedrichshaven (6.20)
21 February 1945 - Worms (7.20)
24 February 1945 - Kamen (6.25)
25 February 1945 - Gardening, Arendal (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)

Notes: Application for operational wing dated 23 April 1945 states he had flown 28 sorties, 1 November 1944 to 22 April 1945 (188 hours 55 minutes).

On repatriation he stated he had flown 28 sorties (188 hours 55 minutes) and a further 190 hours 15 minutes non-operational. Had taken a navigational instructor course at Dalton. Flew in Ansons (43 hours), Wellingtons (49.15), Halifax III (223.25) and Lancaster (63.30).

The Navigational Instructor course had begun 21 May 1945. "This officer is handicapped in that he has a decided accent - apart from this he has very little instructional ability."

Training: Course at No.7 AOS was 12 July to 26 November 1943 (fell back one course due to

medical matters). Flew in Anson aircraft (40.15 as first navigator, day, 30.15 as second navigator, day, 2.45 photography by day; 19.05 as first navigator by night, 18.50 as second navigator by night). Marked in Ground Subjects as follows: Air Navigation, Elements (113/200), Air Navigation, Theory (158/200), Air Navigation, Exercises (136/200), Meteorology (62/100), Signals, practical (96/100), Aircraft Recognition (44/50), Reconnaissance (36/50), Photography (43/50), Armament (28/50). Air Work marks as follows: Air Navigation, day (232/350), Air Navigation, night (130/200), Log Keeping (134/200), Reconnaissance (68/100), Photography (73/100), Meteorological Observations (45/50). "An inferior educational background has made the navigation course difficult for this airman. Judgement and organization in air work should improve with more experience. A stolid, industrious plodder who commands the respect of his class-mates but seldom takes the lead in class activities." (S/L W.J. Hawkins, 26 November 1943). At No.7 AOS he was in Anson 6181 when it crashed, 24 October 1943, 1140 hours, four miles southwest of Austin, Manitoba (bruised over right eye).

At No.1 (Observer) AFU, course was 26 April to 29 May 1944. Flew in Anson aircraft (22.30 day, 20.30 night). Ground courses in Air Navigation, Exercises (238/35), Air Navigation, test (226/300), Armament (132.200); Air work marks in Air Navigation, day (271/350), Air Navigation, night (262/350). "Capable navigator - worked consistently well throughout course." (S/L J. MacKenzie, 30 May 1944).

Course at No.22 OTU was 30 May to 21 August 1944. Flew in Wellingtons - 16.15 as first navigator (day), 28.25 as first navigator (night), 4.35 as second navigator (night). Good chart work and neat log keeping. No Nickle flights but two Bullseye exercises Involved in six D.R. Instructor Exercises, two Grope Exercises. Trained in use of Gee. "A good average navigator. Has turned in some very good trips while in flights, but subject to slight errors in Gee plotting. Timing and track keeping very good. Should cope well on a squadron." (S/L J.C. Archibald, Station Navigation Officer, undated).

At No.1666 Conversion Unit he was assessed as fair to good in all categories. "Navigator is keen but should be checked closely. Slightly over-confident."

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KAUFFELDT, F/O Lawrence Melville Charles (J46840) - **Air Force Cross** - Station Torbay - Award effective 1 December 1945 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born 22 July 1920. Enlisted in Ottawa, 12 February 1941. To Trenton, 10 April 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 9 June 1941 when posted to No.1 Manning Depot; to No.4 AOS, 7 July 1941; graduated 28 September 1941 when posted to No.1 BGS; graduated and promoted Sergeant, 8 November 1941; posted that date to No.2 ANS; graduated 10 December 1941 when posted to Western Air Command. To Patricia Bay, 16 December 1941. To No.122 Squadron, 10 January 1942. Promoted Flight Sergeant, 8 May 1942. Promoted WO2, 8 November 1942. To Boundary Bay, 10 March 1943. To No.9 BR) Squadron, date uncertain. Promoted WO1, 8 May 1943. To Eastern Air Command, 20 October 1943. To No.5 (BR) Squadron, 11 November 1943. Commissioned 28 March 1944. Promoted Flying

Officer, 28 September 1944. To Station Torbay, 17 December 1944. To No.121 Squadron, 8 February 1945. To Release Centre, 3 September 1945. Retired 18 September 1945. Medal sent by registered mail, 13 November 1949 when he was living in Arnprior, Ontario. As of award had flown 1,390 hours (796 operational hours, 105 sorties). DHist file 181.009 D.3691 (RG.24 Vol.20640) has recommendation dated 31 July 1945 by W/C Brooker, OC No.1 Composite Flight. Navigator to F/L Hoshowsky. In June 1998 Gatewest Coin and Militaria (Winnipeg) were selling his medals for \$ 2,200.

In the middle of the night of the 1st-2nd May, 1945, in Newfoundland, a pilot and crew were requested to fly penicillin to Buchan's, Newfoundland, where a child was dying. The weather at base was so poor that it was necessary to ask for volunteers. Flying Officer Kauffeldt volunteered as navigator of the crew and, fully aware of the risk involved, they took off in almost zero-zero conditions. After encountering severe icing conditions, which rendered the radio almost useless, and making several attempts to break through the cloud at 200 feet, the penicillin was successfully dropped. This officer shown great skill as a navigator contributed to the success of the mission which saved the child's life.

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KAUFMAN, FS Henri Karl (R164464) - **Distinguished Flying Medal** - No.434 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 10 August 1921, Secanj, Yugoslavia; home in Cottam, Ontario. Served in Essex Regiment; enlisted Windsor, Ontario, 4 August 1942. To No.5 Manning Depot, 30 August 1942. To No.9 Pre-Aircrew Education Detachment, 5 December 1942. To No.2 WS, 5 February 1943; promoted LAC, 8 February 1943; graduated 21 August 1943 when posted to No.4 BGS; graduated and promoted Sergeant, 4 October 1943. To "Y" Depot, 18 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Commissioned 5 October 1944. Promoted Flying Officer, 5 April 1945. Repatriated 13 June 1945. To Debart, 4 August 1945. To Halifax, 12 October 1945. Retired 14 December 1945. In F/O J. Wagman's crew. Medal presented 29 May 1947.

As wireless operator (air), this airman has taken part in several sorties. One night in August 1944, he participated in an attack on Kiel. While over the target the aircraft was hit by anti-aircraft fire and sustained severe damage. Nevertheless the target was successfully attacked. While over the North Sea on the return flight the pilot was compelled to bring the seriously damaged aircraft down on to the sea. Flight Sergeant Kaufman remained at his post until the last moment and sent out distress signals, which resulted in the entire crew being quickly located and rescued. His coolness and efficiency in the face of a trying situation were most commendable.

NOTE: Original recommendation in Public Record Office file Air 2/9161 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) drafted 26 September 1944 when he had flown six sorties (66 operational hours).

On the night of 16th August 1944, Flight Sergeant Kaufman was Wireless Operator of an aircraft detailed to attack Kiel. The petrol tanks were holed by anti-aircraft fire when approaching the target. After bombing and setting course for Base, it became necessary for this aircraft to ditch under very hazardous weather conditions 40 miles from the English coast. Although Flight Sergeant Kaufman had only completed three previous sorties, he displayed great skill, courage and devotion to duty, carrying out a full distress procedure which resulted in the entire crew being quickly located and rescued.

RCAF photo PL-31799 (ex-UK-14256), circa 23 August 1944 has the following caption: "Hospitalized for a few days with water on the knee after a 13 hour dinghy ride, Flight Sergeant Henry 'Hank' Kaufman of Cottam, Ontario looks very happy indeed between the ministrations of a beautiful RCAF Nursing Sister, Lynn Johnston of Biggar, Saskatchewan, and a visit from his skipper, Flying Officer John Wagman of Regina. On a return flight from Germany the boys had to set their flak-hit Halifax down in a North Sea minefield. Sighted from a searching aircraft of their own unit, RCAF Bomber Group's Bluenose Squadron, the boys were picked up by an Air-Sea rescue launch. Apart from minor injuries the crew were uninjured."

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KAY, P/O Francis Albert (J15337) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 30 May 1942 as per **London Gazette** dated 16 June 1942 and AFRO 880-881/42 dated 12 June 1942. Born in North Sydney, Nova Scotia, 17 March 1916; home in Montreal; enlisted there 20 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 15 November 1940 when posted to No.10 EFTS; to No.5 SFTS, Brantford, 4 January 1941; graduated and promoted Sergeant, 20 March 1941. To No.31 GRS that date. To Embarkation Depot, 22 June 1941; to RAF Trainee Pool, 6 July 1941. Promoted Flight Sergeant, 1 October 1941. Commissioned 7 April 1942. Repatriated via No.31 Personnel Depot, 27 July 1942. To No.36 OTU, 31 July 1942. Promoted Flying Officer, 7 October 1942. To No.31 OTU, 20 April 1943. Promoted Flight Lieutenant, 1 September 1943; to Halifax, 1 June 1944. promoted Squadron Leader, 1 October 1944. To No.2 Release Centre, 30 August 1945. Retired 30 September 1945. Subsequently living in Montreal. Cited with S/L Ralph MacLaren Christie, DSO. Medal presented 29 November 1947. RCAF photo PL-4849 (ex UK-626) shows Sergeant L.J. O'Connell (Halifax), Sergeant F.A. Kay (Montreal), Sergeant S.C. Herbert (RAF), Sergeant J.M. Meredith (Toronto).

On the 15th May 1942, Flight Lieutenant Christie and Pilot Officer Kay each led a force of bombers in an attack on an enemy convoy including armed ships and destroyers off the Dutch coast. The escorting vessels also carried balloons and the attack which was delivered in the fading light was pressed home in the face of a barrage of the utmost intensity. Pilot Officer Kay, who was first to attack, received wounds on the fingers when shrapnel tore through the floor in front of him. Despite this he flew in firing his guns and bombs were released on a ship

almost at deck level. Flight Lieutenant Christie followed in and releasing his bombs from mast height scored hits on a large ship. Both aircraft were damaged and that of Flight Lieutenant Christie was hit in wings, fuselage and tail causing damage which made the aircraft exceedingly difficult to control. Pilot Officer Kay's aircraft was hit in both engines while he himself received a further wound in the arm. Despite extreme difficulties both Flight Lieutenant Christie and Pilot Officer Kay flew their damaged aircraft back to this country and made a skilful crash landing. Throughout both these officers displayed skill and daring of a high degree.

DHH file 181.009 D.2620 (Library and Archives RG.24 Volume 20628) has recommendation drafted 18 May 1942:

On the 15th of May 1942, this officer led a formation of nine Hudson aircraft in an attack on an enemy convoy off the Dutch coast. A second formation of nine aircraft took off fifteen minutes before him.

The convoy consisted of approximately thirteen vessels which included several flak ships and destroyers. These escorting vessels carried balloons in addition to a large complement of guns.

The attack was timed to be made in the fading light with the aircraft attacking into the light from the darkness. So successful was the leadership of these formations that so far as is known only two aircraft failed to reach the target. One of these returned due to engine failure and the other was forced to jettison its bombs when attacked by an enemy fighter.

The attack, delivered in the fading light, was pressed home with remarkable gallantry in the face of a barrage of fire of unprecedented intensity. Pilot Officer Kay who was the first to attack received finger wounds on going in when a burst of shrapnel came up through the floor in front of him. Carrying on with the attack and firing his front guns, the bombs were released from deck level on one of the merchant vessels. The pilot is certain of direct hits but owing to injuries of the remainder of the crew further information is not yet available on the result of the attack.

At the close of the attack the aircraft was hit in both engines. The petrol line of one and the oil line of the other was cut. The pilot received a further wound in the arm and the Observer was injured in the leg by shrapnel.

The engines were now cutting out alternatively, so the pilot flew southward down the Dutch coast with the intention of crossing the Channel at Dover. Fire from the shore batteries was encountered at this juncture. After considerable manipulation of the controls, the engines both picked up and the pilot crossed

the sea and arrived over his base aerodrome. The undercarriage was now found to be out of order and a crash landing was imminent. Another aircraft in distress was landing so Pilot Officer Kay had to make three circuits of the aerodrome without getting permission to land. On the final circuit both engines cut so he made a sharp turn to port and crash landed on the side of the aerodrome without his undercarriage. The aircraft skidded 100 yards and crashed into a gun pit. All members of the crew were injured and one died shortly afterwards.

Previous to qualifying as a first pilot, Pilot Officer Kay, as second pilot, has delivered attacks on a submarine, four merchant vessels and a tanker. In these attacks one vessel of 3/4,000 tons was hit and a tanker of 2,000 tons was set on fire.

This officer, an exceptionally fine pilot, has shown outstanding zeal and determination throughout the whole of his operational experience in this squadron. He sets a fine example to other aircrews and is a remarkable influence in encouraging less experienced pilots in their operational role.

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KAYE, S/L Thomas Chisholm, DFC (C89538) - **Air Force Cross** - No.1666 Conversion Unit (now No.2 ACU) - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Winnipeg, 12 March 1916; home in Manitoba. Educated at Lord Roberts High School and Kelvin Technical High School, Winnipeg. Served in Princess Patricia's Canadian Light Infantry, 1935, before enlisting in Royal Air Force, 1939. Began as a fitter, servicing Hampdens; re-mustered to pilot, 1940 and trained at Carberry, Manitoba; returned to a British OTU where he was flying Hampdens; awarded DFC as a Pilot Officer, No.408 Squadron (**London Gazette**, 14 May 1943). Also Mentioned in Despatches. Transferred to RCAF in London, 9 January 1945 in rank of Squadron Leader. Repatriated 1 June 1945. To No.2 Air Command., 12 June 1945. To No.2 Air Command Communications Unit, 31 July 1945. To No.23 EFTS, 12 September 1945. To No.2 Flying Training School, 16 September 1945. To No.2 Air Command Headquarters, Winnipeg, 7 January 1946. To No.1 Composite Training School, 11 April 1946. To No.2 Air Command again, 10 June 1946. To Trenton, 15 August 1946. Remained in postwar RCAF (20468), reverting to Flight Lieutenant on 1 October 1946. To No.2 Air Command, 10 November 1946. To RCAF Churchill Detachment, 22 November 1946. To Northwest Air Command, 1 April 1947. To No.408 Squadron, Rockcliffe, 14 January 1950. Promoted Squadron Leader, 26 June 1951. To AFHQ, 19 November 1951. To No.1 Tactical Air Command, Edmonton, 21 November 1953. To Station Portage La Prairie, 13 July 1957. To No.406 Tactical Squadron, Saskatoon, 26 January 1961. To Station Saskatoon, 25 May 1963. Retired 23 January 1964. Service generally described as Search and Rescue (western Canada), No.408 Squadron, inspector and investigator with Directorate of Flight Safety, and at Portage la Prairie. Died in Vancouver, 26 April 1992 as per **Legion Magazine** off September 1992. Early RAF awards presented 23 November 1943; AFC presented by Governor General at Government House, 14 November 1950. Photo PL-36340 is a portrait. Public Record Office Air

2/9117, courtesy of Steve Brew, indicates that the citation was drafted when he had flown 1,073 hours, 900 on instructional duties, 130 in previous six months.

Since completing a tour of operational duty, Squadron Leader Kaye has flown more than 500 hours as an instructor on Halifax and Lancaster aircraft. He has displayed fine leadership as a flight commander and has contributed in a large measure to the success of the unit. One afternoon in September 1943, whilst engaged on an instrument flight, the port outer engine of his aircraft failed and half fell out of the wing. Due to the position of the engine, it could not be feathered. Squadron Leader Kaye was therefore compelled to reduce power on the starboard engines to prevent the aircraft from diving to the ground. Much height was lost and, realizing that he could not reach an airfield, this officer ordered his crew to crash positions. He effected a skilful landing in a field without any of the crew members sustaining serious injury. On another occasion, when instructing on a Halifax II, two engines of the aircraft failed. Though the aircraft was losing height rapidly, this officer succeeded in returning to base and executed a masterly landing without further damage. His example and fine record have been an inspiration to all.

Notes: Repatriation form dated 16 May 1945 stated he had flown 27 sorties (173 hours 25 minutes) on operations plus 900 non-operational hours. Last sortie had been 10 April 1943. Types and hours listed as follows - Oxford (70.00), Hampden (170), Halifax (650), Lancaster (40), Anson (90) and Tiger Moth (53.25). Had taken Bomber Command Tactics course.

Times flown to 8 January 1954 were as follows - Tiger Moth (52.20), Anson (142.35), Oxford (151.25), Hampden (172.15), Halifax (599.20), Lancaster (550.05), Norseman (1.10) and Expedito (49.45).

Selected Assessment: "This officer is quiet and reserved and has a pleasant personality. He has always been keenly interested in sports and has several cups and medals for marksmanship, and once held the Manitoba heavy lightweight boxing championship. Is currently interested in leather working, badminton, bowling and duck shooting. Ex-flying instructor on heavies at RAF Conversion Unit, instructing new instructors as well as crews. Also lectured on Bomber Command tactics in RAF. His financial and family affairs appear to be in good order and he seems to be quite happily married. Quite interested in current events and keeps up to date. His social conduct is quite satisfactory and he appears to be quite physically fit. Considered quite suitable for Permanent Commission and for administrative employment." (S/L J.T. Arnold, Northwest Air Command Headquarters, 8 October 1948).

"Flight Lieutenant Kaye appears to be well qualified to carry out normal administration work and other duties on a Photographic Detachment. This was his first season on this type of work and he put forth a good effort to learn about the equipment used and the operating procedures of a Photo Detachment. He performed all duties assigned satisfactorily and always volunteered to help with other duties, During the early part of the season F/L Kaye's flying was somewhat

below average but he improved during the season and is now considered an average pilot, As he has not been on flying duties for some time prior to joining the Squadron, it is not unusual that his flying should not be too good," (W/C C.L. Olsson, No.408 Squadron, 15 September 1950)

"Squadron Leader Kaye was promoted this year while employed as Officer Commanding 7 Photo Detachment at Churchill and Coral Harbour in his second year with this unit. He is methodical and thorough in his work and hold the respect of those serving under him. He is industrious and has the best interests of the service at heart. On first acquaintance his unimpressive manner of speech detracts from his personality but this stems from a past career in boxing, Squadron Leader Kaye is considered capable of any type of employment except training." (W/C D.J.G. Jackson, No.408 Squadron, 14 August 1951).

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KAZAKOFF, F/L Mike (J20402) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 8 August 1945 as per **London Gazette** dated 17 August 1945 and AFRO 1507/45 dated 28 September 1945. Born 17 July 1921. Home in Wadena, Saskatchewan; enlisted there 27 November 1941. Trained at No.4 ITS (graduated 3 July 1942) and No.2 AOS (graduated 23 October 1942). Retired 19 September 1945. Rejoined RCAF, 15 January 1948 (27838); retired again 31 July 1971 as a Lieutenant-Colonel. Died in Ottawa, 2 December 2010. Photo PL-28854 shows him. PL-33651 (ex-UK15933, 20 October 1944) shows F/O D.J. McConnell (pilot) on wing of Mosquito, F/O M.J. Kazakoff relaxing below. DFC presented 14 February 1948.

This officer has completed a tour of operational duty. In May 1944, during an enemy attack on Plymouth, he shared in the destruction of at least two enemy aircraft. Since then he has participated in sorties to such distant and heavily defended targets as Berlin and Stavanger, Norway. A navigator of exceptional skill, Flight Lieutenant Kazakoff has at all times displayed great courage, determination and devotion to duty.

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KEANE, Flight Sergeant Henry William (R55378) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 6 November 1942 as per **London Gazette** dated 20 November 1942 and AFRO 1962/42 dated 4 December 1942. Born in Quebec City, 1921 (one of ten children; he helped support the family during the Depression by running two paper routes and working as a page in the Chateau Frontenac, where he knew Premier Maurice Duplessis). Although on enlistment he gave his home as Quebec and his occupation as student, he had worked his way around the world in 1937, including passage as a page on the **Empress of Britain**. Enlisted in Quebec City, 29 June 1940. Trained at No.1 ITS (graduated 14 September 1940, No.1 WS (graduated 16 September 1940) and No.1 BGS (graduated 17 February 1941). Participated in Augsburg Raid of 17 April 1942 (see Hepburn, D.S.R., above). DFM presented at Buckingham Palace, 30 March 1943; DFC presented at Buckingham Palace, 13 July 1945. His obituary (Ottawa **Citizen**, 7 August 2002) stated he had extinguished a fire aboard his aircraft on one occasion. Notwithstanding

notes for his DFC recommendation, the obituary credited him with 61 missions. Commissioned (J16135). Postwar remained in the RCAF (20177), with such duties as Aide de Camp to Field Marshal Alexander when that officer was Governor General, assistant director of Soviet threat analysis for NORAD and Canadian Equerry to the Queen during her 1964 Royal visit to Canada. His last posting (as Lieutenant-Colonel) was at Canadian Forces Base Uplands as Base Administration Officer. Died in Ottawa, 5 August 2002. RCAF photo PL-2735 taken in Canada shows Sergeants (Wireless Air Gunners W.L. Lee (Montreal), H.R. Hibbard (Lachine), C.H. Bumstead (Montreal), H.W. Keane (Quebec) and J.G. Leclair (Montreal). RCAF photo PL-45273 (ex UK-22711 dated 19 July 1945) taken following investiture at Buckingham Palace, with fiancée, Miss Cherry King, and her mother, Mrs. H. Neary of London.

This airman has taken part in many attacks against the most heavily defended targets in Germany, including low-level attacks on Augsburg and the one thousand raid on Cologne. Recently he has participated in the daylight attacks on Le Creusot and Milan and one of the night attacks on Genoa. Throughout, he has shown great skill as an air gunner.

NOTE: Original recommendation in Public Record Office file Air 2/4916 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) drafted 27 October 1942 when he had flown 37 sorties (198 operational hours).

This Non-Commissioned Officer has now completed 198 operational flying hours and 37 sorties. His targets have included many of the most heavily defended in Germany. He took part in the low level attack against Augsburg and the highly successful "1,000" raid against Cologne. He has more recently taken part in the daylight raids on Le Creusot and Milan and the night attack on Genoa. He has throughout shown great ability and keenness and has lost no opportunity of using his guns to the greatest effect.

KEANE, Flight Sergeant Henry William (R55378) - **Mention in Despatches** - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 232/43 dated 12 February 1943.

KEANE, F/O Henry William, DFM (J16135) - **Distinguished Flying Cross** - No.619 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. 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 15 December 1943 when he had flown 56 sorties (323 hours 27 minutes), on which 19 sorties (125 hours 32 minutes) were flown after previous award. Since joining No.619 Squadron he had flown 37 sorties (197 hours 55 minutes). The most recent trips were:

- 11 June 1943 - Dusseldorf (4.47)
- 12 June 1943 - Bochum (5.28)
- 14 June 1943 - Oberhausen (4.35)

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 (8.56)
16 September 1943 - Antheor Viaduct (10.06)
1 October 1943 - Hagen (5.43)
8 October 1943 - Hanover (5.05)
22 October 1943 - Kassel (6.03)
3 November 1943 - Dusseldorf (4.32)
18 November 1943 - Berlin (7.57)
23 November 1943 - Berlin (6.36)
3 December 1943 - Berlin (7.20)

This officer has shown consistent keenness and steadiness on the nineteen operational flights he has made with this squadron, and has contributed largely to the success of his crew. His directions to his pilot have always been accurate and well considered and his example has had a great effect on the morale of all air crews in the squadron.

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.

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KEANE, F/L John Hunter (J19422) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Northern Ireland, 16 April 1918; home at Orona, Ontario. Enlisted in Toronto, 20 September 1941. Granted Leave Without Pay until 19 October 1941 when posted to No.2 Manning Depot. To Trenton, 2 January 1942. To No.1 ITS, 22 February 1942; graduated and promoted LAC, 24 April 1942; to No.10 EFTS, 9 May 1942; graduated 17 July 1942 and posted on 19 July 1942 to No.11 SFTS; 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 2 December 1943. Promoted Flying Officer, 22 March 1944. Repatriated 23 October 1944. Retired 4 November 1944. Award presented 22 June 1949. RCAF photo PL-31141 (ex UK-12607 dated 21 July 1944) is captioned as follows: "Operational types at play. This happens when fliers who have almost completed a tour of operations are let loose in a Link trainer. That's a Mae West, not a straight-jacket, the pilot is wearing. Drawing a bead on a pipe to get some of his fevered friend is rear gunner G.A. Rice, a Pilot Officer from 94 Eighth Street, New Toronto. Skipper is Flight Lieutenant John 'Sharpy' Keane of Orona, Ontario. Periodically the boys are let loose in a Bluenose Squadron Halifax of RCAF Bomber Group overseas. When this happens, they tote bombs to invasion targets and flying bomb installations." Photo PL-31142 (ex UK-12608 dated 21 July shows more clowning in a Link, the men supposedly singing something titled "I Wanna Go Back to that Flak-Happy Pappy of Mine" - the men being air bomber Bill Roberts of Salford, Ontario, mid-upper gunner Bill Kunkel (Cargill, Ontario) and pilot F/L John Keane. Photo PL-31143 (ex UK-12609 dated 21 July 1944) is further "abuse of a Link" - F/L John Keane looks on, air bomber Bill Roberts of Salford, Ontario ("the weighted down character in front"), and rear gunner P/O G.A. Rice listens and "cocks his six-gun purposefully."

This officer has completed numerous operations against major German targets during his service with this squadron. On several flights Flight Lieutenant Keane's aircraft has been attacked by enemy fighters and has sustained damage. On all such occasions this officer has successfully flown the aircraft back to this country. He has been an outstanding operational pilot who has always been an outstanding operational pilot who has always displayed efficiency, courage and devotion to duty.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 20 June 1944 when he had flown 34 sorties (208 hours 40 minutes), 22 August 1943 to 10 June 1944.

22 August 1943 - Leverkusen (5.10)
22 September 1943 - Hanover (6.05)

29 September 1943 - Bochum (5.05)
2 October 1943 - Gardening, Baltic (8.00)
4 October 1943 - Frankfurt (6.40)
23 October 1943 - Kassel (6.35)
3 November 1943 - Dusseldorf (5.55)
18 November 1943 - Ludwigshaven (7.10)
3 December 1943 - Leipzig (9.25)
20 December 1943 - Frankfurt (2.00, duty not carried out; engine unserviceable)
29 December 1943 - Berlin (7.15)
24 February 1944 - sea search (4.30)
2 March 1944 - Meulan-les-Mureuax (5.00)
6 March 1944 - Trappes (5.10)
7 March 1944 - Le Mans (6.05)
13 March 1944 - Le Mans (5.25)
15 March 1944 - Amiens (5.25)
16 March 1944 - Amiens (4.55)
18 March 1944 - Gardening, Heligoland (5.20)
22 March 1944 - Gardening, Kiel Bay (6.00)
23 March 1944 - Laon (5.20)
26 March 1944 - Courtrai (4.40)
9 April 1944 - Lille (4.50)
10 April 1944 - Ghent (4.10)
12 April 1944 - Gardening, Heligoland (4.50)
22 April 1944 - Laon (5.30)
23 April 1944 - Gardening, Baltic (6.50, fighter shot down)
27 April 1944 - Montzen (5.10)
30 April 1944 - Gardening, Nectarines Plus (3.35)
11 May 1944 - Boulogne (4.05)
31 May 1944 - Lumbringham (3.05)
5 June 1944 - Merville (5.30)
6 June 1944 - Conde sur Noireaux (5.45)
10 June 1944 - Versailles (5.55)

This officer has been with the squadron since its formation and has completed a total of 34 sorties. Eleven of these operations have been against heavily defended targets in Germany. On several occasions Flight Lieutenant Keane has been attacked by enemy fighters, sustaining damage to various parts of the aircraft. On all occasions Flight Lieutenant Keane has successfully flown his aircraft back to this country. Flight Lieutenant Keane is an outstanding operational pilot whose efficiency, devotion to duty and determination have

been an example and inspiration to all crews on the squadron. I recommend the award of the Distinguished Flying Cross.

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KEARL, F/L Eldon Eastham (J18810) - **Distinguished Flying Cross** - No.408 Squadron (deceased) - Award effective 26 January 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 26 January 1920 in Cardston, Alberta; home there (tailor). Initially in the Canadian Militia under terms of National Resources Mobilization Act, 8 July to 4 September 1941(93 Field Battery, Sarcee Camp, Camrose). Enlisted in RCAF, Edmonton, 5 September 1941. Granted Leave Without Pay until 1 October 1941 when posted to No.3 Manning Depot. To No.15 SFTS (guard duty), 3 November 1941. To No.7 ITS, 6 December 1941; graduated and promoted LAC, 14 February 1942; posted that date to No.6 EFTS; graduated 25 April 1942 and posted to No.3 Manning Depot; to No.7 SFTS, 4 July 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 21 November 1942. Disembarked in United Kingdom, 30 November 1942. Taken on strength of No.3 PRC, Bournemouth, 1 December 1942. To No.15 (P) AFU, 9 February 1943. Attached to Station Dishforth, 6-13 March 1943. To No.23 OTU, Station Pershore, 6 April 1943. Promoted Flight Sergeant, 23 April 1943. To No.1659 Conversion Unit, 22 June 1943. To No.408 Squadron, 14 July 1943. Commissioned 18 September 1943 as per RCAF Orders dated 22 November 1943. Promoted Flying Officer, simultaneous promoted to Flight Lieutenant, 27 December 1943. Clippings in file say that on a raid on Dusseldorf his aircraft was severely damaged by a Ju.88; on another sortie he eventually landed with one engine still running. Killed in action 27/28 January 1944 (Lancaster DS709, letter "P"); buried in Germany. Award presented to next of kin, 10 December 1947.

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

Training: Interviewed on 5 September 1941 and described as "Fair type; appears keen, qualified. Has Senior Matriculation. Recommended as pilot."

At No.7 ITS, course lasted 8 December 1941 to 30 January 1942. Courses taken were Mathematics (113/150), Armament P and O (34/50), Signals (143/150), Anti-Gas (36/50), Aircraft Recognition (83/100), Drill (68/100), Law and Discipline (52/100), Navigation (147/200) and General Studies (91/100). Graded 74/100 in Visual Link. Described as "Immature but conscientious and will develop with Service experience". Placed 33rd in a class of 107.

Course at No.6 EFTS lasted 16 February to 10 April 1942 (Tiger Moth). Logged 31.25 hours day

dual, 40.40 day solo, 10.10 instruments, three hours at night and 10.10 in Link. Described as "Good average pilot; with more experience should develop into above average." Ground School courses were Airmanship (192/200), Airframes (79/100), Aero Engines (77/100), Signals, Practical (100/100), Theory of Flight (88/100), Air Navigation (160/200), Aircraft Recognition (60/75) and Armament (110/125). Described by S/L A.T. Chesson as "A high average, a little easy going, but should improve with more training. Conduct good." Placed 6th in a class of 37.

Course at No.7 SFTS lasted 6 July to 23 October 1942 (Ansons). Flew 63.25 hours day dual, 76 hours day solo, 9.55 night dual, 7.20 night solo, 26.05 instruments, 20 hours in Link. Described as "A low average pilot who could do better with more effort. Does not seem to have much interest in flying." In Ground School courses and marks were Airmanship and Maintenance (125/200), Armament W (76/100), Armament P (77/100), Navigation (110/150), Meteorology (43/50), Signals W (32/50) and Signals P (50/100). Placed 44th in a class of 54. Described as "A satisfactory student in Ground School but a low average pilot. It is thought he has the ability but he appears disinterested and at times lazy. His personal preference for future employment is Instructor."

At No.23 OTU, course lasted 6 April to 14 June 1943 (Wellington III). Flew 5.20 hours day dual (four hours day dual to solo), 36 hours day solo, 5.40 night dual (3.20 night dual to night solo), 33.15 night solo, 4.10 formation flying, 16.40 instrument flying, 15.40 in Link. Dropped 40 bombs by day and 29 by night; average error by day was 109 yards by day, 131 yards by night. Attempted 15 I.R. Practices and completed ten; attempted three night photography exercises and completed all three. Assessed under following headings: **Ground:** Airmanship (250/300), Armament (226/300), Meteorology (70/100), Navigation (160/200), Signals (79/100); **Flying Tests:** General Flying (350/400), Applied Flying (175/200), Instrument Flying (225/250), Night Flying (85/100), Link Trainer (35/50). Described by W/C J.A. Roncoroni as follows: "This pupil is keen and efficient and has been above average during training. He has volunteered for Pathfinder Force and this and his commission are fully recommended."

NOTE: When shot down, the crew consisted of the following: F/L E.E. Kearl (J18810), pilot, 17 trips, 110.45 operational hours; P/O John Angus MacLean (listed as Flight Sergeant, R99807 when lost), air gunner, 16 trips, 104.13 operational hours; FS James Francis McManus (listed as Flight Sergeant, R113334 when lost), air gunner (16 trips, 104.13 operational hours; P/O Joseph Paul David Parise (J18806), navigator (16 trips, 104.13 operational hours); F/O Elmer Reginald Proud (J27843), co-pilot, no previous operational flying; P/O Alfred Smith (listed as Flight Sergeant, R157870), bomb aimer (16 trips, 104.13 hours); P/O John Adamson (168511, RAF), WOP/Air (16 trips, 104.13 operational hours); Sergeant Alfred Charles Brown (1629005, RAF), flight engineer (16 trips, 104.13 operational hours, taken prisoner).

The website "Lost Bombers" provides additional information. Lancaster DS709, No.408

Squadron (EQ-P), target Berlin, 27/28 January 1944. DS709 was delivered to No.426 Squadron on 12 October 1943, transferring to No.408 three days later. No operations with No.426 Squadron. With No.408 Squadron as EQ-P it was involved in the following raids: Hannover, 18/19 October 1943; Berlin, 22/23 November 1943; Berlin, 23/24 November 1943. As EQ-K it went to Berlin, 26/27 November 1943; as EQ-P, to Berlin, 2/3 December 1943; Brunswick, 14/15 January 1944; Berlin, 27/28 January 1944 (lost). When lost this aircraft had a total of 72 hours. DS709 was one of three No.408 Squadron Lancasters lost on this operation; the others were DS408 and DS849. Airborne at 1750 hours, 27 January 1944 from Linton-on-Ouse. Believed to have crashed at Reichenwalde, 4 km east northeast of Storkov.

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KEARNS, F/O Frederick Ronald (J36758) - **Mention in Despatches** - No.443 Squadron (AFRO gives unit only as "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 11 March 1924 at Quyon, Quebec; home there; enlisted in Ottawa, 24 August 1942 and posted to No.1 Manning Depot; to No.1 SFTS (guard duty), 9 October 1942. To No.6 ITS, 23 January 1943[graduated and promoted LAC, 2 April 1943; posted on 3 April 1943 to No.9 EFTS; may have graduated 28 May 1943 but not posted to No.2 SFTS until 12 June 1943; graduated and commissioned 1 October 1943). To No.1 OTU, Bagotville, 2 October 1943. To "Y" Depot, 13 January 1944. Taken on strength of No.3 PRC, Bournemouth, 21 January 1944; arrived overseas February 1944. Attended No.57 OTU, 29 February to 16 May 1944 (Masters and Spitfires); promoted Flying Officer, 1 April 1944. To No.83 GSU, 31 May 1944; to No.443 Squadron, 19 June 1944; to No.127 Wing Headquarters, 28 March 1945 (Operations Officer). Repatriated to Canada, 5 September 1945; released 22 October 1945. On a form dated 23 August 1945 he reported having flown 145 sorties (201 operational hours) plus 123 non-operational hours; last sortie on 17 March 1945 (No.443 Squadron) with one enemy aircraft probably destroyed and 50 enemy MET. Rejoined RCAF Auxiliary with No.401 Squadron (Vampires), 4 November 1948 (120791). To No.11 Operations Wing, 16 October 1951. Promoted Flight Lieutenant, 1 January 1952. Retired 14 February 1954. For complete postwar career see Canada's Aviation Hall of Fame website, <http://www.cahf.ca/CUSTOMPAGES/907/MemberList.cfm?firstLetter=K#109>. Attended McGill University's School of Commerce. Joined Canadair in 1949 as a time-keeper. He worked his way up in accounting to become Vice-President and Comptroller in 1957, and in 1965, at age 41, he was made President and CEO. While President, he oversaw a number of key projects, including the CL-41 Trainer, the CL-215 Water Bomber, the CL-89 and 289 Short Range Reconnaissance Drones, and the CL-600 Challenger Business Jet. The last major product developed during Kearns' tenure, the Challenger, is now a complete technical and financial success. Retired in June 1983, after 34 years of service. In 1981 Kearns received the prestigious C.D. Howe Award (CASI) which recognizes achievement and leadership in Canadian aeronautics and space activities. In part, the citation read: "Mr. Kearns has been the driving force behind the

transformation of Canadair from a relatively unknown manufacturer of military aircraft designed by other companies to an internationally recognized and highly regarded manufacturer of commercial aircraft of its own design and world leader in unmanned surveillance systems ...He has been and is a strong believer that Canada can compete successfully in international markets and has maintained a continuing effort to this end with Canadian businessmen." Home in Montreal, but he died at age 63 in London, Ontario on 14 November 1987 of complications following a liver transplant.. Inducted as a Member of Canada's Aviation Hall of Fame at ceremonies held in Toronto on May 28, 2008 at a ceremony held in Toronto, Ontario; the citation read: "His determination and dedication to the aerospace industry transformed Canadair into an internationally recognized and highly regarded manufacturer of commercial and military aircraft with great benefits for Canada's economy.". Two of the most important aircraft in Fred Kearns' life were the Challenger and the Spitfire. When he was to be presented with his former Squadron's Standard in 1981, Kearns organized a 'Spitfire Event' with actor Cliff Robertson's Spitfire in Montreal. Many former Second World War Squadron pilots attended, making this a very memorable occasion for him.

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KEDDIE, F/L William Neil (J12824) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. American in the RCAF. Born in Edinburgh, 10 November 1919; home in Clarke Lake, Michigan; attended Michigan Centre High School, Orville Place (Edinburgh), Sarrehey Public School (San Francisco, Jackson College and Michigan University. Ordinary seaman on lake boats for one year, steel worker for two months. Enlisted Windsor, Ontario, 8 September 1941 and posted to No.1 Manning Depot. To Trenton, 25 September 1941; to No.5 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; posted that date to No.14 EFTS; may have graduated 13 March 1942 but not posted to No.11 SFTS until 28 March 1942; graduated and commissioned 17 July 1942). To "Y" Depot, 31 July 1942; to RAF overseas, 7 August 1942; disembarked in Britain, 21 August 1942; posted that date to No.3 (Pilots) Advanced Flying Unit; to No.22 OTU, 13 October 1942. Promoted Flying Officer, 17 January 1943. To No.1659 Conversion Unit, 30 January 1943. To No.419 Squadron, 17 June 1943. To ACRC (whatever that is), Regents Park, 4 September 1943. Retired on transfer to American forces, 28 September 1943. Died in Dallas, Texas, 1990. Medal presented 13 June 1944.

As captain of aircraft, Flight Lieutenant Keddie has completed numerous bombing and mining sorties attacking many of the enemy's most important targets in Germany. He has always displayed commendable courage and devotion to duty while his cheerful confidence and splendid leadership have instilled confidence in his crew.

The following is from the No.419 Squadron website,
<http://www.419squadron.com/Keddie.html>:

From Michigan to the Skies Over Europe

September of 1941 found the United States in a difficult political situation, she was not at war with the Axis powers but saw the need to keep Great Britain supplied with the necessary tools to hold back the Nazi war machine sweeping across all of Europe. Unable to officially supply Britain with aircraft, the U.S. simply flew the needed aircraft as close to the Canada-US border as possible. Then the Canadians simply towed them across the border.

Not only were aircraft crossing the border to aid the RCAF, American citizens in large numbers came to the major Canadian border cities and headed for the RCAF recruitment offices. Windsor Ontario recruiting office, just across the river from Detroit was to see a number of Americans who would become Moosemen.

The thrill of flying was the driving force for all the recruits. Volunteering for aircrew and as a pilot was the main objective for William Keddie another, perhaps a more personal cause was also in his mind. He left his hometown of Clarklake Michigan headed for Windsor with the memory of his uncle, who had been lost when his ship was sunk by enemy action, in mind. Keddie born in Edinburgh Scotland had the determination to take the fight back to a enemy whose main goal in 1941 was to invade the island of Britain. That and an improved chance of becoming a pilot with the Canadian air force drew him to Canada.

Training Postings

After his Manning Depot training he was posted to No.5 I.T.S. at Belleville Ontario. Here he would be subjected to the physical and psychiatric testing that would help the selection board screen the new recruits. The medical testing included a four hour physical, which included time in a decompression chamber and test flights in an earth bound Link trainer. The weeks here also included instructions on theory of flight, navigation, meteorology. Aspects of military life were also included, duties of an officer, air force administration courses were mingled in with different mathematic courses. After four weeks of ITS, it would be determined if Keddie would be selected as a pilot or instead be selected to one of the other aircrew trades.

On January 2 of 1942 he along with all the others on that course waited as the instructor read off the results finally he heard ...LAC Keddie - pilot

No. 14 EFTS

His next stop would be Portage la Prairie, Manitoba and No.14 E.F.T.S. Here pilot training was carried out on Tiger Moths and Fleet Finches. The little De Haviland Tiger Moth, with its 29 foot wing span, weighing in at just 1115 pounds empty presented a graceful and rather delicate looking aircraft. Bright yellow with a 145 hp motor. This would be the introduction to airforce flying. A few days familiarization and ground school then finally the day he suited up and with his parachute in place walked off to his first lesson. Many of the instructors were civilians attached to the airforce, and had a way of testing the new flyers. Barrel rolls and loop the loops and all kinds of maneuvers soon showed them the true metal of the trainee.

Flying both day and night exercises and being constantly scrutinized of his abilities to fly, being at a EFTS did not automatically mean the airmen would become pilots. At this stage many would not make it and were transferred to Navigation schools, Bomb and Gunnery schools.

No. 11 SFTS

By March 13th, LAC Keddie would find he made the cut and was posted to No.11 S.F.T.S at Yorkton Saskatchewan. Yorkton was training grounds for multiple engine aircraft such as the Cessna Crane and the Avro Anson. The Crane was a twin engine aircraft powered by two Jacobs L5MB engines, a heavier and much more powerful aircraft than the little Tiger Moth. A instrument panel now presented more dials and gauges, some duplicated for the twin engines others needed where the Tiger Moth simply had no use for them.

Little time was wasted here, for most the day after arrival had them behind the dual controls, this time flying with RCAF or RAF instructors. The whole pace was changed from the Elementary

School days. More intense and sometimes more dangerous exercises were conducted, formation flying and bombing runs, where it was not only LAC Keddie's skills but also those flying around him that would determine if they would be returning to base without incident. Along with day and night training, cross country exercises and other skills in flying, the SFTS had training for Armaments and pyrotechnics. Most repeated from his time at EFTS and now gone over again. Everything about SFTS showed a higher professional approach to the training than the EFTS.

At Home On Leave

One benefit of the Service Flying schools were the Leaves granted to the trainee pilots. The pace of the course and stress needed an outlet. At some point before he had completed his pilot training LAC Keddie made a visit home as seen in these newspaper clippings from the Citizen Patriot.

When he returned to SFTS he completed his training and received his wings at a Wings Parade in mid-July 1942 .

419 Squadron

On February 26 1943, the newly commissioned, P/O Keddie arrived at 419 Squadron, on completion of his and his crew's training at No. 22 O.T.U and then No.1665 CU. But for the captain of the aircraft, pilot P/O there was one more step before heading off with his own crew on squadron operations. Two stints as 2nd. Pilot was mandatory for all pilots, his first was on February 27th, a "Gardening " op. followed the next night to St.Nazaire. Now he was ready to take his own crew on operations.

P/O Keddie's original crew were:

Navigator P/O E. S. Hair

B/A P/O A.S. Winskill

WAG Sgt. T.L. Walker

F/E Sgt. E.R. Kirkham

MU/G Sgt. F. D. Howells

R/G Sgt. Joseph Alexander Lesage

P/O Hair, P/O Winskill, and Sgt. Kirkham would remain with Keddie for the rest of their tour. Sgt. Joseph Lesage would complete 24 operations with the crew. Sgt.G.A.Hurst would join the crew on the April 16/17th operation, replacing Sgt Howells as gunner and would stay on until the final operation. P/O Coburn would replace Sgt. Walker and be with the crew for 26 operations, being replaced by Sgt. Bright. Sgt. Lesage, was later killed on November 22 1943 while taking the place of another gunner on Halifax LW231, captained by Sgt. W.L. Hunter. It was his first operation after leaving F/O Keddie's crew. During the last seven operations Keddie's rear gunners would rotate between the Squadron Gunnery Leader F/L Kenyon and F/O Wagner the future Squadron Gunnery Leader.

Squadron Operations

For his first operation P/O Keddie's aircraft developed a leak in the hydraulic system. His best choice was to return to base most likely an agonizing decision considering it was his first operation. But he knew safety of the crew came first. The next seven operations took the crew into Germany and to Berlin, all without incident.

However the next operation his aircraft had the escape hatch blow off and the rear turret became non-operational. There is no mention of which hatch blew off, it may have been the rear turrets hatch or one of the aircrafts other hatches. The next night the aircraft again let the

crew down. This time the starboard outer engine failed.

Icing was a problem on many of the operations carried out by the squadrons crews. In F/O Keddie's case the situation prompted one of the crew to ask "are we going to bail out, Skipper?" A simple "No" reply was all the crew needed, they had full confidence in his ability to get them home safely.

May 12 1943

P/O Keddie and his crew completed just one more operation after the engine failure sortie, without any reported incidents. The very next operation on May 12th to Duisberg, rear gunner Sgt. Lesage saw tracers pass over the aircraft. He immediately called for a corkscrew maneuver to throw the enemy night fighter off his aim. More tracers were seen but no hits are recorded. Lesage was unable to return fire on the attacker because of the diving turning action of the Halifax presented no targetting on the night fighter.

July 13 1943 - 01.21 hours

Another twelve operations over Germany would be completed by Keddie and his crew. The next operation, a night raid on Aachen, Sgt. Lesage was replaced by F/O Wagner. Wagner had already one night fighter destroyed to his credit and was to become the Squadron Gunnery Leader in September.

Now as F/O Keddie headed towards Aachen, at 0121 hours rear gunner F/O Wagner spots an enemy aircraft approaching from astern. The enemy aircraft has a white light showing on its nose as it approaches and closes within 600 yards. Wagner fires off three long bursts which seem to set the attacking aircraft on fire and then seen to drop several thousand feet falling through cloud cover. An explosion is seen through the cloud cover which must have been the attacker hitting the ground. This enemy aircraft was claimed as destroyed. Both the Mid-Upper gunner Sgt. Hurst and F/E Sgt. Kirkland confirmed the claim. The night fighter had been a twin engine Ju88.

July 13 1943 - 02.15 hours

At 02.15 hours and flying at 19,000 feet, and returning from the target area rear gunner Wagner sighted an aircraft on his Halifax's starboard quarter below at 1,200 yards in the dark side of the night sky. The aircraft sighted was flying on a parallel course and same speed as VR-E, F/O Keddie's Halifax. The dark blur against the dark sky was all of what Wagner could make out. Just the blurred outline of a distant aircraft, it was assumed at first to be British, possibly another bomber heading home.

It continued to follow the Halifax in this manner for about two minutes. Then as this distant aircraft quickly turned and climbed making its intentions clear, Wagner gave Keddie the order to make a diving turn to starboard. Wagner opened up fire on the attacker at about 700 yards with two long 100 round bursts. The rear gunner had thought his rounds had been hits, although no results were observed.

The enemy aircraft did not return fire as it kept up the pursuit, finally breaking off his attack at 700 yards, which is when F/O Wagner had opened fire with the four barrels of his gun throwing tracer at the approaching aircraft. At this point the night fighter climbed to port, placing the moon behind it and enabling the Halifax gunners to make out the silhouette of a FW 190. The last words of the Combat Report seem to imply that the fighter then took up its original position on the starboard side of F/O Keddie's Halifax. But mentions no more about it. It was also stated in the Report that the Monica radar system failed to pick up the attacking aircraft before or during the attack.

Completion of Tour - DFC

F/L Keddie completed six more operational flights including an attack on the rocket research base at Peenemunde and a long range sortie to Milan Italy. With his tour of 32 operations completed, F/L Keddie was screened and then transferred to the USAAF. In October 1943 he was awarded the DFC.

Now a Captain in the USAAF, stationed at Maxwell Field in Alabama, wearing both his RCAF and USAAF wings and DFC ribbon.

Lt. Keddie's DFC presentation would be in June of 1944 and presented at a special ceremony in Washington D.C. by the British Ambassador, Lord Halifax.

Training: Interviewed 2 September 1941 in Windsor, Ontario - "This applicant comes highly qualified as to health, education and his motives are high. His attitude to military is good and his carriage good. If found proficient should make good officer material. Regard as good instructor material as alternative to Pilot/Observer."

Attended No.5 ITS, 10 November 1941 to 2 January 1942. Courses in Mathematics (75/150), Armament, practical and oral (68/100), Signals (144/150), Aircraft Recognition (91/100), Drill (75/100), and Law and Discipline (94/100) and Navigation (106/200). Placed 75th in a class of 127. "Very fine type, keen, hard working. Would show the best when going is tough."

Attended No.14 EFTS, 4 January to 13 March 1942. Tiger Moth aircraft - 35.20 dual, 41.10 solo. Was 7.10 on instruments. Also 3.25 night flying. Logged 12 hours in Link. "Was rather rough on controls in early part of training but has improved considerably in later stages," (H. Taylor, Chief

Flying Instructor). Ground courses in Airmanship (142/200), Airframes (60/100), Aero Engines (56/100), Signals, practical (65/100), Theory of Flight (59/100), Air Navigation (148/200), Aircraft recognition (64/75) and Armament (113/125). Placed 32nd in a class of 39. "Conscientious student. Quite dependable type. Superior ability. Conduct good."

Attended No.11 SFTS, 30 March to 17 July 1942. Crane aircraft - 66.45 day dual, 60.20 day solo, 8.30 night dual, 7.30 night solo. Was 30.05 on instruments. Logged 26.45 in Link. "A very keen pilot and a good type but inclined to be jerky and a little inconsistent." (F/L H.G.E. Rhodes). Ground courses in Airmanship and Maintenance (152/200), Armament, written (88/100), Armament, practical (84/100), Navigation and Meteorology (134/200), Signals, written (43/50) and Signals, practical (100/100). Placed sixth in a class of 43. "Very determined student. One of the hardest workers in the class."

Attended No.1515 Beam Approach Training Flight, 2-9 October 1942. Oxford aircraft - ten hours plus five hours in Link. Above average in all categories. "Has worked hard and done very well on this course."

Attended No.22 OTU, 13 October 1942 to 30 January 1943. Wellington aircraft - 7.05 day dual to first day solo, 12.35 total day dual, 36.35 day solo; 2.45 night dual to first night solo, 11.15 total night dual, 30.00 night solo. Was 15 hours on instruments. Logged 16.45 in Link. Flying tests in General Flying (260/400), Applied Flying (140/200), Instrument Flying (160/250), Night Flying (55/100) and Link (35/50). No Ground Examinations. "Above the average captain. Keen. Has excellent crew control. Should do well on four-engined aircraft."

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KEEFE, F/O Ernest James (J14117) - **Distinguished Flying Cross** - No.404 Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 2052/44 dated 22 September 1944. Born 22 January 1923 in Weyburn, Saskatchewan; home in Wainwright, Alberta. Educated at Shaunavon and Griffin High Schools. Enlisted in Winnipeg, 5 September 1941. To No.5 Personnel Holding Unit, 10 October 1941. Posted to No. 4 ITS, 17 January 1942; promoted LAC, 13 March 1942; to No.16 EFTS on 14 March 1942; graduated 22 May 1942 and posted to No.4 SFTS; graduated and commissioned 11 September 1942. To No.1 General Reconnaissance School, 21 October 1942; to "Y" Depot, Halifax, 27 December 1942; to RAF overseas, 4 January 1943; disembarked 12 January 1943. To No.12 (Pilots) AFU, 9 February 1943. To No.3 (Pilots) AFU, 27 February 1943. Promoted Flying Officer, 11 March 1943. Attached to No.1519 Beam Approach Training Flight, 23-31 March 1943. To No.132 OTU, 6 April 1943. To No.2 (Coastal) OTU, 11 May 1943. To No.404 Squadron, 25 June 1943. Attachments to Sumburgh (27-29 July 1943), Tain (4-10 September 1943), Sumburgh (23-25 September 1943), Leuchers (13-22 October 1943), Sumburgh (10-11 February 1944) and Wick-Davidston Moor (10-11 May 1944). Killed in flying accident, 28 June 1944 (Beaufighter LZ176)

near Davidson Moor; buried in England. Aircraft was returning from a Rover patrol carried out by three Beaufighters in conjunction with flare-dropping Wellingtons, Brest area. At 0315 hours he called base over VHF reporting height as 4,500 feet and asking for instructions. Instructed to proceed to Fairwood Common due to low cloud at base. At 0320 he reported, "My aircraft is out of control - cannot do anything with it - my gyro is unserviceable." Flying Control replied, "Sandra in use - rockets being fired." At 0322 a flash observed northeast of airfield. At the time he had 252 hours solo on type, 550 hours solo on all types. Also killed was P/O B.G. Steed, RCAF. W/C A.K. Gatward wrote, "It would appear that the pilot lost control due to instrument failure. The Beaufighter is not a stable aircraft and not easy to fly on instruments even for well experienced pilots. The failure of 'gyro' instruments in darkness is a very serious handicap." Medal presented to next-of-kin, 28 February 1946.

In March 1944, Flying Officer Keefe was sub-leader of a formation detailed to attack a large enemy vessel strongly escorted by aircraft and ships. By his prompt and courageous support of his leader, on this occasion, this officer helped to silence particularly fierce anti-aircraft fire, which greatly assisted the following aircraft. In July 1943, this officer also displayed outstanding courage and resolution during a combat with two enemy aircraft, both of which were destroyed. Flying Officer Keefe has taken part in six major operations against enemy shipping on one of which he acted as leader. All of these have resulted in destruction and damage to enemy vessels. His courage and devotion to duty have been outstanding at all times.

NOTE: Public Records Office Air 2/9016 has a more detailed recommendation submitted by W/C A.K. Gatward, 4 April 1944, as follows:

On the 30th March 1944, this officer was a sub-leader of an attacking formation on a shipping strike off the Norwegian coast. The target was a very large cargo-passenger vessel escorted by two "M" Class minesweepers and a destroyer, protected by 17 fighters consisting of ME.109s, ME.110s and FW.190s. At the time of the attack, the leader had accelerated ahead of the formation and was attracting most of the enemy anti-aircraft fire. F/O Keefe, realizing this, increased his speed and made an early attack upon the main anti-aircraft vessel; he released his bombs from very close range and passed directly over the ship. He sustained no injury to himself or crew but his aircraft was seriously damaged by ack-ack fire. His prompt and courageous action undoubtedly helped to subdue some of the anti-aircraft fire thus greatly assisting the following aircraft.

On July 28th, 1943, while a member of a formation on a naval escort and his first operational trip he sighted three BV.138s. He immediately attacked two of the

enemy aircraft and destroyed one and damaged the other. The one destroyed was confirmed immediately and the other one was confirmed on November 25th, making a total of two in one day by this officer.

F/O Keefe has been on six major shipping strikes, one of which he was the leader, and has scored hits with both cannon and R.P. [rocket projectiles] that resulted in the destruction and damage to enemy shipping. He has also done reconnaissances to the Norwegian coast, escorts, anti-submarine escorts and numerous Rover patrols. He has been the leader on one occasion.

This officer's outstanding courage and his devotion to duty highly recommends him for this award.

Further Notes: In accident, 1615 hours, 28 June 1943, at Wick - cine-gun exercise. Beaufighter JL944; he was slightly injured; passenger AC1 Baker (RAF) uninjured. Aircraft burned out and totally destroyed. He reported:

The circumstances leading to the accident were engine failure. I had been doing fighter evasion and headed for the aerodrome when the starboard engine started popping back. I checked all instruments and it cut almost immediately. I approached the drome to carry out a single engine circuit at about 1,000 feet; when turning into the last cross wind leg I lowered undercarriage; soon after the port engine cut. I straightened out, heading for Skitton, opened both throttles in an attempt to gain some power, this failing I crash landed straight ahead.

RCAF Press Release No. 371 dated 15 January 1944 from F/O Moir, describing action of 14 January 1944 read as follows:

In the furious action that takes place when aircraft of Coastal Command make a 'strike' on enemy shipping, it is almost impossible for the layman to understand just what goes on. When anything from one to thirty aircraft fire hundreds of rounds of cannon shells and dozens of bombs in the space of less than a minute, the resulting confusion is something that can only faintly be imagined by anyone who has not seen it.

But it is possible to get a better idea of what happens during one of these attacks if you can hear what happened to one aircraft. This is the story of one aircraft on a recent 'strike' off the Norwegian coast when a formation of Beaufighters from the R.C.A.F. Buffalo squadron, attacked a large German convoy. The story is told by Flying Officer James Keefe of Wainwright, Alberta, who scored bomb and

cannon-fire hits on two ships of the convoy during the attack.

“We knew there was a chance for a big do when we took off that morning and we were pretty keen on it. You spend a lot of time in Coastal Command work just stooing around looking for a target and when you have a pretty fair idea that you are going to see something you are anxious to get going.”

“This time I had a little trouble just as soon as we were airborne. As we circled around to pick up our formation over the airfield, I ran into a seagull and splattered it all over my windscreen. There was blood and guts all over the place.”

“That made it a little difficult to keep formation, but I managed to get enough vision out of the clear vision panel at the side to see my way into the formation.”

“Later on, just before we made our attack, a rain squall washed the remains of the gull clear and I had no trouble with visibility when we finally made the attack.”

“It took us about two hours to make the trip from our base to the spot where the German convoy was supposed to be and all the way over, I kept thinking that it would be a damn shame if we missed them. There were a lot of us in the attacking force that day, and it would have been too bad if we couldn't have found a decent target. As it turned out, I didn't have to worry. We found the target all right.”

“The only other thing I worried about on the way over was whether the Huns would have any single engine fighters around. When we're loaded up with bombs, it isn't much fun bumping into a Nazi fighter who can outmanoeuvre you.”

“We made our landfall on the Norge coast bang on, and then turned up coast to where our target should be. On the way, we passed almost directly over a German fighter 'drome. It didn't look too good. There wasn't a single fighter to be seen on the field because they were all in the air – probably for us.”

“As a matter of fact, I never did see a fighter on the trip, although some of the other lads did and we lost a couple of planes that day that might have been shot down by fighters.”

"A couple of minutes after passing the German airfield, we began to run into heavy flak from shore batteries and I started to weave like hell. The German gunners are pretty good and you have to keep twisting if you want to stay healthy."

"The flak was getting very accurate just as we sighted the target ahead of us, but it broke off when we went into our dives to attack. The shore guns had to stop then or they would have been hitting their own ships because we were striking from a very low level."

"My radio telephone went unserviceable then and I didn't hear any attack signal from the leader but I saw three large merchant vessels down below as well as some escort vessels that I didn't have time to count."

"I opened up with my cannon on the biggest of the cargo ships and hit it square on the decks with almost the first shell. I kept on firing as I dove in and I think I must have played hell with their gun crews. Anyway, I didn't have any flak coming up from the ship after I'd put in that first burst, and I was able to get right in to drop four bombs that were direct hits."

"I didn't see what happened after they landed. I was gone by then, but one of our other pilots said they wiped the superstructure completely away."

"When I broke off, I was at about 100 feet and my main idea right then was to get out to sea before the Gerries could get those shore guns going on me again. But as I turned to sea, I glanced at my sights and there was a German escort vessel dead in front of me and not more than 700 yards away. I just pressed the buttons and gave him a burst of cannon fire bang on, on my way out"

Then I just came home.

RCAF Press Release No.4642 dated 15 April 1944 from F/O Moir reads:

CANADIANS WITH COASTAL COMMAND: -- Flying Officer J. Keefe of Wainwright, Alberta, has been in shipping attacks off the Norwegian coast in which he has shot down two enemy aircraft. He had his closest brush with disaster in a recent action when Beaufighters from the RCAF Buffalo squadron attacked a 14,000-ton merchant vessel guarded by a destroyer, two other escort vessels and at least a dozen enemy fighters.

When he got back from that effort, his plane was perforated by some fifteen small bullet holes, flak holes in the tail and one main gas tank, its flaps and brakes were out of action and it had sundry other damage from flak and cannon fire. To make it more difficult it was a night landing. He chose the first method and when he had finished skittering all around the airfield, dodging obstacles, he finally came to rest at his own dispersal point.

“We first saw our target when we noticed the smoke of the convoy and the covering fighters from about six miles away,” Keefe describes his part in the action. “I was flying number three to the Wing Commander in our first wave and we stayed right at zero feet until we were two miles from our target. Then we climbed to attack while the Wingco gave us our last minute instructions. I remember his last words before we did our stuff. ‘This is the kickoff’, he said. ‘Let’s go. Don’t let the fighters worry you.’”

I saw the fighters circle around to get on our tails as we dived to the attack and then I lost sight of them. Wingco pulled ahead pretty fast so I opened up to stay with him but we split as we went down. He went after the merchant vessel and I took the destroyer. I had a bit of luck. My cannon fire struck home on her decks from about 1500 yards, which must have interfered with her gunners and I got bomb hits along her waterline. My navigator, (W/O B.G. Steed of 1270 Lincoln Road, Windsor, Ontario) saw her on fire as we pulled away. Just as we broke off the attack, the intercom went out of action and at the same time a fighter got on our tail. I didn’t know it until the bullets and tracer started to hit us. I could both hear and feel them then.”

“Steed directed our violent evasive action by the intercom buzzer but I didn’t know what kind of a fighter was after us. I did a diving turn to escape just as a long burst got us in the tail and I thought we were done for. I didn’t think I could regain control in time to save us from going into the water. I had some luck then, and pulled clear but it was a close thing.”

“When we finally got home and got down on the ground, the technical officer said the kite wouldn’t have stayed in the air for another ten minutes without the damaged tailpiece falling off.” (Attack of March 30, 1944, aircraft E)

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KEEFER, F/L George Clinton (J5022) - **Distinguished Flying Cross** - No.274 Squadron - Award effective 12 January 1943 as per **London Gazette** dated 22 January 1943 and AFRO 272/43

dated 19 February 1943. Born in New York, 17 February 1921; home in Charlottetown; enlisted there 15 October 1940. To No.1 ITS, 10 November 1940; promoted LAC, 10 December 1940 and posted that date to No.11 EFTS; to No.2 SFTS, 28 January 1941. Graduated and commissioned 10 April 1941. To RAF overseas, 19 May 1941. Promoted Flying Officer, 11 April 1942. Promoted Flight Lieutenant, 14 August 1942. Promoted Squadron Leader, 5 June 1943. Promoted Wing Commander, 12 April 1944. Repatriated to Canada, 12 August 1944. To United Kingdom again, 23 September 1944. Presented with DSO, DFC and Bar at Buckingham Palace, 7 November 1944. Repatriated 7 August 1945. To Washington, 17 September 1945. Remained in postwar RCAF to 4 February 1947 (120538). Presented with Bar to DSO, 25 February 1947. Rejoined RCAF Auxiliary, 10 April 1947 to 13 July 1948 (No.401 Squadron). Died in Montreal, 8 January 1985. RCAF photo PL-22165 (ex UK-5819 dated 1 November 1943) shows S/L Ian Ormston with Alsatian "Flight" and S/L George Keefer with Alsatian "Rommel". PL-22167 (ex UK-5821 dated 1 November 1943) shows S/L G.C. Keefer with Alsatian "Rommel", F/L Doug Matheson of Edmonton with Alsatian "Duke" and S/L Ian Ormston with Alsatian "Flight". Photo PL-25517L shows him (again with "Rommel" on return to Canada. RCAF photo PL-33975 (ex UK-16362 dated 9 November 1944) shows W/C R.W. McNair with his wife and W/C G.C. Keefer with his wife. Photo PL-45444 (ex UK-24015 dated 3 August 1945 at Bournemouth, Hon. Ian Mackenzie (Minister of Veterans Affairs) with W/C M.E. Pollard, DSO, DFC, AFC (Montreal), W/C G.C. Keefer, DSO, DFC (Charlottetown) and G/C K.L.B. Hodson, OBE, DFC (Grimsby). For additional details see H.A. Halliday, **The Tumbling Sky** and Michel Lavigne, **Canadian Wing Commanders**.

This officer has participated in numerous operational attacks in the course of which his determination and tenacity have resulted in twelve victories for his squadron, while many enemy aircraft have probably been destroyed or damaged. During an exceptionally long tour of flying duty he has continually displayed great gallantry and skill in strategy.

NOTE: Public Record Office Air 2/9612 has recommendation for a non-immediate award sent by Group Captain W.J.M. Akerman, Headquarters, Royal Air Force, Middle East to Air Ministry on 14 December 1942:

This pilot has flown more than 210 operational hours, covering 179 sorties, since November 1941. His determination in pressing home attacks and his strategy both as an individual and as a Section Leader have resulted in a dozen victories for his section, with numerous probables and damaged.

In addition he has either led the squadron or his section on 18 bombing trips since early June 1942, dropping thirty-six 250-pound bombs with great success. He was relieved from operational flying on 15th August and he had completed

511 hours flying, having continuously displayed gallantry during his nine and one-half months service with the squadron.

KEEFER, S/L George Clinton (J5022) - **Bar to Distinguished Flying Cross** - No.412 Squadron - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944.

Squadron Leader Keefer has always performed his duties with unfailing coolness and courage. On many occasions he has escorted large formations of bomber aircraft over enemy territory, achieving much success. Since the award of the Distinguished Flying Cross he has continued to take part in operations with the greatest keenness and has engaged the enemy many times.

KEEFER, W/C George Clinton, DFC (J5022) - **Distinguished Service Order** - No.126 Wing - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944.

This officer has completed many sorties since being awarded a Bar to the Distinguished Flying Cross and his record is outstanding. Within the past few months he has led large formations of aircraft on air operations during which forty enemy aircraft have been destroyed. The successes obtained reflect the greatest credit on the skill, gallantry and resolution of Wing Commander Keefer. This officer has been responsible for the destruction of eight hostile aircraft.

NOTE: Public Record Office Air 2/9160 has recommendation drafted in early August 1944 (precise date not on document) when he had flown 371 sorties (525 hours) of which 90 sorties (150 hours) had been since his previous award.

Since the citation of the award of the Bar to the Distinguished Flying Cross for this officer, he has flown a further 150 operational hours comprising 90 sorties of all types. In this time he has destroyed another our aircraft personally, bringing his total to eight destroyed, two probables and six damaged. In the three months that he has been leading this Wing, they have destroyed 40 enemy aircraft. His devotion to duty, keenness and abilities are seldom equalled and never surpassed.

Group Captain W.R. MacBrien wrote (13 August 1944):

This Wing Leader has amassed a tremendous total of 525 operational hours over a period of three years. His work has always been exceptional. He is fearless

and never spares himself at any time. His record as a leader is outstanding and I most strongly recommend the award of the Distinguished Service Order (non-immediate).

KEEFER, W/C George Clinton, DSO, DFC (J5022) - **Bar to Distinguished Service Order** - No.125 Wing - Award effective 10 July 1945 as per **London Gazette** of 24 July 1945 and AFRO 1619/45 dated 19 October 1945.

Since his appointment as Wing Commander of Operations, Wing Commander Keefer has led and trained his wing to a high pitch of keenness and efficiency. Under his leadership the wing has destroyed 191 enemy aircraft and damaged many more. In addition a great variety of enemy ground targets have been successfully attacked. During this period Wing Commander Keefer has destroyed four enemy aircraft in the air bringing his total victories to twelve aircraft destroyed. He has also destroyed at least sixty enemy transport vehicles. In April 1945, he completed a daring attack on eleven Messerschmitt 190s [sic] assembled on an airfield at Parchim. Despite intense and accurate anti-aircraft fire the attack was pressed home and all the enemy aircraft were destroyed. This officer has completed three tours of operational duty and has proved himself to be a leader of the highest order and a cool and fearless pilot.

KEEFER, W/C George Clinton, DSO, DFC (J5022) - **Netherlands Flying Cross** - Award effective 18 October 1947 as per **Canada Gazette** of that date and AFRO 576/47 dated 31 October 1947. "In recognition of valuable services rendered during the recent war". Public Records Office Air 2/9140 has recommendation as cleared by Air Ministry Honours and Awards Committee.

Wing Commander Keefer took over the duties of Wing Commander (Operations) of No.125 Wing in November 1944, while they were in winter quarters at Eindhoven. During this phase of active operations, under extremely adverse weather conditions, Wing Commander Keefer's indomitable courage and brilliant leadership maintained the morale of his Wing at the highest level. This officer showed exceptional keenness to engage the enemy, and his steadfast determination was worthy of the highest praise. In the subsequent battles through Holland to the German border, this officer's exceptional qualities remained well to the fore. He displayed outstanding devotion to duty.

KEEFER, F/L George Clinton, DSO, DFC (J5022) - **Croix de Guerre with Gold Star (France)** - AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Wing Commander Keefer was Wing Leader of No.126 Royal Canadian Air Force Wing during the first two months of the French campaign and personally destroyed four aircraft in direct support of the landing operations in addition to leading his Wing to many other successes.

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KEEFER, F/L Ralph Gardner (J4876) - **Distinguished Flying Cross** - No.540 Squadron - Award effective 31 December 1944 as per **London Gazette** dated 9 January 1945 and AFRO 471/45 dated 16 March 1945. Born 28 September 1917 in Ottawa; educated at Trinity College School; home in Westmount, Quebec; educated at McGill University (COTC) with BA in Commerce. Enlisted in Montreal, 19 September 1940. To No.2 ITS, 14 October 1940; graduated and promoted LAC, 4 November 1940 when posted to No.6 EFTS; may have graduated 23 December 1940 but not posted to No.4 SFTS until 3 January 1941; graduated and commissioned 17 March 1941. To RAF overseas, 5 April 1941. Interned in Eire, December 1941 to August 1942 (newsclipping says he "escaped"). Promoted Flying Officer, 18 March 1942. Repatriated to Canada, date uncertain. Attached to RAF Ferry Command, Montreal, 24 September 1942. Proceeded on "special flight" to Houlton, Maine, 1 December 1942 in aircraft FK407, returning to Montreal by train on 4 December 1942. Proceeded to Troy, New York by train, 8 January 1943, returning same day. May have gone overseas again, to be repatriated once more, June 1943. Meanwhile, promoted Flight Lieutenant, 1 March 1943. To No.45 (Air Transport) Group, Dorval, 30 June 1943. Departed Montreal, 12 August 1943 in Liberator BZ863, proceeding via Gander and Reykjavik to United Kingdom (arriving 13 August 1943) and thence to Middle East and Karachi. Completed two tours. Repatriated 23 November 1945. Released 1 February 1946. Award sent by registered mail, 30 March 1949. Re-engaged with RCAF Auxiliary (No.401 Squadron), 12 January 1951 to 19 November 1954. In peacetime with Lewis, Keefer and Penfield Ltd. and subsequently Canalux Inc.. He was among the first to trade with countries behind the Iron Curtain, initially in wheat, cotton and heavy machinery. He went on to expand his trade with countries all over the world. He lived in Montreal until 1980 when he moved back to Ottawa to connect with his roots. Died in Ottawa, 28 July 2012.

Flight Lieutenant Keefer has taken part in both bombing missions and photographic reconnaissances. He has attacked some of the most heavily defended targets in Germany. On one occasion during a daylight attack against Brest his aircraft was heavily engaged by German fighters. By fine airmanship he enabled his gunners to shoot down a Messerschmitt 109. More recently this officer has flown on reconnaissances over most of occupied Europe and in addition he took part in several low level sorties to photograph enemy troop movements and flying bomb sites in the Pas de Calais. Throughout Flight

Lieutenant Keefer has shown a high standard of airmanship and he has never let either adverse weather or enemy opposition deter him from completing his mission.

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KEEGAN, P/O Kenneth Edward (J86148) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 15 June 1923, Brampton, Ontario; home there. Served in Army. Enlisted in Hamilton, 21 February 1942 and posted to No.1 Manning Depot. To No.6 ITS, 6 June 1942; graduated and promoted LAC, 14 August 1942; posted on 19 August 1942 to No.12 EFTS; may have graduated 23 October 1942 but not posted to No.16 SFTS until 7 November 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 27 March 1943. Promoted Flight Sergeant, 5 September 1943. Commissioned 4 April 1944. Promoted Flying Officer, 4 October 1944. Repatriated 13 August 1945. Retired 2 October 1945. Presented 18 October 1947. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 27 July 1944 when he had flown 36 sorties (188 hours 40 minutes), 27 January to 24 July 1944.

Pilot Officer Keegan has shown, throughout his tour of operations, courage and coolness of a very high order. His tour has included the principal targets of Germany and France and on all trips detailed [he] has pressed home his attack with a complete disregard of any opposition.

This officer has a very fine record and his cheerful and quiet manner has been an inspiration to all members of the squadron. Pilot Officer Keegan is therefore strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

27 January 1944 - Berlin (8.40, second pilot)
15 February 1944 - Berlin (6.45)
24 February 1944 - Schweinfurt (7.35)
25 February 1944 - Augsburg (6.45)
1 March 1944 - Stuttgart (7.35)
15 March 1944 - Stuttgart (8.00)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (6.30)

24 March 1944 - Berlin (7.50)
26 March 1944 - Essen (5.25)
30 March 1944 - Nuremberg (8.10)
9 April 1944 - Villeneuve St. George (5.25)
10 April 1944 - Ghent (3.55)
18 April 1944 - Noisy le Sec (5.00)
20 April 1944 - Lens (4.15)
7 May 1944 - St. Valery (3.50)
8 May 1944 - Haine St. Pierre (3.50)
9 May 1944 - Calais (3.20)
12 May 1944 - Louvain (4.40)
19 May 1944 - Merville/Franceville (4.10)
27 May 1944 - Bourg Leopold (4.45)
7 June 1944 - Acheres (4.25)
8 June 1944 - Mayenne (5.45)
12 June 1944 - Cambrai Junction (5.35)
14 June 1944 - St. Pol (4.10)
16 June 1944 - Sautrecourt (3.30)
17 June 1944 - Rouen area (4.00)
3 July 1944 - Biennais (4.15)
6 July 1944 - Coquereaux (3.55)
7 July 1944 - Caen (4.40)
12 July 1944 - Thiverny (4.20)
15 July 1944 - Nucourt (5.00)
17 July 1944 - Caen area A.1 (4.10)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme de Forestel (3.50)
24 July 1944 - Ferfay (4.00)

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KEELAN, F/O Lawrence Henry (J25807) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 1922; home in Regina, Saskatchewan; enlisted there 14 April 1942. Trained at No.2 ITS (graduated 10 October 1942), No.15 EFTS (graduated 16 December 1942) and No.11 SFTS (graduated 30 April 1943). Commissioned 1943. Last postwar ranks was as Colonel (20192); last posting was Commanding Officer, Aerospace Engineering Test Establishment, Cold Lake (1974). Died in Kelowna, British Columbia, 19 September 2001 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2002. Medal delivered by hand at Trenton, 7 August 1949. No citation other than "completed... numerous

operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 12 November 1944 when he had flown 34 sorties (168 hours 25 minutes), 7 May to 1 November 1944.

This officer has completed a notable tour of thirty-four sorties against enemy targets including Wilhelmshaven and many trips to the Ruhr. Throughout his tour he has shown a determination to carry out his mission and to come to grips with the enemy. By his example and as captain of aircraft he has inspired and trained a first class crew which has very successfully operated both on daylight and night sorties.

It is considered that this officer's fine operational record, keenness and determination in pressing home his attacks fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

7 May 1944 - St.Valery-en-Caux (3.45, second pilot)
9 May 1944 - St.Valery-en-Caux (3.35, second pilot)
19 May 1944 - Le Clipon (4.05)
22 May 1944 - Le Mans (4.15)
27 May 1944 - Bourg Leopold (5.10)
7 June 1944 - Acheres (4.50)
10 June 1944 - Versailles (5.25)
14 June 1944 - Cambrai (4.00)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sautrecourt (4.00)
21 June 1944 - Oisemonte (4.40)
24 June 1944 - Bonnetot (4.10)
25 June 1944 - Gorenflos (4.00)
27 June 1944 - Wizernes (3.35)
4 July 1944 - Villeneuve St. Georges (5.35)
6 July 1944 - Sircacourt (4.05)
27 August 1944 - Maquis (3.30)
28 August 1944 - Gardening, La Rochelle (6.35)
31 August 1944 - Cezembre (4.45)
6 September 1944 - Emden (4.40)
10 September 1944 - Le Havre (4.00)

13 September 1944 - sea search (4.35)
17 September 1944 - Boulogne (3.55)
20 September 1944 - Calais (3.15)
24 September 1944 - Calais (3.55)
6 October 1944 - Dortmund (6.25)
9 October 1944 - Bochum (6.15)
14 October 1944 - Duisburg (4.50)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (4.35)
21 October 1944 - Hanover (3.20, recalled)
23 October 1944 - Essen (5.25)
25 October 1944 - Homburg (5.00)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (5.25)

RCAF photo PL-33305 (ex UK-15395, 29 September 1944) has the following caption: "Squadron Leader A.C. Stagg, senior intelligence officer, gets the dope about the daylight raid on Calais from three members of the Bison Squadron of RCAF Bomber Group on their return from hitting the German defence positions. Left to right - S/L Stagg, F/L Stan Revill, flight engineer of Liverpool, England, F/O Lawrence Senior of Regina, a bomb aimer and his skipper, also from Regina, F/O L.H. 'Butch' Keelan."

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KEELING, S/L William Nevill (C3012) - **Member, Order of the British Empire** - Western Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 12 October 1899, Epsom, England. Joined Bank of Commerce, 1915; enlisted in RFC, in Victoria, British Columbia, 1 October 1917. Trained as a pilot and was preparing to fly Handley Page bombers when war ended. Joined CPR. Enlisted in Vancouver, 24 October 1940 in Administrative Branch. Flight Lieutenant as of 1 July 1941. At No.9 BGS as of 15 December 1941. To No.2 Bombing and Gunnery School, 8 June 1942. To No.3 Manning Depot, 25 November 1942. To Western Air Command Headquarters, 31 July 1944. To No.3 Repair Depot, 20 January 1945. Promoted Squadron Leader, 1 September 1945. Retired 28 March 1946. Award presented 27 November 1948.

This officer, by his initiative and unflinching interest in those personnel under his command has maintained a high standard of efficiency and morale in his unit under trying circumstances.

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KEEN, P/O George Frederick (J17489) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born in Toronto, 30 June 1923; home in London, Ontario; enlisted there 1 July 1941 and posted to No.1 Manning Depot. To Technical Training School, 20 August 1941. To No.5 ITS, 10 October 1941; graduated and promoted LAC, 5 December 1941) but not posted to No.5 AOS until 19 December 1941; to No.7 BGS, 28 March 1942; graduated and promoted Sergeant, 9 May 1942 when posted to No.1 ANS; graduated 8 June 1942 and posted to "Y" Depot; to RAF overseas, 19 July 1942. Commissioned 4 March 1943. Promoted Flying Officer, 4 September 1943. Promoted Flight Lieutenant, 4 March 1945. Repatriated with No.428 Squadron, 28 June 1945. To Yarmouth, 6 September 1945. To Halifax, 25 September 1945. To Greenwood, 11 October 1945. Retired 20 February 1946. Died at Langton, Norfolk County, Ontario, 22 September 2008. Medal presented 17 May 1948.

Throughout his operational career this officer has rendered outstanding service as a navigator. By his enthusiasm, cheerfulness and devotion to duty Pilot Officer Keen has set a fine example to all.

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KEEN, P/O William Daniel (J87496) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 19 January 1922 in Paris, Ontario; home there (store clerk); enlisted Hamilton, 16 June 1942. To No.1 Manning Depot, 5 August 1942. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.4 BGS until 29 January 1943; may have graduated 19 March 1943 but not posted to No.1 AOS until 3 April 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To United Kingdom, 12 June 1943. Commissioned 20 June 1944. Repatriated 15 November 1944. Promoted Flying Officer, 20 December 1944. To No.4 BGS, 7 January 1945. To Release Centre, 17 February 1945. Retired 8 April 1945. Medal sent by registered mail, 30 March 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation dated 15 October 1944 when he had flown 36 trips (189 hours ten minutes), 18 February to 4 August 1944.

This officer, Air Bomber of the crew captained by Wing Commander Lewington, has now completed thirty-six trips over enemy territory including such heavily defended targets as Berlin, Leipzig, Essen (2) and Karlsruhe. He has at all times displayed outstanding ability, and his courage, skill and determination in action

has been a constant source of inspiration to his crew. Pilot Officer Keen has acted in the capacity of Deputy Bombing Leader for some considerable time, and his keenness, energy and reliability has contributed in a large measure to raising the standard of efficiency in that section.

The sortie list was as follows:

19 February 1944 - Leipzig (7.00)
7 March 1944 - Le Mans (6.05)
15 March 1944 - Stuttgart (1.35, early return)
22 March 1944 - Gardening (6.50)
24 March 1944 - Berlin (7.35)
26 March 1944 - Essen (5.10)
9 April 1944 - Villeneuve St. George (5.10)
11 April 1944 - Gardening, Kattegat (5.45)
18 April 1944 - Noisy le Sec (5.30)
20 April 1944 - Lens (5.05)
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (5.00)
27 April 1944 - Alnoi (4.05)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Nazaire (5.40)
3 May 1944 - Lorient (4.50)
6 May 1944 - St. Malo (4.35)
9 May 1944 - St. Valery en Caux (4.05)
11 May 1944 - Lorient (4.55)
2 June 1944 - Imjuiden (3.20)
6 June 1944 - Cone sur Noireau (5.30)
12 June 1944 - Arras (4.35)
16 June 1944 - Sautrecourt (4.10)
24 June 1944 - Bonnetot (4.00)
28 June 1944 - Lorient (5.05)
23 July 1944 - Dagnes (5.55)
25 July 1944 - Stuttgart (8.25)
31 July 1944 - Gardening, Brest (4.40)
4 August 1944 - Bois de Casson (4.30)
7 August 1944 - La Hogue (5.10)
27 August 1944 - Mimoyecques (4.20)
11 September 1944 - Le Havre (4.40)

15 September 1944 - Kiel (5.40)
25 September 1944 - Calais (4.15)
28 September 1944 - Cap Gris Nez (3.20)

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KEENE, F/O Norman Alexander (J15654) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 2 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Alberta, 29 August 1920; home at White Rock, British Columbia; enlisted Vancouver, 11 September 1940. To No.22 Munitions Depot, 8 October 1940; to No.1 Equipment Depot, 19 December 1940; to No.1 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.7 EFTS; graduated 10 April 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 15 July 1941. To Embarkation Depot, 16 July 1941. To United Kingdom, 14 August 1941. Commissioned 26 June 1942. Promoted Flying Officer, 26 December 1942. Promoted Flight Lieutenant, 16 April 1943. Served in Nos. 402 and 411 Squadrons. Returned to Canada, 23 September 1943; to No.1 OTU to instruct, 31 October 1943. Returned to Europe for a second tour. In postwar RCAF, attaining rank of Squadron Leader, 1 January 1952 (service number 19807). Died at Maderia Park, British Columbia, 19 October 1998 as per **Legion Magazine** of March 1999. Aerial victories as follows: **15 July 1942**, one FW.190 destroyed (shared with another pilot), mid-Channel (No.402 Squadron, Spitfire BM519); **24 August 1942**, one FW.190 probably destroyed, Balbec area (No.402 Squadron); **4 December 1942**, one FW.190 destroyed, Samer (No.402 Squadron, Spitfire BS127), **16 February 1943**, one FW.190 damaged, Le Touquet area (No.402 Squadron); **3 April 1943**, one FW.190 destroyed, shared with two others, Le Touquet area (No.416 Squadron); **6 October 1944**, one FW.190 damaged east of Nijmegen (No.442 Squadron, Spitfire PL493); **1 January 1945**, one FW.190 destroyed, northwest of Venlo (No.442 Squadron, Spitfire MJ425).

A first class pilot and an exceptional leader, Flying Officer Keene has taken part in a large number of operational sorties. He has completed seventy-three sweeps over enemy territory and has destroyed at least one enemy aircraft and damaged others. He has led a flight on numerous occasions, always displaying high skill and courage.

KEENE, F/L Norman Alexander, DFC (J15654) - **Commended for Valuable Services in the Air** - No.1 OTU - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944.

This officer has proven himself to be able and efficient and has been largely instrumental in the past six months for the efficient operation of the Air Firing Squadron which is under his command.

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KEEPER, F/O George James (J38108) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 18 October 1945 as per **London Gazette** dated 26 October 1945 and AFRO 135/46 dated 8 February 1946. Born 28 March 1922 in Victoria; home there (mechanic); enlisted in Vancouver, 20 August 1942. Granted Leave Without Pay until 27 December 1942 when posted to No.3 Manning Depot. To No.8 Manning Depot, 5 January 1943. To No.15 SFTS (guard), 7 March 1943; to No.4 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 although posting to No.5 EFTS is shown as 20 May 1943; graduated 24 July 1943 when posted to No.3 SFTS; graduated and commissioned, 12 November 1943. To "Y" Depot, 26 November 1943. To No.3 Aircrew Graduate Training School, 17 January 1944. To No.1 Aircrew Graduate Training School, 2 February 1944. Further postings not clear. Promoted Flying Officer, 12 May 1944. Shot down, 19 March 1945 and taken prisoner; held at Stalag XIB. Safe in United Kingdom, 20 April 1945. Statements as to his captivity and meeting a possible Allied collaborator in Volume 1 of file 45-19-15A, "Prisoners of War - Escape of - Interrogations", National Archives of Canada, RG.24 Volume 5372. Left RCAF, date uncertain, but rejoined RCAF as a pilot, 26 February 1952. Award presented in Vancouver, 22 October 1949.

This officer has attacked some of the most heavily defended industrial targets in Germany. On one occasion in March 1945 he was captain of an aircraft detailed for an attack against Witten. While en route to the target one engine of his aircraft failed. Despite this and consequent loss of height, Flying Officer Keeper continued to the target. When the target area was reached considerable anti-aircraft fire was encountered and his aircraft was severely damaged. Nevertheless, this officer pressed home a determined and successful attack. Shortly afterwards a forced landing became imminent and he displayed great skill in keeping his crippled bomber airborne, thus enabling his crew to leave safely by parachute. Throughout this trying experience, Flying Officer Keeper by his cool courage and efficiency inspired his crew with confidence.

RCAF press release 6011 of May 1945 related several stories of former POWs and forced marches. The section dealing with Keeper appears below; note his home town is given as Halifax:

F/O George James Keeper, Halifax, Nova Scotia - Flying Officer Keeper was in prison only for a few weeks, after being shot down on March 19th. The Germans tried to evacuate prisoners from the camp in western Germany by train, but Typhoons blew up the tracks. Returning to the camp, all air force officers were later instructed to fall in again, but wandered around the camp exchanging

uniforms with army men until the Germans had to give up. Advancing British troops freed them.

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KEETLEY, F/L Robert Stanley (J9240) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born 16 April 1920. Home in Moose Jaw, Saskatchewan; enlisted Regina, 17 April 1941. To No.2 Manning Depot, 21 April 1941. To No.33 SFTS (guard), 3 May 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 26 July 1941 when posted to No.4 EFTS; graduated 17 September 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 5 December 1941. Commissioned 11 December 1941. To Rockcliffe, 26 December 1941. To Eastern Air Command, 1 March 1942. To No.113 (BR) Squadron, 2 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 December 1943. To No.10 (BR) Squadron, 8 May 1943 or 8 May 1944. To Eastern Air Command Headquarters, 28 August 1944. To Central Flying School, 27 October 1944. To No.1 Air Command, 29 January 1946. Retired, 14 February 1946. Died in North Vancouver, 7 January 2013. Photo PMR-77213 shows him; so does PL-12616 (or 12617) with navigator P.G. Hughes, Keetley, and Wireless Air Gunner Dube.

This officer has completed many hundreds of operational flying hours over the North Atlantic area. He has taken part in attacks on two enemy submarines, both times pressing home his attacks with coolness, courage and skill. As pilot and captain of operational aircraft, his work at all times has been outstanding. His cheerfulness under all conditions, determination and devotion to duty have been an example to all.

RCAF Press Release No.958 dated 16 December, 1942, transcribed by Huguette Oates, reads:

“The depth charges functioned correctly.” In these words, an official Royal Canadian Air Force report sums up an attack by an RCAF plane on a submarine in the Gulf of St. Lawrence during September. It probably meant death to the undersea raider and its crew. The story of the attack is contained in an official statement made public today by Hon. C.G. Power, Minister of National Defence for Air. An oil slick one mile long and half a mile wide bore testimony to the skill of the crew skippered by Flying Officer R.S. Keetley of Moose Jaw, Saskatchewan. The aircraft was returning from patrol and sighted the U-boat, fully surfaced, several miles away. The attack was launched but the pilot was unable to lose height and speed sufficiently fast to make the attack on the first run. He circled and returned as the U-boat began to submerge, dropping depth charges to bracket the craft’s swirl.

After the attack, the aircraft remained in the vicinity until relieved by another. No further evidence of the sub was seen. On the following morning, the attacking aircraft returned to the scene and found the mile-long oil slick extending southwest from the position of the attack. The official summary noted that "the submarine was likely damaged at the stern". The raider was first sighted by Flight Sergeant D.G. Bush, the Wireless Operator-Air Gunner, son of E.S. Bush of Kelowna, B.C. The aircraft in which "Skipper" Keetley and his crew made the attack is dubbed "Lulu". She has three U-boats painted on her snubby nose and she is the pampered pet of both the ground and aircrew.

Keetley is one of the crew captains of the sub-hunting "Wolverine" bomber reconnaissance squadron operating on Canada's East Coast and he has two of "Lulu's" three attacks on marauders to his credit. The third was chalked up by Squadron Leader N.E. "Molly" Small of Hamilton and Vancouver, Commanding Officer of the "Wolverine" squadron, and this represents only one-sixth of the "C.O.'s" score.

Keetley had flying with him on his first and second attacks, Flying Officer P.G. "Pete" Hughes, of Courtenay, B.C., navigator, and Flight Sergeant Dave Bow of South River, Ontario, Wireless Operator Air Gunner. The fourth member of the crew on the first attack was Sergeant Bush and, on the second attack, Sergeant J.R. Beare, Belleville, Ontario, both air gunners.

Flying Officer Keetley saw there was a great "luck element" in both attacks. "We just stumbled upon them during our regular anti-submarine sweeps," is his version. But these regular "sweeps leave little room for any "luck element". Carefully planned, the patrols are grim business flying long hours, with eyes ever peeled for camouflaged conning towers. It's not "luck" but eternal vigilance. "We were on a morning patrol and it was a good bright day," Flying Officer Hughes says, describing the first attack. Hughes, a veteran of sub patrol, has four attacks scored in his log book. "He was first spotted by Sergeant Bush. It was the first time, I had the good fortune to be in an attack," said Captain Keetley. "It was really something and perhaps the excitement along with inexperience caused me to over-shoot on our first run. Sergeant Bush sitting in the co-pilot's seat was the first to point out the sub to me," said Keetley. "I took a quick look through the binoculars and my heart almost stopped. Even then, I was not sure and passed the glasses down to Hughes."

"That's a sub, let's go' was Hughes' reply and I immediately put her into a dive.

But, because of extreme height, and air speed, I could not make an attack on the first dive and had to circle. We passed over him at about 800 feet – made a steep turn to the left and even then the decks were still awash when we began our second attack.”

“I knew we couldn’t miss on that baby,” said Hughes. “He stood out like a white corvette with his camouflage.” It appears that the “sticks” did their worst. Relieving aircraft later reported a mile long oil slick. Flight Sergeant Bow, also with four attacks on subs to his credit, says “It was a great attack. When we first spotted him, he was fully surfaced, slightly to port and coming straight for us. He appeared so big to me I thought for a moment he was a freighter. We went in on our dive but over-shot and had to make a quick circuit. It still left plenty of time. When we started our second attack, the conning tower was still sticking up above the sea and this time we struck at an angle, with the whole load, and there is little doubt that it hurt! At the time, there was no appearance of an oil slick. I reported the position and later it was reported that a huge oil slick had developed, so I guess that is the answer.”

Bow said it was just a week later that they had another crack at a U-boat. “Flying Officer Keetley spotted this one and, boy, was he really hot. “I know a little more what to expect and what not to do on my second attack,” says Keetley. “That was the one that gave me the biggest thrill.” The sub was first sighted a few miles distant and slightly to the starboard. “It was a beautiful attack,” says Hughes, “the visibility was very poor when Keet spotted him. At that time, he was trimmed and going away from us. He was really clipping it off, but I don’t think he spotted us until we were on his tail and opened fire. While he was trying to crash dive, I could see the tracers splashing all about the conning tower. It was just like the 24th of May.”

Highlight of the second attack, according to Bow, was the action of second wireless operator Sergeant J.H. Beare (R119303). “It was Beare’s first operational flight and when we spotted the sub, I thought he would break into a dance, he was so excited. In fact, he talked about his experience for weeks,” says Sergeant Bow. “I have never seen a lad so happy – or so lucky,” adds Flying Officer Keetley. “He thought he saw a sub on every wave after that.” “Well, chimes in Flying Officer Hughes, “It is just plain ordinary luck that I have been in on four attacks. In fact, I had only a few hours’ operational flying – perhaps 25 when I first got a glimpse of Jerry. Then the odd part of it all is that within two days I saw another – but to see the next I had to wait two months.”

Flying Officer Keetley, 22, was born and educated in Moose Jaw. He enlisted

April, 1941 and received his wings at Saskatoon. To date, he has more than 450 operational hours of flying, all with the "Wolverine" squadron. Previous to enlistment, he was a clerk with a packing company. He has a brother Frank, 19, also a pilot in the R.C.A.F., taking operational training.

Flying Officer "Pete" Hugues, educated at public and high schools in Courtenay, B.C., enlisted at Vancouver, July 1941. He received his observer wing at McDonald, Manitoba, and has more than 400 operational hours. He, too, has a brother Thomas, 28, in the R.C.A.F. Tom is a radio mechanic.

Sergeant D.A. "Dave" Bow, 22, claims Northern Ontario as his home. Born and educated at South River, Dave enlisted at North Bay in January, 1940. Following his training at McDonald, Manitoba, where he received his gunner's badge, Dave was transferred to the "Wolverine" squadron, and now has more than 500 hours of flying time on operations. A brother, Arthur, 26, is in the Canadian Army Service Corps.

Flight Sergeant Bush trained at No.2 Manning Depot, Brandon, No.2 Wireless School, Calgary, and No.8 Bombing and Gunnery School, Lethbridge. He has been on coastal patrol operations since March of this year.

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KEIGHLEY, F/L Frederick Ernest (J23599) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. American in the RCAF. Born 12 July 1914 at Evanston, Illinois; educated and home there. Served in US Army, 12 June 1937 to 4 September 1940, chiefly with 63rd Coast Artillery, California. Worked in Panama Canal Zone as personnel clerk, October 1941; accounting clerk, Douglas Aircraft, July-August 1941, and U.S. Engineer Officer, Los Angeles, September to December 1941. Enlisted in Vancouver, 3 January 1942 and posted to No.3 Manning Depot. To No.4 EFTS (guard), 14 March 1942. To No.4 SFTS, date uncertain (more guard duty). To No.7 ITS, 25 April 1942; graduated and promoted LAC, 19 June 1942 but not posted until 1 August 1942 when sent to No.6 EFTS. Ceased training and posted to Trenton, 4 September 1942; to No.8 BGS, 10 October 1942; may have graduated 18 December 1942 but not posted to No.3 AOS until 27 December 1942; graduated and commissioned, 5 February 1943. To "Y" Depot, 6 April 1943. Embarked from Canada, 27 May 1943. Disembarked in Britain, 4 June 1943. To No.9 (Observer) AFU, 22 June 1943. To No.18 OTU, 20 July 1943. Promoted Flying Officer, 5 August 1943. To No.1656 Conversion Unit, 16 December 1943. To No.156 Squadron, 14 March 1944. Attached to Night Training Unit, 14-25 March 1944 when returned

to No.156 Squadron. Promoted Flight Lieutenant, 22 June 1944. Repatriated 15 November 1944. Attended Special Officers Administrative Course, No.1 KTS, 12 January to 8 February 1945. To Western Air Command, 10 February 1945. Promoted Squadron Leader, 1 November 1945. Reverted to Flight Lieutenant, 1 October 1946 in postwar RCAF (20191) To Sea Island, 1 March 1947. To Northwest Air Command, 10 April 1947 as personnel staff officer. To Vancouver, 3 December 1947. Retired there, 23 December 1947. Medal presented 1 February 1946. Died in Calgary, 11 January 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1989. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 16 September 1944 when he had flown 40 sorties (151 hours 35 minutes), 9 April to 11 September 1944; times from his application for Operational Wing (which added the trip for 17 September 1944 and calculated total hours as 152.05 (44 hours by day, 108.05 by night).

9 April 1944 - Lille (2.55)
10 April 1944 - Laon (3.35)
11 April 1944 - Aachen (4.05)
22 April 1944 - Dusseldorf (4.00)
24 April 1944 - Karlsruhe (5.40)
26 April 1944 - Essen (4.15)
27 April 1944 - Friedrichshafen (7.20)
1 May 1944 - Malines (2.50)
6 May 1944 - Nantes Gassicourt (3.15)
11 May 1944 - Hasselt (3.20, deputy master bomber)
19 May 1944 - Boulogne (2.00)
22 May 1944 - Dortmund (4.05)
24 May 1944 - Aachen (3.35)
6 June 1944 - Paris (3.10, deputy master bomber)
7 June 1944 - Versailles (3.15, master bomber)
9 June 1944 - Le Mans (4.30, master bomber)
12 June 1944 - Gelsenkirchen (4.05)
15 June 1944 - Lens (2.30)
17 June 1944 - Montdidier (3.40, master bomber)
21 June 1944 - St.Martin (2.35, master bomber)
27 June 1944 - Oisemont (2.30)
7 July 1944 - Vaires (4.35, master bomber)
10 July 1944 - Nucourt (3.10, master bomber)
20 July 1944 - Foret de Crock (3.20)
23 July 1944 - Donges (5.00, master bomber)
25 July 1944 - Stuttgart (8.00)

30 July 1944 - Battle area (3.40, master bomber)
31 July 1944 - Le Havre (2.30, master bomber)
5 August 1944 - Foret de Nieppe (2.20, master bomber)
7 August 1944 - Battle area, Cabourg (2.45, experimental observation)
11 August 1944 - Somain (2.55, master bomber)
14 August 1944 - Battle area, A.P. 23 (3.00, master bomber)
16 August 1944 - Kiel (5.10)
18 August 1944 - Bremen (5.00)
5 September 1944 - Le Havre (2.25, deputy master bomber)
6 September 1944 - Le Havre (2.50, master bomber)
8 September 1944 - Le Havre (2.40, master bomber)
9 September 1944 - Le Havre (2.35, deputy master bomber)
10 September 1944 - Le Havre (2.50, master bomber)
11 September 1944 - Gelsenkirchen (3.50, master bomber)
17 September 1944 - Boulogne (3.20, long stop master bomber)

Flight Lieutenant Keighley has completed 40 operational sorties with the Pathfinder Force, 37 of which have been Marker sorties. Many of the targets have been heavily defended German areas.

This officer is a Set Operator of special equipment used in the squadron. He is a member of a crew which carry out Master Bomber duties, and he has always displayed great coolness and determination on many hazardous operations. His courage and devotion to duty have been of a high order, and I recommend him for the award of the Distinguished Flying Cross.

Application for Operational Wing, 23 March 1945, noted he had flown 22 sorties in Master Bomber, Deputy Master Bomber and Long Stop Master Bomber. "It will be noted that when performing the duties of Master Bomber or Deputy Master Bomber, it was necessary to remain in the Target Area for the duration of the attack and usually necessary to make several runs on the Target. The Longstop Master Bomber sortie on Boulogne necessitated remaining in the Target Area for one hour and twenty-five minutes. My claim to the Bat to the RCAF Operational Wings is based on the fact that I made forty-two sorties with a Squadron of the Pathfinder Force, twenty-two of which were of this very special nature."

Training: Interviewed by F/O Hislop in Vancouver, 3 January 1942. "This man is very intelligent, very quick, very accurate. Will make a first class observer without any reservation. Wants to be a pilot."

Course at No.7 ITS was 27 April to 19 June 1942. Courses in Mathematics, Law and Discipline,

Navigation, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 920 out of possible 1,000 points. Scored 87 percent in Visual Link. Placed seventh in a class of 104. "Excellent type - mature - conscientious - ambitious. Worked hard, goes all out in all phases of work."

Course at No.6 EFTS was 3 August to 25 September 1942. Flew Tiger Moths - seven hours 50 minutes dual to first solo, 21.50 total day dual, 19.25 day solo, three hours night dual. Logged 4.45 in Link. "Progress test revealed this airman's flying ability to be below average. Landings and air flying were dangerous, it being necessary to take over control on several occasions. This airman is keen to remain in aircrew as an Air Navigator or Air Bomber. His navigation being satisfactory, it is recommended he be re-selected as an Air Navigator. Conduct very good."

Course at No.8 BGS was 12 October to 18 December 1942. Bombing training in Anson II (27.45 day, 6.10 night), Gunnery training in Battle and Bolingbroke (9.20 by day). Also spent six hours in Turret Manipulation. Certified to have had practical harmonization, arming and loading of turrets experience. Dropped 47 bombs high level by day and 18 by night; dropped twelve bombs low level by day. In gunnery scored 6.8 percent hits in Beam Test, seven percent hits in Beam Relative Speed test. Examined in Bombing, written (186/250), Bombing, oral (212/250), Gunnery, written (85/100), Gunnery, oral (67/100), Aircraft Recognition (45/50) and Signals (48/50). Rated in Proficiency as Bomb Aimer (284/400) and Proficiency as Air Gunner (200/200).

Course at No.3 AOS was 28 December 1942 to 5 February 1943. Anson aircraft - 20.55 by day and 8.00 by night. Graded in Air Navigation air work (70/100), Photography air work (80/100), Bombing air work (79/100), Elements of Navigation (37.5/50), Signals, practical (68/75), Photography (45/50), Reconnaissance (43.5/50) and Aircraft Recognition (70/75). Placed fifth in a class of 31. In Navigation described as "Does excellent work" - also "Very good in armament." Overall noted as "A quiet, earnest lad, very thorough."

Course at No.18 OTU was 31 August to 11 November 1943. Wellington aircraft (57.25 by day and 19.20 by night). Carried out three day exercises in high level bombing (20 bombs), six day exercises in stick bombing (twelve bombs), four simulated (photography) day exercises plus three night exercises in high level bombing (18 bombs), three night exercises in stick bombing (six bombs), and six simulated (infra-red) night exercises. Gunnery comprised of one daylight air-to-air drill (250 rounds, ten percent hits), three daylight air-to-/sea ground exercises (1,500 rounds) and two night air-to-/sea ground exercises (1,000 rounds). Flew on three daylight cross-country operational exercises and one by night. "Very keen and competent." Air Work graded as follows - Bombing, Day (97/150), Bombing, Night (140/150), Map Reading, Day (160/200), Map Reading, Night (170/200), Photography, Day (70/100) and Photography, Night (65/100). Ground Course grades were in Bombing Theory (7.5/10), Bombing Drill, Panel

Manipulation (8/100), Aircraft Recognition (45/50), Air Sighting (75/100), Gunnery, practical (120/150), Pyrotechnics, Bombs and Composition (17.5/20). "Well above average. Had outstanding results here. Is smart mentally and in appearance and crew cooperation is excellent. More night flying experience would help further, as he was sick for a while in Flights."

Generally described as "Above average" at No.1656 Heavy Conversion Unit.

Administrative course at No.1 KTS, 12 January to 8 February 1945. Generally described as "Fully self assured. Possesses initiative and some leadership qualities." Also "Written work excellent throughout. Worked hard and improved throughout. One of outstanding officers in group." Deemed fit for any administrative work.

Selected Assessments: "A smart and well disciplined officer and an average navigator who has worked hard to improve his knowledge." (G/C T.L. Bingham-Hall, No.156 Squadron, 3 November 1944).

"Has adapted himself to administrative duties exceptionally well in Personnel Branch at the Headquarters." (S/L G.R. Metcalfe, Western Air Command Headquarters, 16 May 1945).

"An exceptionally capable officer with a good background of civilian and service administrative experience." (S/L V.C. Stevens, Western Air Command Headquarters, 29 August 1946). To this assessment, G/C E.M. Reyno added, "I concur with assessment. S/L Keighley is a most capable officer in every respect, gifted with sound judgement and common sense."

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KEIGHLEY, S/L Walter (C2393) - **Member, Order of the British Empire** - No.11 Equipment Depot - Enlisted at Camp Borden, 19 August 1924. Award effective as of 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Blackburn, England, 4 April 1898 (RCAF Press Release reporting award). Educated in England. Worked for John Inglis and Company in Toronto. Enlisted at Camp Borden, 21 August 1924. Classified as Instrument Maker as of 15 July 1938; Warrant Officer Class I as of 1 September 1939; at Technical Training School, 22 November 1939. Commissioned 1 August 1940. To Calgary, 22 October 1940. Promoted Flight Lieutenant, 15 August 1941. To No.11 Equipment Depot, 31 July 1942. Promoted Squadron Leader, 1 November 1942. To No.10 Repair Depot, 11 September 1945. To No.3 Release Centre, 29 October 1945; retired 25 April 1946. Settled in County Durham, England. Award presented 27 April 1945.

This officer is exceptionally well qualified in repairing instruments. He has

organized the instrument repair section at this depot and has supervised classes of instruction, producing a repair section that is most efficient. His above average ability and exceptional initiative and zeal in the execution of his duties have been of outstanding value. His leadership and devotion to duty have set a fine example to all those working under him.

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KEILLOR, S/L Hubert George (J7548) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Winnipeg, 27 March 1917; home in Mitchell, Ontario; Sergeant instructor in Canadian militia, enlisted in RCAF at London, Ontario, 13 January 1941 and posted to No.1 Manning Depot that date. To No.1A Manning Depot, 19 February 1941. To "H", 20 March 1941. To No.3 ITS, 4 May 1941; promoted LAC, 7 June 1941 and posted that date to No.17 EFTS; to No.8 SFTS, 26 July 1941. Graduated and commissioned on 10 October 1941. Posted to Trenton, 10 October 1941. To No.16 SFTS, 23 December 1941. Promoted Flying Officer, 1 August 1942. To RAF Ferry Command, 15 April 1943. Departed Montreal, 15 June 1943 in Mitchell FV920 to Goose Bay. Departed there the same day for Reykjavik. Departed there for United Kingdom, 17 June 1943. Promoted Flight Lieutenant, 13 October 1943. Promoted Squadron Leader, 9 February 1944. DFC and DSO presented at Buckingham Palace, 29 June 1945. Photo PL-34398 shows him; PL-33582 shows him with F/L Charles A. Wondolowski. Photo PL-33585 (ex UK-15002, dated 20 October 1944) taken at briefing, F/O Jerry Smith of Winnipeg (left) and S/L H.G. Keillor. Photo PL-33588 (ex UK-15005 dated 18 September 1944) shows P/O John Falardeau (WAG, Quebec City), F/O Chuck Wondolowski, DFC (navigator, Bridgeport, Connecticut) and S/L H.G. Keillor. Photo PL-45005 taken after investiture at Buckingham Palace. Photo PL-45588 (ex UK-24099 dated 25 August 1945) taken at VJ celebrations, Repatriation Depot, Torquay where the Mayor (Mr. Denys Phillips) was guest of honour in Officers' Mess - G/C J.A. Hutchison addressing a group of officers; Mrs. Phillips on his left; S/L H.G. "Cub" Keillor (president of the mess committee) on his right. PL-45587 (ex UK-24098) shows the Mayor addressing officers; S/L Keillor on his left; G/C J.A. Hutchison next, and Mrs. Phillips; beyond the Mayor is W/C J.E. Wright, Station Administrative Officer. Photo PL-45586 (ex UK-24097 dated 25 August 1945) taken at VJ celebrations, Repatriation Depot, Torquay where the Mayor (Mr. Denys Phillips) was guest of honour in Officers' Mess - the Mayor addressing a group of officers; S/L H.G. "Cub" Keillor on his left; next to Keillor is G/C J.A. Hutchison, next Mrs. Phillips; on the extreme right is Flight Officer Lillian Simons (OC, Women's Division at Repatriation Depot); on the right of the Mayor, W/C J.E. Wright. Repatriated to Canada, 28 August 1945. To No.1 Composite Training School, 3 January 1946. To No.1 Air Command, 15 February 1946. To Northwest Air Command, 1 March 1946. To Edmonton, 1 October 1946. Retained rank of Squadron Leader as of 1 October 1946 (postwar number 20173). To Central Air Command, 18 July 1947. To Trenton, 19 January 1948.

To Central Air Command again, 28 November 1948. Killed in the crash of an Auster, Trenton, 17 May 1949, with S/L J.E. McLurg, DFC. Cited with F/L Charles A. Wondolowski (awarded Bar to DFC).

As pilot and navigator respectively, these officers have completed many attacks on enemy shipping. They have displayed a high standard of skill, courage and co-operation and have achieved much success. On one occasion they obtained a hit on a merchantman off the Dutch coast. More recently they executed an attack on a number of E-Boats, one of which capsized as a result of their accurate bombing. S/L Keillor and F/O Wondolowski have set a fine example of devotion to duty.

KEILLOR, S/L Hubert George, DFC (J7548) - **Distinguished Service Order** - No.524 Squadron - Award effective 23 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Cited with F/L Charles A. Wondolowski (both had joint DFC; Wondolowski gets Bar to DFC).

As pilot and navigator respectively, these officers have, within recent months, participated in several attacks on enemy shipping during which they have shown the highest qualities of skill, courage and determination. One night in November 1944 they attacked a force of eight E-Boats near Ijmuiden. Two bombing runs were executed and a hit was obtained on the leading vessel. In spite of much fire from the ships, another attacking run was made. It proved abortive as the bombs failed to release. Undeterred, Squadron Leader Keillor made three more runs over the target. Finally the remainder of the bombs were released and fell close to the enemy force. Squadron Leader Keillor and Flight Lieutenant Wondolowski set a fine example of determination and devotion to duty throughout.

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

Wellington A/415 - Captain S/L Keillor - 0240, 11th May 1944 - 53.40N 05.40 E, north of Ameland. Aircraft on armed reconnaissance after Radar contact 16 miles sighted two vessels of a convoy, composition not known, course south-westerly and dropped five 500-lb M.C. bombs spaced 80 feet from 4,500 feet with unobserved results.

Wellington C/415 - Captain S/L Keillor - 0057, 10th June 1944 - 51.13 N 02.45 E, Ostend. Aircraft on anti-shipping patrol contacted two vessels thought to be minesweepers, and attacked dropping four 500-lb M.C. bombs, 100 feet spacing,

from 2,000 feet. No results were observed, but first bomb caused tremendous explosion which lit whole sky, other three exploded normally.

Wellington J/415 - Captain S/L Keillor - 0215, 14th June 1944 - 50.18 N 01.15 E. Aircraft on anti-shipping patrol attacked five E-Boats with nine 500-lb M.C. bombs, air burst pistol, from 3,500 feet. Bombs seen to burst between the E-Boats, one of which is thought to have overturned. Only one vessel was indicated on radar after attack.

Wellington M/415 - S/L Keillor - 0115, 3rd July 1944 - 53.43 N 06.18 E, north of Borkum - Aircraft on Armed Reconnaissance, sighted five unidentified vessels believed to be T.L.C.s of minesweepers, and attacked from 4,000 feet with six 500-lb M.C. bombs, air burst pistol. Four normal bomb explosions were seen and another larger one from a direct hit on one of the vessels, a quantity of debris being flung up. The rear gunner also saw a bluish fire lasting about 30 seconds and afterwards smoke was seen hanging over the target.

Wellington G/415 - S/L Keillor - 0305, 9th July 1944 - 52.26 N 04.27 E, Ijmuiden - Aircraft on anti-shipping patrol attacked a merchant vessel astern of a convoy of five minesweepers, four escort vessels, course 225. Vessel seen through cloud break and bombed from 4,000 feet with six 500-lb M.C. bombs, air burst pistol. A bright flash and a cloud of smoke seen and the bombs believed to have straddled the target. The ship's wake led to the smoke cloud but did not re-appear. One vessel was seen turning back towards smoke cloud.

Wellington P/524 - S/L Keillor - 0221, 23rd July 1944 - 53.32 N 05.22 E, Terschelling - Aircraft on anti-shipping patrol sighted three unidentified vessels and attacked dropping five 500-lb M.C. bombs, air burst pistol from 4,000 feet. Results not observed.

Wellington M/524 - S/L Keillor - 0124, 7th August 1944 - 53.40 N 05.17 E, Terschelling. Aircraft on anti-shipping patrol sighted eight small vessels which believed to be E-boats. "M" attacked dropping six 500-lb M.C. bombs, air burst pistol from 4,000 feet. Six explosions were heard and felt, followed by two more. After the attack three E-boats were seen in line astern on original course but slowing down and followed by a cloud of black smoke; three more E-boats turned to port and practically stopped; no other vessels were visible.

Wellington R/524 - S/L Keillor - 0350, 13th August 1944 - 53.51 N 07.05 E, southwest of Heligoland. Aircraft on anti-shipping patrol homed on a radar

contact and sighted eight M/Vs of approximately 1,000 to 1,500 tons in line astern, course E. "R" attacked from 4,000 feet, dropping six 500-lb M.C. bombs, air burst pistol, which straddled one vessel; the fourth bomb hit on the bows. A large flash and heavy smoke were seen after the attack.

G/524 - S/L Keillor - 0109, 19th August 1944 - 50.20 N 01.20 E, southwest of Berck-sur-Mer. Aircraft on anti-shipping patrol sighted four E/R boats and attacked from 3,500 feet with three 500-lb M.C. bombs, air burst pistol, spaced at 50 feet. The third bomb fell 25 feet from stern of vessel in starboard line but no results observed.

Wellington R/524 - S/L Keillor - 0035, 9th September 1944 - 52.46 N 04.27 E, north of Ijmuiden. Aircraft on anti-shipping patrol attacked estimated position of shipping, dropped six 500-lb M.C. bombs, air burst pistol, from 4,000 feet. Results were not observed.

Wellington Q/524 - S/L Keillor - 0013, 12th September 1944 - 53.37 N 05.09 E, north of Terschelling. Aircraft on anti-shipping patrol obtained a radar contact on two small vessels and attacked from 3,000 feet with three 500-lb M.C. bombs, air burst pistol. No results observed.

Wellington G/524 - S/L Keillor - 2215, 28th September 1944 - 52.36 N 04.27 E, off Ijmuiden. Aircraft on anti-shipping patrol attacked convoy of approximately 20 to 25 ships, dropping six 500-lb M.C. Bombs, air burst pistol from 4,500 feet. Two large flashes were seen and no more flak was experienced from the position of these flashes.

Wellington R/524 - Captain S/L Keillor - 2230 and 2320 hours, 30th November 1944 - 52.28 N 04.19 E, off Ijmuiden/ Aircraft on anti-shipping patrol sighted a long wake on course 270 degrees which later was seen to be caused by six or more E-boats in line astern. Aircraft attacked the leading vessel releasing six 250-lb M.C. bombs, air burst pistol, in pairs from 5,000 feet. The first pair of bombs were seen to make a direct hit and a large flash and much debris was observed. Aircraft then attempted to make a second attack but bombs failed to release. Four runs were made and the attack was then completed using the jettison bar, six 250-lb M.C. bombs air burst pistol being released in salvo from 5,000 feet. Explosions were seen amongst the vessels which were now in scattered formation, but no results were observed owing to low cloud.

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KEITH, F/O George Noel (J15374) - **Distinguished Flying Cross** - No.72 Squadron - Award effective 20 August 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2198/43 dated 29 October 1943. Born in Cardston, Alberta, 19 January 1921; home in Taber, Alberta. Served in 13th Battalion, Calgary Highlanders, 9 September 1939 to 2 October 1939. Enlisted in RCAF, Calgary, 16 October 1940 and posted to No.2 Manning Depot, Brandon. To No.33 SFTS, Carberry, for guard duty, 16 November 1940. To No.2 ITS, 24 December 1940; graduated and promoted LAC, 28 January 1941) when posted to No.16 EFTS, Edmonton; graduated 28 March 1941 when posted to No.2 Manning Depot. To No.11 SFTS, Yorkton, 11 April 1941; graduated and promoted Sergeant, 4 July 1941. To "Y" Depot, 5 July 1942; to RAF Trainee Pool, 14 August 1941. Taken on strength of No.3 PRC, Bournemouth, 15 September 1941. To No.55 OTU, 29 September 1941. To No.402 Squadron, 11 November 1941; commissioned 1 May 1942; promoted Flying Officer, 1 November 1942, Posted to Mediterranean theatre in January 1943 and joined No.72 Squadron, 7 March 1943. Chris Shores, **Aces High** (2nd edition) lists his victories with aircraft serials as follows: **19 August 1942**, one FW.190 damaged (no serial given); **16 September 1942**, one FW.190 damaged (BS192); **3 April 1943**, one Bf.109 destroyed (FN351); **6 May 1943**, two Bf.109s destroyed and one Bf.109 probably destroyed (EN518); **18 June 1943**, one Bf.109 destroyed (EK429); **11 July 1943**, one MC.200 destroyed plus one Ju.88 destroyed (JK637); **12 July 1943**, one Ju.88 destroyed plus one Bf.109 probably destroyed (JK429); **14 July 1943**, two Bf.109s destroyed (one shared with another pilot). Killed in action, 4 August 1943 (Spitfire JK637); hit by flak while strafing; struck by tailplane when baling out. Picked up by ASR launch but died of injuries. RCAF photo PL-15899 (ex UK-3928 dated 18 May 1943) shows A/V/M W.A. Curtis, Deputy Air Officer Commanding in Chief Overseas, talking to P/O George Keith, Taber, Alberta at a forward airfield in Tunisia; at right is W/C G.R. Gilroy, DSO, DFC, Edinburgh, leading a Spitfire wing.

Flying Officer Keith is a fine section leader whose skill and determination have been outstanding. He has destroyed seven aircraft in recent operations.

NOTE: Public Record Office Air 2/4995 has message from Headquarters, Royal Air Force, Middle East to Air Ministry, 20 August 1943, announcing an immediate award for him (as Pilot Officer) as follows:

Pilot Officer Keith, whose total "bag" of enemy aircraft is seven destroyed, two probably destroyed and two damaged, joined this squadron four months ago and since then has consistently impressed by his skilful flying, sound Section leadership and his quite extraordinary persistence in attacking the enemy. During operations from Malta this officer, between 18th June and 12th July, destroyed four enemy aircraft and probably destroyed another, and of these successes, all except one (destroyed) were achieved on July 11th and 12th. On

July 11th Pilot Officer Keith became the first Allied pilot to land and take off from Pachino, Sicily; despite the rough surface he made a perfect landing and then took off from a road. His competence, his aggressiveness and general bearing set an encouraging example to the squadron.

Training: Arrived at No.55 OTU, 30 September 1941; posted 11 November 1941. He arrived with 80.05 dual and 87.05 hours solo (all day) plus 3.05 hours dual and 7.10 hours solo (night), 24.10 (instruments), 5.35 (formation) and 22.05 in Link. At OTU he flew 1.25 day dual and 50.25 day solo and 1.25 night solo. This included 7.45 (instruments), 14.55 (formation). Curiously he fired no round air to air but 800 rounds air to ground. FLYING APTITUDE graded as follows: Natural Aptitude (Above Average), Skill in landing (Average), Acrobatics (Average), Cockpit Drill (Average), Instrument Flying (Average), Formation Flying (Above Average), Night Flying (Average), Map Reading (Average), Flying for Bombing (Average). DISTINCTIVE QUALITIES listed as follows - Persistence - "Does he keep on trying or is he easily discouraged?" (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?" (Average), Leadership, "Does he take 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?" (Average), Deliberation (Average), Initiative (Average), Dash "Is he quick and decisive in action?" (Average), Distribution of Attention (Average), Self Control (Average), General Assessment of Suitability as Operational Pilot (Above Average). "A natural pilot who should become a good leader with experience. He is particularly keen and thinks clearly. Discipline and punctuality very good."

Assessments: On 13 February 1943, S/L D.G. Malloy wrote a report covering 1 May 1942 to 5 January 1943. It noted he had flown 159 hours 10 minutes on operations, and assessed him highly in all categories including "Zeal and energy in performance of duties" and "Personality, force of character and leadership". He wrote, "This officer is a very good pilot in all respects; he is a very keen and conscientious worker and has a great keenness for operational flying. He accepts his responsibilities very well and his ability as a leader is above the average." To this, on the same date, W/C K.L.B. Hodson wrote, "This officer is an experienced operational pilot. He has good appearance and a pleasing personality. Should make a good flight commander."

On 30 July 1943, S/L S.W.F. Daniel (No.72 Squadron) noted that he had reported to the unit on 7 March 1943 and the report covered performance to the end of July. He had flown 729 hours including 140 in previous six months. "An aggressive fighter pilot who has been outstandingly successful in North Africa and Sicilian campaigns. A great asset to the squadron in the air, but needs to cultivate a greater sense of self-discipline and leadership on the ground." On 4 August 1943, G/C C.K. Gilroy added, "One of the best types of fighter pilot. Should make a good flight commander."

Circumstances of death, described by S/L L.W.T. Daniel:

Pilot Officer Keith took off with other pilots of the squadron from Pachimo south at 0850 hours on 4th August 1943, their mission being bomber escort to Adrano and Biancavilla.

While returning to base they received R/T reports of "bandits" north of Etna and consequently turned north only to be told, however, that the supposed enemy aircraft had been identified as friendly. It was then decided to attack ground targets at Mascali, where blockhouse was left on fire and four M/T trucks were hit.

Pilot Officer Keith's aircraft was apparently hit by Bofors "flak" at a height of about 100 feet and he commenced to climb. At 2,000 feet and over the sea about three miles east of Catania, Pilot Officer Keith commenced to climb out of his aircraft which, however, was down to about 800 feet when the pilot was seen to jump. His parachute opened and he dropped into the sea, and was seen attempting to climb into his dinghy. The time was approximately 1010 hours.

Two of the accompanying squadron aircraft orbited the spot and gave a "fix" for Air/Sea rescue purposes. Pilot Officer Keith was picked up by Air/Sea rescue Walrus aircraft at about 1000 to 1115 hours and taken to Casibile.

Later news was that Pilot Officer Keith had suffered a compound and comminuted fracture of the left tibia and fibula and that he died in 25 Military Field Hospital on 4th August.

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KELLER, F/L John Wilbur (J9074) - **Distinguished Flying Cross** - No.680 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. American in the RCAF. Born 9 September 1919 in Newton, Massachusetts. Home at Brookline, Massachusetts. Educated at Harvard; enlisted in Montreal, 10 February 1941 and posted to No.1 Manning Depot. To "P", 23 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 3 July 1941 when posted to No.11 EFTS; may have graduated 20 August 1941 but not posted to No.9 SFTS until 30 August 1941; graduated and commissioned 21 November 1941. To "Y" Depot, 22 November 1941. To RAF overseas, 13 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 21 November 1943. Repatriated 19 August 1944. To No.3 Training Command, 13 October 1944. To No.2 Release

Centre, 20 October 1944. Retired 5 January 1945. Completed medical studies at Harvard and practised in Nahant, Massachusetts, plus service in Haiti, 1989. Died in Nahant, 11 September 2015. Medal sent by registered mail, 4 March 1948.

Since joining this squadron Flight Lieutenant Keller has completed a very large number of sorties, many of them in adverse weather and in the face of heavy enemy opposition. He has displayed skill and determination of a high order and his consistent good work has won much praise.

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KELLER, Sergeant William (R64058) - **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 in the United States, 28 November 1921. Home in Hamilton; enlisted in Galt, 30 March 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 5 April 1940. Promoted AC1, 30 June 1940. To "B" 21 August 1940. To No.111 Squadron, 9 September 1940. Promoted LAC, 1 October 1940. To No.1 WS, 23 January 1941. To No.3 Training Command, 24 January 1941. Promoted Corporal, 1 July 1941. To No.14 SFTS, 21 October 1941. To Boundary Bay, 12 December 1941. To "Y" Depot, 1 February 1943. To RAF overseas, 8 March 1943. Promoted Sergeant, 1 April 1943. Repatriated by air, June 1945; to Debert, 23 July 1945. Retired 11 September 1945. 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 35 months in Canada, 23 months overseas.

This NCO is employed as NCO in charge Repair and Inspection Rigger Section and is an extremely conscientious NCO. He has at all times displayed initiative and ability of the highest order, and has been a decided asset to his Section. He can be relied upon to carry out the most rigorous and difficult tasks with cheerfulness and ability that is beyond praise. He definitely promotes harmony amongst his men and holds the respect of his superiors...

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KELLEY, LAC George Oscar (R99322) - **Mention in Despatches** - No.405 Squadron (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 New Castle Bridge, New Brunswick, 30 May 1918. Home in Minto, New Brunswick (truck driver); took a four month course at Moncton Aero Engine School before joining RCAF; enlisted in Moncton, 26 May 1941. Trained at Technical Training School, 7 June to 15 October 1941 (Aero Engine Mechanic); at RCAF Station Mountain View, 16 October 1941 to 10 March 1942; to Halifax, 13 March 1942; promoted LAC, 1 April

1942; to RAF Overseas, 29 April 1942; to No.405 Squadron, 12 June 1942; repatriated to Canada through No.8 OTU, Greenwood, 19 June 1945; released 14 September 1945.

The following is from <http://www.thememoryproject.com/stories/1532:george-oscar-kelley/>:

There was three of us that we thought of joining something. The army. But the army couldn't take people at that, like they couldn't put us through because of the numbers. We went to Fredericton, then to Saint John. We come through Sussex. One fellow joined the 8th [Canadian] Hussars [(Princess Louise's)]; and we went on, and I went into [RCAF Station] Moncton to the air force; and they couldn't take me, but they asked me if I'd go home, and they would call me, which they did. Well, shortly after they called me, they asked me, there's a course and would I take the mechanics course; and I agreed, and I took that. And then I was inducted into the air force. After I got away from Canada here, I worked on a lot of the older planes because that's what we used mostly for training, but then when I was over there, I went from, as I said, the [Vickers] Wellington [British long-range medium bomber] through to the [Handley Page] Halifax [British heavy bomber], and to the [Avro] Lancaster [British heavy bomber]. But in each case, it was no change for me because I was still working on the same engine. We had a very good reputation as a squadron from the start, it was all RAF [Royal Air Force] at the time except for a small number of Canadians; and they just kept working the Canadians in, and the RAF out. When they formed No. 6 [(RCAF) Bomber] Group, they selected a number of aerodromes [airfields] in England that were going to be the bases for No. 6 Group; and they told our CO [commanding officer] to go and pilot No. 6 Group, and select whichever drome he wanted because our CO was [Group Captain] Johnny [John Emilius] Fauquier, he was a well known bomber pilot. We got to Aerodrome [RAF] Topcliffe, and we were only there a short while and there was an incident down on the south coast of Coastal Command [Consolidated B-24] Liberator [American heavy bomber] Squadron that couldn't keep maintenance. They were having a very hard time, and so they quickly sent us because we had a very good record of good maintenance. We had aircraft ready. Anyway, we went down there and we spent a winter down there, patrolled the Bay of Biscay down as far as Gib [Gibraltar] and out to the Azores in the Atlantic. When we finished that, we went back up into No. 6 Group at a place called [RAF] Leeming. We were very short time there; we were there just part of the summer, and all of a sudden, they wanted us in the Pathfinders [target location and demarcation]. So we were transferred to the RAF section there, No. 8 [(Pathfinder Force)] Group, as a Canadian Pathfinder squadron. Well, on those was all Merlins [V-12 Rolls-Royce aero engine], all Rolls-Royce. Beautiful sounding good engine and as I say,

it was a good reliable engine. As the war went on, we found ways of being able to change engines without it being a very big and, you know, mechanical job. By the end of the last of it, we just changed power plants, to speed up the job. A few hours and we'd have a plane back in the air. But I said a few minutes ago about this, the only problem with it was on long flights was to keep them from getting glycol [deicing chemical liquid] leaks because you had so many connections: radiators, header tanks, and hose couplings. That was the only real hardship with them. But they were, they lasted too, they were good engines. Once they started leaking, if they go down too low, we had to shut them down. What we used to find is that was the first thing we used to look for when they landed. We'd walk under the engines. If anything fell on your head, you knew it was leaking. [laughs]

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KELLEY, LAC Ivan Stanley (R191617) - **Mention in Despatches** - Linton-on-Ouse - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 6 June 1920. Home in Paris, Ontario; enlisted in London, 10 September 1942 as Aircraft Hand. To No.1 Manning Depot, 6 October 1942. Classified as "Tradesman", 15 October 1942 and "General Duties" on 20 October 1942. To No.12 SFTS, 21 January 1943. To "Y" Depot, 22 March 1943. Promoted LAC, 20 April 1943. To RAF overseas, 15 May 1943, embarking 16 May 1943. Repatriated by air, 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. To Halifax, 12 September 1945. Retired 19 September 1945. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations with MiD recommendations for 1 February to 31 July 1945 identifies unit. No citation, but he was mobile crane operator in incident that got S/L Roth an MBE. DHist file 181.009 D.1725 (RG.24 Vol.20607) has following in letter dated 20 March 1945 from G/C W.P. Pleasance (CO, Linton-on-Ouse) to Base Commander, No.62 Base.

On the morning of Thursday, 8th March, 1945, a 500-pound bomb, fitted with a six hour delay fuse, was discovered in the bomb dump at this unit, with the ampoule broken and the bomb fused. The bomb had been removed the previous night from a non-starter aircraft and was resting in a bay next to a 1000-pound fused bomb with a long delay pistol. In the adjoining bays were 168,000 pounds of normally fused bombs, as well as a large quantity of unfused bombs.

No one knew just when or how the ampoule was broken and consequently the bomb dump area was immediately evacuated, except for the Base and Station Armament Officers and two Senior NCO Armourers. It was decided to remove

the bomb with the broken ampoule, and in order to carry this out, a crane would be required. LAC Kelley, the mobile crane operator, was ordered to proceed to the bomb dump area with his crane. On arriving there, the Armament Officer advised LAC Kelley of the circumstances and the possibility of the bomb's exploding at any moment. In view of the danger involved, it was pointed out to LAC Kelley that if he did not desire to assist in the removal of the bomb, he could explain the controls of the crane to Squadron Leader Roth, the Base Armament Officer, and leave, if he wished. Without hesitation Kelley volunteered to assist in this hazardous undertaking. The party then proceeded to the bomb bay, and with Kelley operating the crane, they loaded the bomb onto a trolley and subsequently removed it from the vicinity of the dump where it was safely demolished.

Great courage and devotion to duty was displayed by LAC Kelley during this undertaking, and the cool and efficient manner in which he operated the crane throughout the incident has set an outstanding example to all ranks. He is strongly recommended for Mention in Despatches.

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KELLEY, WO2 William James (Can 9776) - **British Empire Medal** - No.2 SFTS - Awarded 1 January 1943 as per **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Ottawa, 17 September 1917. Enlisted in Ottawa, 17 August 1937. As of 1 July 1939 he was an LAC and Wireless Electrical Mechanic. To No.11 (BR) Squadron, 3 November 1939. Promoted Corporal, 1 February 1940. To Trenton, 5 August 1940. Promoted Sergeant, 1 November 1940. To No.2 SFTS, 10 March 1941. Promoted Flight Sergeant, 1 October 1941. Promoted WO2, 1 October 1942. Remustered to aircrew and posted to No.1 Manning Depot, 9 September 1943. To No.6 ITS, 2 October 1943. To No.20 EFTS, 30 January 1944. To No.2 SFTS, 19 May 1944. Graduated and commissioned 26 January 1945. To No.1 SFTS, 27 January 1945. Medal presented 16 April 1943. Remained in postwar RCAF (9776). With No.13 Photo Squadron as of 1 October 1946. To No.123 Search and Rescue Flight, 14 January 1948. To No.413 Squadron, 17 April 1948. Promoted Flight Lieutenant, 26 June 1950. To Air Transport Command, Lachine, 1 October 1951. To No.108 Communications Flight, 12 October 1955. Promoted Squadron Leader, date uncertain; died of natural causes, 25 January 1964.

This NCO is in charge of all signals organization and training at No.2 Service Flying Training School, Uplands, and is filling a position beyond that normally required by his rank and trade. He has completely reorganized signals at this unit and has brought the unit to a very high pitch of signals efficiency. He is an extremely zealous Senior NCO and has carried out all duties assigned to him with

distinction.

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KELLY, Sergeant Ambrose Guy (R71514) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 30 December 1909. Home in Toronto; enlisted there 9 August 1940 as Aero Engine Mechanic. To St. Thomas (Technical Training School), 11 September 1940. Promoted AC1, 17 January 1941. To No.5 SFTS. 19 January 1941. Promoted LAC, 18 April 1941. To "Y" Depot, 9 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 July 1943. Promoted Sergeant, 10 July 1943. Repatriated by air, 18 June 1945. To Debart, 19 June 1945. To Halifax, 4 September 1945. Retired 8 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945, confirming he had served 21 months in Canada.

Sergeant Kelly is an outstanding NCO as regards both mechanical ability and in the performance of his duties. During the African campaign, and in the United Kingdom, he has cheerfully carried on with work for long hours and under the most difficult conditions. His example of devotion to duty has been a source of inspiration to airmen under his jurisdiction.

KELLY, Sergeant Ambrose Guy (R71514) - **British Empire Medal** - Tholthorpe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Identified in AFRO as "Overseas". Medal presented 9 April 1948. McEwen papers (CWM) with list of recommendations dated 15 June 1945 identifies unit. Award presented 9 April 1948. No citation in AFRO or biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation dated 27 May 1945 when he was a Fitter IIE; drafted by G/C L.H. Lecomte, CO of Station Tholthorpe:

Sergeant Kelly has shown outstanding progress in every respect since enlistment in August 1940.

As NCO in charge of No.420 Squadron Repair and Inspection he has maintained a consistent record of superior trade proficiency and inspiring leadership. His capacity for work and desire to finish any task irregardless of obstacles, has added greatly to the morale and keenness amongst his fellow workers. The fine example he has shown has resulted in the welding together of highly skilled and keen maintenance crews.

He has countless times gone long periods without rest or sleep to ensure the serviceability of aircraft for operations and training.

While serving in North West Africa with No.420 (RCAF) Squadron, he again demonstrated his devotion to duty by his untiring efforts under the worst of conditions. His efforts contributed in no small measure to the phenomenally high serviceability of this Squadron in the Middle East. His zeal and organizing ability again came to the fore during the month of March this year when his section carried out no less than thirty-five complete engine changes in record time thus ensuring a maximum number of aircraft available for bombing operations.

In view of Sergeant Kelly's outstanding and untiring efforts beyond and above the normal call of duty, it is strongly recommended that he be awarded the "British Empire Medal".

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KELLY, F/O Eric Dean (J18567) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 20 September 1920. Home in Peterborough, Ontario; served from July to October 1940 in Prince Of Wales Rangers (Militia); enlisted in RCAF, Toronto, 7 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To Technical Training School (guard), 19 February 1941. To No.1 ITS, 4 May 1941; graduated and promoted LAC, 9 June 1941 when posted to No.9 EFTS; graduated 27 July 1941 when posted to No.6 SFTS; graduated 7 October 1941 when promoted Sergeant. To Embarkation Depot, 8 October 1941. To RAF overseas, 22 October 1941. To No.53 OTU, 18 November 1941; to No.411 Squadron, 3 March 1942; promoted Flight Sergeant, 7 April 1942; to No.602 Squadron, 21 June 1942. To Peterhead for overseas posting, 25 August 1942; reported to No.249 Squadron, October 1942; promoted WO2, 7 October 1942; to Kali, 8 December 1942; later in North Africa; promoted WO1, 7 April 1943. Commissioned 23 August 1943; to No.56 OTU, August 1943; promoted Flying Officer, 23 February 1944. To No.403 Squadron, March 1944. To No.83 Group Support Unit, October 1944; to No.412 Squadron, November 1944. Repatriated 7 August 1945. To No.1 Air Command, 15 August 1945. To Mountain View, 17 September 1945. Remained in postwar RCAF (20086), retaining rank of Flying Officer as of 1 October 1946. Promoted Flight Lieutenant, 17 June 1951. Career included service with No.1 (F OTU, June 1950 to January 1952; No.441 Squadron, January 1952 to February 1955; Examining Officer and OC Jet Visiting Flight, Trenton (February 1955-August 1957); attached to USAF, August 1957-August 1959, OC No.413 Squadron (February 1961 to December 1961); OC No.4216 Squadron (December 1961 to October 1962. Awarded Queen's Coronation Medal, 23 October 1953 when he was a Flight Lieutenant with

No.1 (F) Wing. Released May 1968. Died in Peterborough, 21 October 2000. RCAF photo PL-28754 (ex UK-10181 dated 1 May 1944) shows him.

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KELLY, S/L Frederick Wishart (J2972) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 18 January 1943 as per **London Gazette** dated 2 February 1943 and AFRO 272/43 dated 19 February 1943. Born 15 July 1915 at Watford, Ontario; home there or Toronto. Enlisted in Toronto, 25 May 1941 and posted to No.1 Manning Depot. To No.1 ITS, 29 April 1940; promoted LAC, 25 May 1940 when posted to Brantford-Norfolk Aero Club; to No.1 Manning Depot, 21 July 1940; to No.2 SFTS, 4 August 1940; graduated and commissioned, 18 November 1940. Appears to have been posted overseas at once but dates not shown. Promoted Flying Officer, 11 August 1941. Promoted Flight Lieutenant, 15 October 1941. Promoted to Squadron Leader, 27 November 1942. In Canada again, 12 July 1943. To "Y" Depot, 12 August 1943. To United Kingdom, 25 August 1943. Repatriated again, 25 March 1944. Next posting unclear but date was 24 May 1944. To Eastern Air Command, 8 July 1944. To No.126 Squadron, 14 July 1944. To "K", 31 May 1945. To Halifax, 22 July 1945. To unclear posting, 28 September 1945; to Eastern Air Command Headquarters, 5 December 1945. To No.1 Release Centre, 16 May 1946 and retired that day. Photo PL-7869 shows him. See also PL-28806 (ex UK-8887 dated 29 March 1944); caption says that he was employed by an investment house; at time of photo he had one enemy aircraft destroyed, two probables and several damaged. At one point as a flight commander he had "squawked at being removed from operations to go to an OTU." Invested at Buckingham Palace, 25 May 1943.

This officer has completed fifty-nine operational sorties, including a number of low level machine gun attacks on ground targets and several fighter-bomber attacks. He is a skilful leader whose exceptional judgement and keenness have won the confidence of the squadron he commands.

RCAF Press Release No.1143 (Immediate) dated December 1942, transcribed by Huguette Oates, reads:

Behind the torso announcement of the award of the Distinguished Flying Cross to Squadron Leader F.W. Kelly, of Beaverton, Ontario, released at Air Force Headquarters recently, lies the story of a typical Canadian who has gone overseas to battle the enemy in the skies. Squadron Leader Kelly, who was cited as a "skillful leader whose exceptional judgement and keenness have won the confidence of the squadron he commands," comes from a family of such leaders. His great-grandfather was commander of the St. Clair borderers. His father was colonel of the 149th Battalion of the First Great War, and today a third Kelly is

following their load.

Back in the days before the war, there was a pretty little "C" class boat called the "Cocktail" which sailed the Great Lakes under the colors of the Royal Canadian Yacht Club, its skipper was this same Kelly who now leads his fighter squadron into action against the Nazis. And he finds there is quite a close affiliation between sailing and flying. "You need to be something of a navigator on each job. Too, anyone who has sailed must find it easier to learn to fly, you control an aircraft not unlike you control a sailboat. Both of them are lots of fun, too."

S/L Kelly has a nice little collection of cups and trophies in Beaverton for he is pretty much at home at the tiller, and if they gave cups for flying ability, anyone in the squadron would tell you that the "Chief" would get considerably more than the average.

Born in Watford, Ontario, in July 1916, S/L Kelly was the son of Colonel R.G.C. Kelly, officer commanding the 149th (Lambton County) Battalion until his death that same year. Young Kelly went with his family to Toronto at the age of 10, and graduated from University of Toronto Schools in 1933. Entering Trinity College of the University of Toronto, Kelly managed to get through three years of his arts course, before "I got browned off and decided to come over and join the Royal Air Force". However, as a prerequisite to an Air Force medical examination, Kelly decided to have his tonsils out, and while he was in hospital, a friend persuaded him to join a Toronto investment service. "He spent an enjoyable couple of years wasting my time, and when I got tired of that, I went to the advertising department of a soap company. I never did get really settled down, you see, from the time I was in university".

On April 25, 1940, he joined the RCAF, a member of the first aircrew class formed in Toronto under the British Commonwealth Air Training Plan. Another member of the class was S/L L.V. Chadburn, DFC, now also a commanding officer of an RCAF Spitfire Squadron overseas, but at present at home in Aurora on leave. On completion of his training, S/L Kelly joined a Hurricane squadron overseas which was then commanded by W/C Gordon McGregor, a Montrealer who won the DFC for his part in the Battle of Britain. Soon the squadron was operational, and Kelly gained a wide experience in sweeps over France, on convoy patrols and as escort for bombers.

He ran into some "pretty nice scraps" in those days, too. Bombers going over far back of Lille, for instance, would be protected by Spitfires on the outskirts, and

Hurricanes close in. "When Jerry attacked and happened to get past the Spits, it was our job to knock him down. There were some rare old battles when he did get in, with enemy aircraft, Spitfires, Hurricanes and our bombers all mixed in together." Because of the conditions under which those air battles took place, it was pretty hard to get confirmations in those days, but Kelly's score board read "Two 'probables' and a 'damaged'".

While on this Hurricane detail, during which time he took part in a score of sorties, the squadron got itself quite a reputation for spotting pilots who had been shot down in the channel. They were able to report the positions of the downed airmen, and thus saved a number of lives.

Early in October, 1941, the squadron, in which by this time Kelly had risen to be a flight commander, was converted to Hurricane bombers and "mopped up" a number of targets over Occupied France. "I remember we had a sergeant who, for some reason or other, was particularly adverse to German officers, and he set his heart on bombing an officers' mess of a Nazi Station. Eventually, he had his wish, too, and made a pretty good job of wiping one out."

The squadron went over to anti-shipping patrols, and during the winter, despite particularly bad weather in the area in which it was operating, managed to inconvenience the enemy's sea traffic considerably. The squadron leader spent a short time instructing at a school for pilots, and late in April, his own pilots were posted to the new squadron. In the middle of May, the squadron became operational, and spent a month doing patrols in a comparatively quiet sector. Then it moved to a gunnery school, and the pilots spent several weeks sharpening up their shooting eyes in preparation for the day they would meet the enemy fighters across the channel. Shortly after, his squadron was equipped with a new type of fighter-bomber and soon its fame as a "train busters" would sloop in at low altitudes, let loose their lethal loads on Hitler's vital engines and rolling stock, then return to strafe them with shattering heavy calibre machine gun fire.

S/L Kelly is anxious to get on with this job and get it over with so he can go back to Toronto. There is not only the Cocktail waiting for him there, but his wife, who now lives in Beaverton, and a son three and a half years old. The squadron leader hopes there won't be another war in about 20 years' time, but if there is, he is pretty certain another Kelly will command a unit of Canada's fighting forces.

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KELLY, F/O Gerald Joseph Francis (J16326) - **Distinguished Flying Cross** - No.161 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born in Quebec City, 16 September 1918; enlisted there 5 June 1940. To No.1 ITS, 24 June 1940; promoted LAC and posted to No.1 WS, 19 July 1940; to No.4 BGS, 23 November 1940; graduated and promoted Sergeant, 23 December 1940. To Rockcliffe, 23 December 1940; to Eastern Air Command, 5 February 1941. To RAF overseas, 2 March 1941. Commissioned 7 September 1942. Promoted Flying Officer, 7 March 1943. Repatriated 14 November 1943. To No.9 BGS, 29 December 1943. Promoted Flight Lieutenant, 1 June 1944. To No.4 Release Centre, 30 March 1945. Retired 25 September 1945. Reported to have flown two tours; medal presented 17 June 1945. Died in Pierrefond, Quebec, 19 September 2007. Photo PL-21659 is a portrait.

This officer, now on his second tour of operational duty, has taken part in numerous operational sorties. He has at all times shown great keenness and enthusiasm and proved to be a valuable member of aircrew.

Note: His obituary stated, in part:

He served a complete tour of duty of thirty missions as a wireless operator air gunner in Whitley and Wellington bombers. In this first tour he participated in the earliest missions of the RAF, including the bombing of ports where the invasion of England was being prepared, and the numerous attacks on the German battleships **Scharnhorst** and **Gneisenau**. Commissioned as a Flight Officer [sic] in 1942, he volunteered for a second tour of duty, and served another thirty missions over occupied Europe with the 161 Special Duty Squadron flying out of Tempsford, England. The motto of this squadron was "Liberate" and its specialty was flying missions in support of the French Resistance and special operations. His plane was shot down twice and in each instance he survived to carry on his tour. For this, he was later awarded his Golden Wings with Bar emblematic of having completed two tours of operations. He was also promoted to Flight lieutenant and for his exploits he was awarded the Distinguished flying Cross. Considering the heavy casualties inflicted on bomber crews, it was remarkable that he survived 60 missions over occupied Europe. From his WAG 3F graduating class, seventy-seventh squadron of December 29, 1940, only he and one other officer returned.

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KELLY, P/O Maurice Joseph (J85024) - **Distinguished Flying Cross** - No.166 Squadron - Award

effective 24 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 27 August 1913 in Galetta, Ontario; home in Toronto (miner since 1933). Enlisted in Toronto, 27 May 1941. To No.4A Manning Depot, St. Hubert, 28 June 1941. To No.12 Equipment Depot, Montreal, 21 August 1941. To No.3 ITS, Victoriaville, 28 October 1941. Promoted LAC, 19 December 1941. To No.21 EFTS, Chatham, 20 December 1941. To Composite Training School, Trenton, 28 January 1942 because of disciplinary problems. He convinced others that he would sober up and that he should be given another opportunity. To No.6 ITS, Toronto, 8 May 1942; to No.20 EFTS, Oshawa, 16 August 1942; to No.1 SFTS, Camp Borden, 11 October 1942; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, 20 March 1943. Disembarked in Britain, 4 April 1943. To No.15 (Pilots) AFU, 8 June 1943. To No.30 OTU, 9 November 1943. Commissioned 25 January 1944. To No.11 Base, 29 February 1944. To No.101 Squadron, 26 May 1944. To No.14 Base, 6 September 1944. To No.71 Base, 12 December 1944. To No.166 Squadron, 7 February 1945. To No.63 Base, 2 July 1945. Repatriated 22 July 1945. Retired 22 September 1945. Died in Fitzroy Harbour (Ottawa area), 3 May 1969. DFC sent by registered mail.

Pilot Officer Kelly has participated in numerous sorties and has proved himself to be an efficient and fearless captain. One night in March 1945 he piloted an aircraft detailed to attack Kassel. On the outward flight the starboard inner engine became defective. Despite this, Pilot Officer Kelly continued his mission. Before reaching the target, the port outer engine failed. Nevertheless, this pilot went on to attack the target, although forced to do so at a height considerably less than originally planned. He afterwards flew the aircraft back to base with one engine out of action completely and a second working only intermittently. His determination was in keeping with that which he has invariably shown.

Notes: Application for Operational Wing dated 10 June 1945 stated he had flown 30 sorties, 15 June 1944 to 6 May 1945.

Training: Interviewed in Toronto, 21 May 1941 by F/O R. Key. "Good type, keen and good education. Smart appearance. Aggressive. Will make good aircrew material."

Attended No.3 ITS, 27 October to 19 December 1941. Courses in Mathematics (56/100), Law and Discipline (53/60) Armament (85/100), Drill (74/100) and Hygiene and Sanitation (36/40). Placed 41st in a class of 88. "Likeable, quiet, confident, capable, responsible. Learns quickly, good appearance."

Attended No.21 EFTS, 21 December 1941 to 27 February 1942. Flew 9.35 in Finch II and logged two hours in Link before washing out.

Attended No.6 ITS, 25 May to 17 July 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 758 points of a possible 1,000. Placed 76th in a class of 93. "Impulsive, high strung. Knows his studies, quick tempered. Second aircrew recommendation - Air Observer." (W/C J. Hanchet-Taylor).

Attended No.20 EFTS, 17 August to 9 October 1942. Tiger Moth aircraft - 7.55 dual to first solo, 28.25 day dual, 44.50 day solo, 3.00 night dual. Was 10.50 on instruments and logged 10.00 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (practical). Scored 567 points of a possible 700. Placed 20th in a class of 55. "Excitable and nervous tendency to roughness on controls under stress. Trouble with airspeed under hood due to nervousness. Needs check on precision flying."

Attended No.1 SFTS, 12 October 1942 to 5 March 1943. Anson aircraft - 4.45 dual to first solo, 49.35 day dual, 62.45 day solo, 3.15 night dual, 6.45 night solo. Was 11.15 in formation and 20/50 on instruments. Logged 25 hours in Link. Ground examinations in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical), and Meteorology. Scored 540 points of a possible 750. Placed 41st in a class of 59. "A good, conscientious student, works hard, well mannered and respectful at all times. Inclined to be unreliable at times due to indulging."

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KELLY, F/L Patrick Gregory (J17322) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 4 June 1919 in Deseronto; home in Montreal; enlisted there 4 June 1941 and posted to No.1 Manning Depot. To Trenton, 15 July 1941. To No.1 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 when posted to No.1 Manning Depot; to No.9 AOS, 25 October 1941; graduated 29 January 1942 when posted to No.6 BGS; graduated and promoted Sergeant, 14 March 1942; posted that to No.2 ANS; graduated 13 April 1942. To "Y" Depot, 14 April 1942. To RAF overseas, 18 April 1942. Commissioned 31 May 1943. Repatriated 8 February 1945. Retired 25 March 1945. Living in Montreal in 1950. RCAF photo PL-40548(ex UK-17253 dated 8 December 1944) shows him on completion of his first tour; "Flight Lieutenant Kelly who was in charge of the squadron Air Bomber section, will occupy the same post in an operational training unit." PL-40536 (ex UK-17251) is same subject. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1730 (National Archives RG.24 Vol.20607) has recommendation dated 18 August 1944 when he had flown 25 sorties (186 hours 44 minutes) in a tour lasting 29 January 1943 to 24 March 1944; he was Squadron Bombing Leader as of the recommendation. Medal

presented 15 April 1948.

Flight Lieutenant Kelly as Squadron Bombing Leader has now completed twenty-five sorties on his first operational tour. His sorties have included most of the principal targets of Germany and France, but in the face of these heavy defences, Flight Lieutenant Kelly was undeterred, and pressed home his attack with the utmost determination and obtained many fine photographs of his aiming points. His exceptional qualities of leadership, his outstanding ability and strong sense of duty have set a fine example to his section and to the squadron as a whole and it is strongly recommended that Flight Lieutenant Kelly be awarded the Distinguished Flying Cross.

The sortie list was as follows:

29 January 1943 - Lorient (6.35)
2 February 1943 - Gardening, Kattegat (7.15)
3 February 1943 - Hamburg (6.25)
7 February 1943 - Lorient (5.25)
13 February 1943 - Lorient (5.55)
18 February 1943 - Gardening, East Frisians (4.15)
28 February 1943 - St. Nazaire (6.45)
1 March 1943 - Berlin (7.25)
3 March 1943 - Hamburg (2.05, duty not carried out, all guns unserviceable)
4 March 1943 - Sea Search (3.25)
5 March 1943 - Essen (5.10)
22 March 1943 - St. Nazaire (6.10)
4 April 1943 - Kiel (5.45)
8 April 1943 - Duisburg (5.25)
9 April 1943 - Duisburg (4.30)
12 May 1943 - Duisburg (5.17)
13 May 1943 - Bochum (5.35)
7 October 1943 - Stuttgart (4.10, duty not carried out, guns unserviceable)
8 October 1943 - Hanover (5.25)
18 October 1943 - Hanover (4.40, duty not carried out, oxygen unserviceable)
20 October 1943 - Leipzig (6.00)
22 November 1943 - Berlin (6.40)
29 November 1943 - Berlin (3.00, duty not carried out, guns unserviceable)
2 December 1943 - Berlin (7.18)
16 December 1943 - Berlin (7.30)
20 December 1943 - Frankfurt (5.52)

2 January 1944 - Berlin (5.45, duty not carried out, ASI and altimeter lost through severe icing)
5 January 1944 - Stettin (8.25)
15 February 1944 - Berlin (9.28)
19 February 1944 - Leipzig (3.39, duty not carried out, lost oxygen, returned early)
25 February 1944 - Augsburg (8.00)
24 March 1944 - Berlin (7.30)

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KELLY, P/O Patrick Joseph (J86309) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 9 August 1922 in Pembroke, Ontario; home there (sales clerk); enlisted in Ottawa 15 July 1942 and posted to No.5 Manning Depot. To No.6 BGS (guard), 19 September 1942. To No.9 BGS, 21 February 1943; promoted LAC, 3 April 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 16 June 1943. Commissioned 13 May 1944. Promoted Flying Officer, 13 November 1944. Repatriated 25 January 1945. To No.1 Air Command, 26 January 1945. To Mountain View, 26 February 1945. Retired 6 April 1945. DFC sent by registered mail, 16 November 1948. One of four brothers in the forces (three RCAF, one Army). Postwar was Chief Administrative Officer at the Emergency Preparedness College, Arnprior. Died in Ottawa, 2 March 1998. Lengthy anecdotal obituary in Ottawa **Citizen** of 8 March 1998. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 8 June 1944 when he had flown on 28 sorties (171 hours), 14 January to 9 June 1944.

14 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Magdeburg
15 February 1944 - Berlin
24 February 1944 - Schweinfurt
1 March 1944 - Stuttgart
22 March 1944 - Frankfurt
24 March 1944 - Berlin
26 March 1944 - Essen
30 March 1944 - Nuremburg
9 April 1944 - GARDENING, Gdynia
11 April 1944 - Aachen
19 April 1944 - GARDENING, Peenemunde
21 April 1944 - Cologne
22 April 1944 - Dusseldorf

24 April 1944 - Karlsruhe
26 April 1944 - Essen
28 April 1944 - Friedrichshafen
30 April 1944 - Maintenon
10 May 1944 - Dieppe
19 May 1944 - Orleans
21 May 1944 - Duisburg
24 May 1944 - Aachen
2 June 1944 - Dieppe
4 June 1944 - Pas de Calais
5 June 1944 - Varreville
6 June 1944 - Acheres
9 June 1944 - Flers

Pilot Officer Kelly, a Canadian, has completed twenty-eight operational sorties as rear gunner in a Lancaster aircraft, many of them against the most distant and heavily defended targets in Germany. They have been done frequently at a considerable height, subjecting Pilot Officer Kelly to the most intense cold for many hours. In spite of such rigorous conditions he has maintained a constant vigilance, and has at all times, by his courage and efficiency, instilled confidence in his captain and crew, thus enabling them to carry out their missions with marked success. He has displayed magnificent fighting spirit which has provided a shining example to others.

Public Record Office Air 500/181 has Combat Report for sortie of 9/10 April 1944, copied here in the same format as the original:

1. 9/10.4.44 - Mining, Danzig Bay. No.12 Squadron, PH-P.
2. Lancaster Mk.III ME699
3. -
4. 0403 hours - 20,000 feet - 260 true.
5. 54°44' North 08 09' East
6. Clear visibility, full moon, cloud 9,000 feet.
7. Nil
8. Visual
9. First attack, corkscrew to starboard; second attack, corkscrew to starboard;; third attack, diving turn to port; fourth attack, corkscrew to port.
10. -
11. Range: first attack 400 yards dead astern, slightly up 50 to 100 feet; second attack, dead astern slightly down, 800 yards; third attack, port fine quarter down, 800 yards;

fourth attack, port fine quarter down, 800 yards.

12. Rear gunner [Kelly].

13. In-line single engined aircraft single.

14. Nil.

15. First attack from dead astern slightly up. Second attack dead astern slightly down. Third attack from port fine quarter down. Fourth attack from port fine quarter down.

16. First attack, breakaway to port. Second attack, breakaway at 800 yards. Third attack, breakaway starboard, 800 yards. Fourth attack, breakaway 800 yards.

17. First attack, corkscrew to starboard. Second attack, corkscrew to starboard. Third attack, diving turn to port. Fourth attack, 800 yards to breakaway.

18. Yes. First attack - 400 yards to breakaway. Second attack - 800 yards also to breakaway. Third attack - 800 yards. Fourth attack - 800 yards to breakaway.

19. 2,400 rounds. First attack - 400 yards. Second attack - 800 yards. Third attack - 800 yards. Fourth attack - 800 yards. No stoppages.

20. 400 rounds. First attack - 400 yards. No stoppages.

21. Nil.

22. Nil.

23. First attack - Fighter. Second attack - fighter. Third attack - Rear Gunner. Fourth attack - Rear Gunner.

24. No stoppages.

25. First attack - two cannon shells grazed starboard fin and rudder.

26. Nil.

27. No claim.

28. Flight Sergeant P.J. Kelly, 1656 CU, 81 OTU, 9 B and GS Canada (R/G)

29. Sergeant E.J. Collins, 1656 CU, 81 OTU, 7 AGS (M/U/G)

30. Bomber on track.

31. Nil

32. No gun position.

33. Wireless Operator in the Astrodome.

34. Nil.

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KELLY, F/O Robert Lloyd (J20729) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 23 September 1922 in Manitoba; home in Miniota, Manitoba; enlisted in Winnipeg, 8 May 1941. To No.2 Manning Depot, 8 August 1941. To No.3 BGS (guard), 25 September 1941. To No.2 ITS, 9 November 1941; graduated and promoted LAC, 3 January 1942 when posted to No.15 EFTS; may have graduated 13 March 1942 but not posted to No.3 SFTS until 28 March 1942; graduated and promoted Sergeant, 17 July 1942. To "Y" Depot, 2 August

1942. To RAF overseas, 6 August 1942. Promoted Flight Sergeant, 17 January 1943. Commissioned later but appears to have been backdated to 17 July 1942. Promoted Flying Officer, 17 January 1943. Promoted Flight Lieutenant, 17 July 1944. Repatriated 1 January 1945. To No.2 Air Command, 11 January 1945. To No.5 Release Centre, 7 May 1945. Retired 13 June 1945. Recalled to service, interim force, 7 January 1946 (20118) with No.2 Air Command. To Northwest Air Command, 1 February 1946. To No.1 Composite Training School, 13 February 1946. To Northwest Air Command Headquarters, 2 April 1946. To Whitehorse, 7 April 1946. To Northwest Air Command Headquarters, 8 February 1947. To Vancouver, 8 April 1947. Retired 29 May 1947. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Medal presented 22 September 1945.

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KELLY, F/O Terrance John (J28647) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 27 July 1920 in Orillia, Ontario; home in Toronto; enlisted there 18 September 1939 as Aero Engine Mechanic and posted to Trenton. To Rockcliffe, 20 January 1940. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 15 December 1940. To No.3 SFTS, 31 January 1941. Promoted Sergeant, 1 October 1941. To Prince Rupert, 13 December 1941. Remustered to aircrew and posted to No.4 ITS, 22 October 1942; graduated 30 December 1942 when reclassified as Pilot Under Training but not posted to No.5 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted to No.3 SFTS until 3 April 1943; graduated and commissioned 27 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 27 January 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. Retired 8 June 1945. Postwar automobile dealer. Died at Sunnybrook Hospital, Toronto, 9 November 2011. Obituary notice gave date of birth as 22 July 1920. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C G.A. Tambling dated 15 December 1944 when he had flown 32 sorties (174 hours 20 minutes), 4 July to 6 December 1944. Medal sent by registered mail, 28 June 1949.

This officer has now completed thirty-two trips over enemy territory including a great many of the most heavily defended targets in Germany and France.

On several occasions, Flying Officer Kelly has displayed exceptional skill and coolness in extricating his aircraft from perilous situations, and the successful completion of his many operational sorties has been due largely to his initiative, resourcefulness and determination. He has proven himself to be an outstanding

captain and has instilled a fine offensive spirit in his crew.

I consider his qualities of leadership and fine record of achievement fully merits the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

4 July 1944 - Villeneuve St. George (6.15)
12 July 1944 - Acquet (6.20)
14 July 1944 - Auchenbelch (4.00)
18 July 1944 - Caen (4.30)
18 July 1944 - Wesseling (6.05)
20 July 1944 - Ferme de Forrestel (4.05)
23 July 1944 - Donges (5.50)
24 July 1944 - L'Hey (3.45)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (5.00)
7 August 1944 - St. Nazaire (6.45)
9 August 1944 - Foret de Croc (4.15)
12 August 1944 - Falaise (3.50)
16 August 1944 - Kiel (6.00)
18 August 1944 - Connantre (6.05)
24 August 1944 - La Rochelle (6.15)
27 August 1944 - Mimoyecques (4.10)
28 August 1944 - Ferme du Grande Bois (4.00)
31 August 1944 - Ile de Cezembre (5.00)
23 September 1944 - Domberg (3.30)
27 September 1944 - Duisburg (5.35)
28 September 1944 - Cap Gris Nez (3.50)
6 October 1944 - Dortmund (6.15)
23 October 1944 - Essen (5.55)
25 October 1944 - Homburg (4.45)
28 October 1944 - Cologne (5.35)
21 November 1944 - Castrop Rauxel (6.20)
27 November 1944 - Neuss (5.30)
30 November 1944 - Duisburg (7.00)
2 December 1944 - Hagen (7.00)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (5.55)

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KELLY, F/O Thomas Richard Clarence (J37529) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 25 May 1923 in Port Arthur, Ontario; home there (ship fitter); enlisted Port Arthur, 19 August 1942. To No.2 Manning Depot, 13 October 1942. To No.16 SFTS (guard), 22 November 1942. To No. 2 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 when posted to No.2 EFTS; ceased training 13 May 1943 and posted next day to No.2 Manning Depot; to No.5 AOS, 12 June 1943; graduated and commissioned, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 15 November 1943. Promoted Flying Officer, 29 April 1944. Repatriated 26 September 1945. Retired 5 November 1945. Attended University of Toronto (Dentistry, (graduated 1952), then moved to Atikokan, Ontario where he practiced for 17 years. In 1971 he returned to the University of Toronto and obtained a Diploma in Dental Public Health; Dental Director of the Thunder Bay District Health Unit until 1991. Died in Atikokan, 31 January 2012. Medal sent by registered mail, 10 September 1948. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 10 January 1945 when he had flown 30 sorties (206 hours 55 minutes), 25 August 1944 to 2 January 1945.

Flying Officer Kelly has shown exceptional courage, initiative and great ability as a navigator throughout his tour. His co-operation, coolness and devotion to duty contributed to a large degree in the completion of a successful tour of operations by his crew and was an inspiration to the squadron.

He participated with excellent results in attacks on such targets as Nuremburg, Cologne, Essen, Dusseldorf, Bochum, Gelsenkirchen, Julich, Munster, Castrop, Neuss, Duisburg, Hagen, Karlsruhe, Soest, Osnabruck, Opladen, Russelheim, Stettin, Kiel, Wilhelmshaven, Domburg, Dortmund and Stuttgart, as well as French targets. His efforts as navigator resulted in a fine record of achievement.

For his all round ability, courage and devotion to duty I recommend the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

25 August 1944 - Russelheim (9.05)

29 August 1944 - Stettin (9.50)

10 September 1944 - Le Havre (4.50)
14 September 1944 - Wilhelmshaven (4.00, recalled)
15 September 1944 - Kiel (5.45)
17 September 1944 - Boulogne (4.30)
18 September 1944 - Domburg (4.45)
19 September 1944 - Domburg (4.15, recalled)
4 October 1944 - Bergen (6.35)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.35)
14 October 1944 - Duisburg (6.50)
14 October 1944 - Duisburg (6.55)
19 October 1944 - Stuttgart (7.35)
23 October 1944 - Essen (6.55)
25 October 1944 - Essen (6.00)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (6.05)
6 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.40)
21 November 1944 - Castrop (6.40)
27 November 1944 - Neuss (6.05)
30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (6.05)
4 December 1944 - Karlsruhe (7.20)
5 December 1944 - Soest (7.30)
6 December 1944 - Osnabruck (6.55)
21 December 1944 - Cologne (6.30)
28 December 1944 - Opladen (6.05)
30 December 1944 - Cologne (6.35)
2 January 1945 - Nuremberg (9.35)

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KELLY, F/L William Wilson (J86452) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born in Transcona, Manitoba, 26 January 1923; home in Winnipeg (sheet metal worker); enlisted there 2 May 1942. To No.2 Manning Depot, 29 May 1942. To No.2 BGS (guard), 18 July 1942. To No.2 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not taken on strength of No.2 EFTS until 5 December 1942; graduated 5 February 1943 and posted next day to No.11 SFTS; graduated and promoted Sergeant, 28 May

1943. To "Y" Depot, 11 June 1943. To United Kingdom, 22 June 1943. Commissioned 29 April 1944. Promoted Flying Officer, 29 October 1944. Repatriated 1 August 1945. To No.2 Air Command, 5 August 1945. Retired 27 September 1945. DFC presented by Governor General at Government House, 17 July 1950. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 21 September 1944 when he had flown 30 sorties (138 hours four minutes), 1 May to 31 August 1944.

* denotes daylight sortie

1 May 1944 - GARDENING, Frisians (3.06)
15 May 1944 - GARDENING, D'Oleron (3.26), DNCO
21 May 1944 - Duisburg (4.32)
22 May 1944 - GARDENING, Gironde (6.00)
23 May 1944 - GARDENING, West Frisians (2.55)
30 May 1944 - GARDENING, Knocke (1.45)
2 June 1944 - GARDENING, Heyst-Flushing (1.55)
5 June 1944 - Special Duties (4.42)
6 June 1944 - GARDENING, Hook of Holland (1.49)
30 June 1944 - Villers Bocage (3.20)
2 July 1944 - Beauvoir (3.19)
5 July 1944 - Wizernes (2.34)
7 July 1944 - Varies (5.09)
10 July 1944 - Nucourt (4.20)
12 July 1944 - Vaires (4.29)
15 July 1944 - Chalons (6.47)
18 July 1944 - Caen (3.35)*
18 July 1944 - Aulnoye (3.22)
20 July 1944 - Homberg (3.47)
23 July 1944 - Kiel (4.57)
24 July 1944 - Stuttgart (7.17)
28 July 1944 - Stuttgart (8.14)
30 July 1944 - Caen (3.32)*
1 August 1944 - Le Nieppe (2.41)*
3 August 1944 - L'Isle Adam (4.27)*
12 August 1944 - Brunswick (5.12)
15 August 1944 - St.Trond Airfield (3.35)*
18 August 1944 - Bremen (4.48)
25 August 1944 - Russelshein (8.15)
29 August 1944 - GARDENING, Gulf of Danzig (9.39)

31 August 1944 - Port Remy (4.35)

During his operational tour which has included attacks on a wide variety of targets in addition to several mining sorties, this officer has displayed a very high standard of enthusiasm and cool determination. His ever cheerful spirit has bound his crew together into a highly efficient operational unit, with the result that all their sorties have been executed with courage, perseverance and strict attention to detail which are in keeping with the finest traditions of the Royal Air Force. This officer has contributed materially to the war effort and I recommend that he be awarded the Distinguished Flying Cross.

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KELSEY, F/L Irvine Henry (J10494) - **Commended for Valuable Services** - No.525 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 19 August 1922 in Cremona, Alberta (RCAF press release 4910 announcing award); home in Calgary where he enlisted, 29 May 1941; posted to No.2 Manning Depot that date. To No.3 BGS, 14 July 1941 (guard). To No.2 ITS, 7 August 1941; graduated and promoted LAC, 13 September 1941 when posted to No.14 EFTS; may have graduated 7 November 1941 but not posted to No.10 SFTS until 25 November 1941; graduated and commissioned, 13 March 1942. Attached to Ferry Command, Montreal, 9 April 1942. Departed there 9 June 1942 in Hudson EW893. Which he delivered via Goose Bay and Reykjavik to Britain (arriving 18 June 1942). Returned to Canada by boat. Department Montreal again, 16 September 1942 in a Hudson to Goose Bay. On special flying, 25-29 September 1942 in EN928. Promoted Flying Officer, 1 October 1942. Departed Montreal again, 13 October 1942, proceeding as passenger to Britain (arrived there 15 October 1942). Promoted Flight Lieutenant, 13 March 1944. In Canada again in July 1944 when he was a passenger on AL578 to Britain, 18-19 July 1944. Retired 6 November 1945; living in Hudson, Quebec in 1949. Public Records Office Air 2/9036 has recommended citation drafted when he had flown 1,045 hours including 215 hours in previous six months.

This officer was posted to No.525 Squadron as a pilot and captain of aircraft after ferrying duties with No.301 Ferry Training Unit with which unit he made six ferry trips to the Middle East and North Africa. Since joining his present squadron he has completed twenty missions as a captain of aircraft on the Truck Air Lines. Recently he has operated a number of services to the Continent carrying important freight and passengers. His ability as a captain is of a high standard and he has throughout displayed conspicuous skill and devotion to duty.

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KELTIE, F/L Ian George Second (J7455) - **Distinguished Flying Cross** - No.402 Squadron - Award effective 2 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Edmonton, 26 May 1920; home there; enlisted there 5 February 1941 and posted that date to No.2 Manning Depot. To No.4 SFTS (guard), 2 March 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; graduated 2 July 1941 when posted to No.11 SFTS; graduated and commissioned, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF Trainee Pool, 4 October 1941. Wounded August 1942 in fight with FW.190s. Promoted Flying Officer, 13 September 1942. Later promoted Flight Lieutenant with effect from same date. Invested at Buckingham Palace, 23 May 1944. Repatriated 19 August 1944. To No.13 SFTS, 27 September 1944. To No.168 (Heavy Transport) Squadron, 31 October 1944. To Transport Conversion Squadron, 16 November 1944. To No.165 (Transport) Squadron, 3 March 1945. To No.168 (Heavy Transport) Squadron, 26 May 1945. To No.6 OTU, 18 September 1945. To Greenwood, 15 January 1946. To No.1 Release Centre, 16 February 1946. Retired 21 February 1946. Recalled to service with No.418 Squadron as Flying Officer, 24 July 1946 (service number 120001). Promoted Flight Lieutenant, 1 January 1949. Retired 1 June 1957. Died in Toronto, 29 January 2007. See RCAF photo PL-29091 (ex UK-10001 dated 25 April 1944).

Flight Lieutenant Keltie has completed a very large number of operational sorties, including seventy-five sweeps over enemy territory. Possessing exceptional qualities of leadership and administrative ability, this officer has led the squadron on many successful operations. He has on all occasions displayed great keenness and devotion to duty.

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KEMP, F/O Lyle Horace (J36906) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Erickson, British Columbia, 9 February 1912; home there (fruit farmer); enlisted in Calgary, 17 July 1942. Granted Leave Without Pay until 25 October 1942 when posted to No.3 Manning Depot, Edmonton. To No.7 ITS, Saskatoon, 23 January 1943. Promoted LAC, 2 April 1943. To No.6 EFS, Prince Albert, 4 April 1943. Ceased training and posted to No.2 Manning Depot, Brandon, 5 May 1943. To No.7 BGS, Paulson, 11 June 1943. To No.7 AOS, 5 September 1943. Commissioned with effect from 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 31 October 1943 but actually embarked from Halifax, 1 November 1943. Disembarked in Britain, 9 November 1943. To ACOS (whatever that is), 22 December 1943. To No.3 PRC, 22 January 1944. To No.7 (Observer) AFU, 7 March 1944. Promoted Flying Officer, 15 April 1944. To No.20 OTU, 25 June 1944. To No.41 Base, 21 July

1944. To No.158 Squadron, 22 September 1944. Repatriated 14 April 1945. To No.1 Repair Depot, 15 April 1945. To No.8 Release Centre, 1 May 1945. Released 6 June 1945. DFC presented in Vancouver, 22 October 1949. RCAF photo PL-40874 (ex UK-17447 dated 12 December 1944) shows him; caption describes adventure involving his Mae West life-jacket during a raid - "Kemp was flat on his stomach on the bomb aimer's position in the nose of the big aircraft. He had his eye on th bomb sight and when he got the target squarely lined up he pushed the bomb release. And then things began to happen to the Halifax. She was caught in the burst of flak, which sent jagged steel fragments through the mid-upper turret, knocked a chunk out of one of the propellers and pierced the perspex nose of the aircraft. One piece smashed through the bomber's nose and into the Mae West Kemp was wearing. It was about an inch in diameter, big enough to kill a man. But instead of perforating Kemp, the sharp steel fragment lodged in the batteries carried in a side pocket of the Mae West for the airman's safety light. Kemp has handled his Mae West with reverent care ever since." Died in Creston, British Columbia, 2 October 1977 as per British Columbia Vital Statistics. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 15 March 1945 when he had flown 36 sorties (212 hours 59 minutes), 15 October 1944 to 11 March 1945.

15 October 1944 - Duisburg (5.57) - Good attack; cloud.
15 October 1944 - Wilhelmshaven (3.45) - Fires in target area.
25 October 1944 - Essen (5.18) - Bombed as ordered.
29 October 1944 - Zoutelande (3.30) - 1,200 yards from aiming point.
30 October 1944 - Cologne (6.22) - Bombed through clouds.
2 November 1944 - Dusseldorf (5.51) - Concentrated fires.
4 November 1944 - Bochum (4.55) - Bombed 3 miles from A/P.
6 November 1944 - Gelsenkirchen (4.39) - Bombed target; smoke seen.
29 November 1944 - Essen (6.12) - Bombed through clouds
30 November 1944 - Duisburg (6.09) - ditto
2 December 1944 - Hagen (6.33) - ditto
5 December 1944 - Soest (6.17) - Bombed aiming point.
6 December 1944 - Osnabruck (6.08) - Bombed through cloud.
21 December 1944 - Cologne/Nippes (5.51) - ditto
24 December 1944 - Essen/Mulheim a/f - Airfield bombed.
26 December 1944 - St.Vith (4.57) - Bombed aiming point.
28 December 1944 - Opladen (5.41) - Bombed through cloud.
29 December 1944 - Coblenz-Mosel M/Y (6.03) - Bombed marshalling yard.
30 December 1944 - Cologne (5.03) - Bombed through clouds.
1 January 1945 - Dortmund (4.35) - Successful attack.
5 January 1945 - Hanover (4.57) - Bombed in cloud.

6 January 1945 - Hanau (6.31) - Cloud; fires in T/A.
14 January 1945 - Saarbrucken (6.51) - Bombed aiming point.
16 January 1945 - Magdeburg (5.58) - Concentrated fires.
4 February 1945 - Gelsenkirchen (5.23) - Cloud over target.
7 February 1945 - Goch (6.36) - Recalled by Master Bomber.
9 February 1945 - Wanne-Eickel (6.05) - Bombed target; fires seen.
13 February 1945 - Bohlen (8.29) - Bombed in cloud; fires.
14 February 1945 - Chemnitz (8.20) - Concentrated fires.
21 February 1945 - Worms (6.41) - Bombed target; many fires.
23 February 1945 - Essen (5.38) - Bombed through clouds.
24 February 1945 - Kamen (5.59) - ditto
27 February 1945 - Mainz (6.31) - ditto
2 March 1945 - Cologne (5.28) - Bombed aiming point.
5 March 1945 - Chemnitz (8.3) - Good attack
11 March 1945 - Essen (5.12) - Bombed in cloud; many fires burning in target area.

An air bomber whose work has been consistently of a very high standard, Flying Officer Kemp has completed an excellent tour of 36 operational sorties in Halifax III aircraft with No.158 Squadron. He has bombed such heavily defended targets as Magdeburg, Hanover, Hanau, Wilhelmshaven, Dusseldorf, Cologne, Gelsenkirchen and many other towns in the Ruhr Valley.

On all these sorties he has pressed home his attack with a complete disregard for the safety of his own life, and his courage and coolness under the severest fire have been an inspiration to all in his crew.

It is recommended that Flying Officer Kemp's excellent bombing throughout a hazardous tour and his courage and devotion to duty in all circumstances be recognized by the award of the Distinguished Flying Cross.

Notes: On repatriation (4 April 1945) he stated he had flown 216 hours five minutes on operations (36 sorties, the last on 11 March 1945) and 203 hours 20 minutes non-operational. Types flown overseas were Anson (41.50), Wellington (85.10) and Halifax (292.25),

Application for operational wing dated 13 March 1945 stated he had flown 36 sorties (212 hours 55 minutes).

Training: Course at No.7 BGS was 14 June to 8 September 1943. Gunnery in Bolingbroke aircraft (16.55), bombing in Anson (7.55). Dropped 75 bombs by day and 25 bombs by night. Fired 1,200 rounds on 200-yard range. Fired 300 rounds air-to-ground and 4,025 rounds, air-to-air

(six percent hits) using Browning guns in Bristol turret. Also trained with Frazer-Nash and Boulton-Paul turrets. Spent 17 hours in turret manipulation. Ground courses in Bombing, written (215/300), Bombing, oral (165/200), Gunnery sighting, oral (81/100), Gunnery, practical (157/200), Aircraft recognition (41/50), Ship recognition (33/50), and Signals (85/100). In the air assessed 438/600 as a bomb aimer, 288/400 as a gunner. "Keen, cooperative, ground work fair. Rather reserved but well liked by classmates." (W/C H.E. Stewart, 3 September 1943).

Course at No.7 AOS was 6 September to 15 October 1943. Flew in Anson aircraft (20.00 as navigator, day, 2.10 other flying by day, 19.35 as navigator by night). Ground marks in Air Navigation, elements (103/200), Aircraft Recognition (183/250), Signals, Practical (213/250), Reconnaissance (124/150) and Photography (99/150). Air marks in Air Navigation, day (219/300), Air Navigation, night (146/200), Bombing (246/300), and Photography (148/200). "Excellent character. Mature, cooperative and a good worker." (S/L Hawkins, 15 October 1943).

At No.7 (Observer) AFU, 7 March to 17 April 1944, flew in Anson aircraft (8.55 bombing by day, 17.50 combined exercises by day, 15.05 combined exercises by night. "Very good type. Has brains and is a hard worker; very good practical results."

At No.20 OTU, 20 April to 21 July 1944. Flew in Wellington aircraft (7.00 local bombing by day, 2.50 at controls by day, 32.20 day cross-country exercises, 10.00 in Link; 5.45 local bombing by night, 3.35 at controls by night, 33.40 cross-country exercises by night. Three high level bombing daylight exercises (24 bombs), three high level bombing night exercises (24 bombs), numerous stick bombing and simulations (photographic and infra-red). Two firing exercises, air-to-sea, day (1,000 rounds) and two by night (1,000 rounds). Ground courses in Bombing Theory (30/50), Bombing Drill, panel manipulation (134/200), Map Reading (105/200), Photography (33/50) and Signals (26/50). Air marks in Day Bombing (93/150), Night Bombing (86/150), Day Map Reading (114/200), Night Map Reading (108/200), Day Photography (58/100), and Night Photography (68/100). "Bombing results average on the whole by day and night. Worked in the air and reached average standard. Map reading could, however, be greatly improved. Quite keen and has not found any difficulty in his work."

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KEMP, P/O Walter George (J88367) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 20 April 1923 at Fort Fraser, British Columbia; home there. Private, Princess Patricia's Canadian Light Infantry 25 June to 27 September 1940. Enlisted in RCAF, Vancouver, 17 May 1941 and posted to No.2 Manning Depot. Posted to No.2 WS, 3 June 1941; promoted LAC, 18 September 1941. Failed to qualify as WOP; posted to Trenton, 18 April 1942;

to No.2 BGS, 23 May 1942; graduated and promoted Sergeant, 22 June 1942. To "Y" Depot, 23 June 1942; to RAF overseas, 19 July 1942; disembarked in Britain, 30 July 1942. To No.7 Air Gunner School, 1 September 1942. To No.1652 Conversion Unit, 22 September 1942. To No.1658 Conversion Unit, 19 October 1942. To No.158 Squadron, 20 October 1942. . Promoted Flight Sergeant, 22 December 1942. Promoted WO2, 22 June 1943. To Pershore, 30 September 1943. Promoted WO1, 22 December 1943. To No.23 OTU, 20 September 1943. To No.22 OTU, 15 March 1944. To No.158 Squadron, 25 April 1944. Commissioned 2 July 1944. To No.640 Squadron, 14 August 1944. To No.43 Base, non-effective (sick), 20 November 1944. Repatriated 28 February 1945. To Western Air Command, 13 March 1945. To No.5 OTU, 17 April 1945. Promoted Flying Officer, 7 June 1945. To No.13 Aeronautical Inspection District, 29 September 1945. To Release Centre, 15 November 1945. Released 19 November 1945. Died at 100 Mile House, British Columbia, 5 November 1990 as per **Legion Magazine** of February 1991 and **Airforce** of April-May-June 1991. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Medal presented 14 May 1948. Public Records Office Air 2/9038 has recommendation dated 17 October 1944 when he had flown 44 sorties (276 hours 31 minutes). His first tour is summarized as 7 November 1942 to 2 September 1943 (27 sorties, 201 hours 30 minutes). The comments by the station commander say more about his first tour (see below); second tour and unit Commanding Officer's recommendation as follows:

12 May 1944 - Colline Beaumont (4.00)
20 May 1944 - Boulogne (4.15)
25 May 1944 - Aachen (4.25)
3 June 1944 - Trappes (5.20)
6 June 1944 - Maisy (4.55)
7 June 1944 - Chateaudun (5.55)
8 June 1944 - Versailles (4.30)
22 June 1944 - Siracourt (4.10)
30 June 1944 - Villers Bocage (4.00)
6 July 1944 - Mimoyecques (3.25)
29 July 1944 - Foret de Nieppe (4.15)
5 August 1944 - Foret de Nieppe (3.20)
13 August 1944 - Brunswick (6.10)
27 August 1944 - Homburg (3.55)
14 October 1944 - Duisburg (4.56)
10 September 1944 - ALVIS II (3.45)
17 September 1944 - Boulogne (3.45)

Pilot Officer Kemp has completed no less than 44 sorties against a wide variety of targets including Brunswick, Duisburg, Nuremburg and Homburg.

He is a skilful Mid-Upper Gunner who has on all occasions displayed the most praiseworthy coolness and courage whilst in action. One night, whilst attacking Mannheim, this officer's aircraft was hit by a 30-pound Incendiary Bomb which fell from one of our own aircraft and went through the mid-upper turret, smashing the perspex and cutting his parachute harness from his body. The tail unit of the incendiary was found afterwards in the aircraft on landing at base.

Although in great physical discomfort through intense cold, this officer kept cheerful and was an inspiration to the rest of his crew.

Over a long period of operational flying, Pilot Officer Kemp has shown outstanding enthusiasm and devotion to duty of the highest order, and I consider that his fine record is worthy of recognition.

To this, the Station Commander adds:

Pilot Officer Kemp is an outstanding Air Gunner who has consistently displayed great courage and a fine fighting spirit which, combined with his efficiency in the air, has gone a long way towards the successes achieved by his crew on a large number of varied targets which have included Pilsen, Stettin, Frankfurt and Stuttgart, and no less than twenty attacks on Ruhr cities. Pilot Officer Kemp has also participated in many operations against targets in Italy and occupied territories and has, in addition, undertaken lengthy and hazardous mining in vital enemy waters.

On two occasions in particular when attacking Stettin and Frankfurt, Pilot Officer Kemp by his skill and cool determination in action, not only saved his aircraft and crew from disaster, but ensured the successful bombing of these two heavily defended enemy targets.

Notes: Assessed 14 January 1945 at Leconfield - "Good average operational air gunner who has always, during two tours of operations, shown keenness and enthusiasm for those duties. Rather young and irresponsible as an officer and has shown little interest on the ground. I have no doubt he will improve with further experience and years." (W/C J.M. Viney). To this is added, "A poor type of officer whose value to the Service comes to an end when he steps out of his turret. I do not consider that /O Kemp has the intelligence or character to develop into a useful officer." (G/C R.H. Waterhouse).

Application for Operational Wing dated 21 January 1945 stated he had flown 27 sorties (150

hours 30 minutes) on first tour (7 November 1942 to 23 September 1943) and 18 sorties (48 hours 20 minutes) on second tour (29 April to 24 October 1944).

On repatriation form of January 1945 he reported having flown 45 sorties (242 hours five minutes), the last on 24 October 1944. He had also flown 140 non-operational hours. First tour with No.158 Squadron was 27 sorties (180 hours); second tour with Nos.158 and 640 Squadrons was 18 sorties (65 hours). On conclusion of second tour, the Commanding officer of No.640 Squadron wrote, "There is no doubt that this officer has suffered from flying stress, but he has also shown courage and endurance for operational flying and conducted his second tour of operations before reporting sick." Officer Commanding Leconfield wrote, "There has never been any complaint about P/O Kemp being unwilling to participate in operational sorties and it is considered that his lowered medical category is a purely medical symptom."

Training: Attended No.2 BGS, 25 May to 22 June 1942. Flew eleven hours on Battle aircraft. Fired 213 rounds on ground, 200 rounds air-to-ground and 2,221 rounds air-to-air. Scored 1.4 percent hits in Beam Test, 11.4 percent hits in Beam Relative Speed Test and 5.2 percent hits in Under Tail Test. Scored 66 percent in written test, 68 percent in practical and oral exam, and rated 166/250 in Ability as Firer. Placed 16th in a class of 37.

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KENCH, WO1 Charles Alexander (Can 2341A) - **Member, Order of the British Empire** - No.7 BGS - Award effective 1 January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born 11 December 1919 in Victoria (RCAF Press Release 4907 reporting award). Educated on the West Coast. Enlisted 27 September 1938 as Armament Assistant. Promoted AC1, 17 October 1939. To No.120 (BR) Squadron, 2 January 1940. To Trenton, 18 March 1940. Promoted LAC, 1 June 1940. To No.10 (BR) Squadron, 28 June 1940. To Trenton, 6 July 1940. To No.4 EFTS, 24 September 1940. Promoted Sergeant, 25 September 1940. To No.7 BGS, 16 August 1941. Promoted Flight Sergeant, 1 March 1942. To Mountain View, 4 April 1942. To No.7 BGS, 27 June 1942. Promoted WO2, 1 March 1943. Promoted WO1, 1 December 1943. To No.2 Release Centre, 27 June 1945. Retired 4 July 1945. Recalled to service and commissioned 1 December 1946 (300056). Resigned commission, 31 August 1949 when retiring to Sherbrooke, Quebec. Award presented 22 April 1945.

This warrant officer, through his skill and initiative, has been of outstanding assistance in organizing and maintaining successful training methods at this unit. He has carried out his duties in a highly efficient manner with outstanding devotion to duty and has unhesitatingly assumed extra responsibilities. His cheerful and co-operative spirit have been an inspiration to all those associated

with him.

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KENDALL, F/L Edgar Cardiff (J6648) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 31 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born 27 November 1912 in Toronto. (obituary said New Westminster). Home in Brantwood Bay, British Columbia . Enlisted in Vancouver, 26 October 1940. To No.4 Training Command, 9 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 3 March 1941 when posted to No.3 AOS; graduated 26 May 1941 when posted to No.2 BGS; graduated 7 July 1941 when promoted Sergeant; posted 8 July 1941 to No.1 CNS; graduated and commissioned, 5 August 1941. To No.31 OTU, 20 August 1941. Attached to Ferry Command, Montreal, 3 September 1941. Departed Montreal on 27 September 1941 in Hudson AM703 (training flight). Departed Montreal again, 30 September 1941, delivering Hudson AM953 via Goose Bay to Britain (arrived 3 October 1941). Attended School of General Reconnaissance, 28 October to 28 November 1941. Attended No.1 FTU (whatever that is), 6 December 1941 to 23 February 1942. With No.407 Squadron, 23 February to 8 March 1942. Attended No.1 Air Armament School, 8-28 March 1942. Served in No.407 Squadron, 28 March to 11 November 1942. Promoted Flight Lieutenant, 11 June 1942. Repatriated via No.31 Personnel Depot, Moncton, 17 October 1942. To Rockcliffe, 27 October 1942. To No.32 OTU, 9 November 1942. To No.6 OTU, 31 May 1944. Promoted Squadron Leader, 1 August 1944. To Patricia Bay, 16 January 1946. To No.8 Release Centre, 29 January 1946. Retired 5 February 1946. His last log book entry was 26 October 1945 and he recorded 335 hours five minutes (day) and 217 hours 20 minutes (night). After six years of farming in Metchosin, he joined Canadian Pacific Airlines, soon becoming Chief Navigator. He was one of the earliest Canadian appointments to the fellowship of the Royal Geographic Institute of Navigation for his innovative and brilliant contributions to that science. He was one of Vancouver's athletic greats, excelling at rugby and football in his youth, with the Vancouver Athletic Club, and UBC, then later in life as a Masters Tennis champion, winning 11 gold and four silver US Tennis Association Championships. Died in Vancouver, 11 January 2012. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 14 February 1944. Claimed 26 sorties (81 operational hours) with this unit, February to October 1942. DFC presented 15 April 1944. Logbook in Comox Air Force Museum.

Flight Lieutenant Kendall has, on many occasions, navigated the leading aircraft of formations which have made successful attacks on enemy shipping. Since April, 1942, when he became bombing leader and squadron navigation officer, there has been twenty-six successful attacks on shipping resulting in serious damage to, or the total loss of, enemy merchant vessels. By his exceptional technical ability he has materially assisted in the high standard of navigation

achieved by his squadron.

DHH file 181.009 D.2620 (Library and Archives Canada RG.24 Volume 20628) has recommendation raised 15 September 1942, as follows:

This officer has now flown 81 hours on anti-shipping strikes during which five enemy merchant vessels have been definitely damaged. The following is a summary of these operations:

Date - Size of Vessel - Height of Attacks - Result - H.Q.C.C. Assessment

5-5-42 - 2,000 tons - 500 feet dive - Hit - Damaged
7-5-42 - 6,000 tons - Mast height - four hits - Damaged
26-7-42 - 4,000 tons - 4,000 feet - Hit - Damaged
26-7-42 - 3,000 tons - 4,000 feet - Near miss - No claim
30-7-42 - 5,000 tons - 4,000 feet - two hits - Damaged
5-8-42 - not estimated - 4,000 feet - not observed - No claim
25-8-42 - 3,000 tons - 4,000 feet - Hit - Damaged

A large measure of credit for these successful attacks must be allowed this officer who has invariably navigated his pilot with exceptional skill and daring. He must receive special credit also for the occasions when bombs were dropped from 4,000 feet when by masterly skill he has directed the aircraft into bombing position and released the bombs with precision.

Flight Lieutenant Kendall has on many occasions navigated the leading aircraft of formations which have made successful attacks on enemy shipping. Operations of this nature took place on the 5th May, 7th May, 28th May, 26th July, 30th July, 5th August, 18th August, and the 25th August 1942. On these occasions alone 34 aircraft attacked shipping as a result of which eleven vessels have been assessed as damaged.

As bombing leader and Squadron Navigation Officer this officer has brought the navigation of his air observers up to a most satisfactory standard and I attribute many a squadron success to this state of affairs. Since this officer assumed these duties in April this year, there have been 26 successful attacks on shipping, all of which have resulted in damage, serious damage to, or the total loss of enemy merchant vessels.

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KENDALL, Sergeant Gordon Edwin (R85710) - **Mention in Despatches** - No.52 Mobile Field Hospital (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 23 November 1918; home in Toronto (research laboratory assistant); enlisted there 18 December 1940 as a Laboratory Assistant and posted to No.1 Manning Depot, Toronto. To No.2 Manning Depot, Brandon, 2 February 1941. Promoted LAC, 15 May 1941. Promoted Corporal, 1 February 1942. Promoted Sergeant, 1 August 1942. To "Y" Depot, 16 September 1942; to RCAF overseas, 27 October 1942; to No.52 Mobile Field Hospital, 15 September 1943; arrived in France, 18 June 1944; returned to Britain, 19 August 1945; repatriated 23 October 1945; released 4 December 1945. Long career with Manufacturers Life. Died in Toronto, 3 June 2014. Certificate mailed 27 September 1948.

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KENDRICK, F/O Reginald Jack (J38387) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 5 March 1911. Home in Winnipeg; enlisted there 21 September 1942. To No.2 Manning Dept, 4 January 1943. To No.8 Manning Depot, 5 January 1943. To No.12 SFTS (non-flying duty), 7 March 1943. To No.2 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943 but not posted to No.7 BGS until 26 June 1943; graduated 2 October 1943 when posted to No.5 AOS; graduated and commissioned, 12 November 1943. To Halifax, 26 November 1943. To No.3 Aircrew Graduate Training School, 17 January 1944. To No.1 Aircrew Graduate Training School, 2 February 1944. To "Y" Depot, 17 February 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Flying Officer, 12 May 1944. Repatriated 1 June 1945. To No.1 Air Command, 12 June 1945. To Western Air Command, same date. To No.2 Air Command, 24 June 1945. To No.5 Release Centre, 28 July 1945. Retired 2 August 1945. Medal presented 2 May 1948. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation by W/C K.A. France dated 13 April 1945 when he had flown 30 sorties (197 hours 15 minutes), 1 November 1944 to 8 April 1945.

The above mentioned officer completed thirty operational sorties over enemy territory. Many of these trips were long and hazardous and on several occasions the aircraft was damaged by flak. Throughout his tour this officer has displayed above-average ability as a Bomb Aimer. The crew had complete confidence in him. Being the oldest crew member he was a steadying influence and inspired a high standard of morale in the crew.

For outstanding ability and exceptional qualities of coolness and co-operation, Flying Officer Kendrick is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

1 November 1944 - Oberhausen (6.10)
2 November 1944 - Dusseldorf (6.00)
4 November 1944 - Bochum (5.35)
18 November 1944 - Munster (5.45)
21 November 1944 - Castrop Rauxel (5.50)
27 November 1944 - Neuss (5.25)
5 December 1944 - Soest (6.45)
18 December 1944 - Duisburg (6.15)
2 January 1945 - Ludwigshaven (6.30)
5 January 1945 - Hanover (5.45)
6 January 1945 - Hanau (6.45)
13 January 1945 - Saarbrucken (7.05)
14 January 1945 - Grevenbroich (6.00)
16 January 1945 - Magdeburg (6.55)
28 January 1945 - Stuttgart (7.00)
13 February 1945 - Bohlen (9.00)
14 February 1945 - Chemnitz (8.40)
1 March 1945 - Monheim (6.55, day)
2 March 1945 - Cologne (5.40, day)
5 March 1945 - Chemnitz (10.15)
7 March 1945 - Hemmingstadt (6.15)
8 March 1945 - Hamburg (6.05)
11 March 1945 - Essen (5.35, day)
13 March 1945 - Wuppertal (5.40, day)
14 March 1945 - Zweibrucken (6.55)
15 March 1945 - Hagen (6.25)
18 March 1945 - Witten (7.00)
31 March 1945 - Hamburg (6.20, day)
4 April 1945 - Harburg-Rhenania (6.15)
8 April 1945 - Hamburg (6.10)

Note: After his 15th sortie (28 January 1945) he was recommended for a Mention in Despatches with the following statement:

As air bomber on numerous operational sorties this officer has displayed outstanding ability in the performance of his work in the air. His unquestionable ability and strong sense of duty have set a high standard for all Air Bombers in the squadron.

For his loyalty and fine example this officer is recommended for an award of a "Mention in Despatches."

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KENNARD, F/O Cedric Gowland Hore (J36175) - **Mention in Despatches** - No.635 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 29 July 1923 in Buenos Aires, Argentina (obituary said 27 July 1923); home there (cattle rancher); enlisted Toronto, 30 December 1942, having spent 31 days on a boat getting there to join; posted at once to No.1 Manning Depot. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.9 EFTS; graduated 11 June 1943 and posted next day to No.14 SFTS; graduated and commissioned, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 30 October 1943 (most likely date of embarkation); arrived in Britain, 9 November 1943; to No.6 (P) Advanced Flying Unit, 28 March 1944; promoted Flying Officer, 1 April 1944. Attached to No.1517 Beam Approach Training Flight, 1-9 May 1944; to No.19 OTU, 13 June 1944; to No.41 Base, 8 September 1944; to No.76 Squadron, 4 January 1945; to No.635 Squadron, 6 February 1945, serving with that unit until 26 May 1945; repatriated to Canada, 8 July 1945. Released in Toronto, 2 October 1945. He returned to Argentina to grow tobacco but in 1954 migrated to Canada. Settling in Montreal where Cedric joined Imperial Tobacco's manufacturing operations, he held many manufacturing operations and plant manager positions in Montreal, Guelph, Hamilton and Granby until his retirement in 1986. Died in Wenleigh Nursing Home, west of Toronto, 18 February 2008.

On 22 February 1945 the Commanding Officer, No.76 Squadron, W/C L.G. Whyte, wrote that he had flown 477 hours 45 minutes (111 hours 25 minutes in previous six months); "Showed keenness and ability as captain of heavy bomber. He was conscientious both in his work in the air and on the ground."

On a form dated 2 July 1945 (volunteering for the Pacific) he stated he had flown 14 sorties (the last on 14 April 1945. His flying time had been 405 hours 25 minutes (80 hours 15 minutes on operations, 325 hours ten minutes non-operational). Types flown had been as follows: Oxford (101.35), Whitley (74.20), Halifax II and V (29.05), Halifax III (47.55), Lancaster (152.30).

At No.6 (P) AFU he flew Oxfords (22.50 Day Dual including 3.50 to first Day Solo, 9.15 Night Dual

including 2.00 to first Night Solo, 31.45 Day Solo, 10.15 Night Solo, 13.00 as Passenger and 2nd Pilot, 6.00 in formation, 7.05 on instruments). Assessed as "A very well conducted officer with a pleasing disposition and high average ability. He has been keen and hard working throughout and should do well as an operational pilot."

The time at No.1517 Beam Approach Training Flight was also on Oxfords (10.55 Day Dual spent on Beam Flying, 8.55 on instruments, 1.20 as passenger, 5.00 in Link). Courses were Beam Approach Procedure and "Q" Code (Link Trainer), Receiver Operation, Instrument Flying, Cloud and Night Flying, and General Application of Beam Approach Procedure.

The Whitley time had been at No.19 OTU, described as follows: Day Dual to first solo, 4.30; Total Day Dual, 7.00; 3.30 Night Dual to first solo, 3.30, Total Dual Night, 5.50, total Day 27.15; total Night 23.25. Courses had included Airmanship (287/300), Armament (200/300), Meteorology (70/100), Navigation (150/200), Signals (90/100), General Flying (240/400), Applied Flying (140/200), Instrument Flying (150/250), Night Flying (63/100) and Link (29/50). He was described as having "made a poor start in his flying but has worked hard and improved into a good average pilot. The crew cooperation is good and he is recommended as a captain." He had volunteered for Pathfinder Force but was not immediately considered up to the standard.

On 15 January 1945, flying Halifax III, NA571 "A", on his first operational sortie, en route to target, he encountered excessive vibration on the starboard side. His Flight Engineer was changing tanks at the time, and when queried he reported that oil pressure was gone from starboard inner. Feathering action taken twice with no results, so he selected fine pitch and reduced speed; flames came from engine, seized after 30 seconds and propellor fell off. The engine was subsequently found to be wrecked from oil starvation.

Note: Obituary made some interesting statements - "He was pre-deceased by his three brothers Deryck, Guy and Austen. All also surviving their military service in World War II. Deryck as a Flight Lieutenant RCAF 409 Sqn. (Mosquitoes), Guy as a Squadron Leader, Air Transport Command, India; and Austen as a Captain, Royal Engineers with Wingates 'Chindits' in Burma.... Cedric grew up at Estancia Albion, near Pascanas, Argentina and was educated at St. George's College, Buenos Aires and Felsted School, England, then evacuated home to Argentina by boat after the beginning of the war. At the age of 19, Cedric was accepted for RCAF pilot training in December 1942 after a 31 day, 8,200 mile voyage on a Norwegian tramp steamer from Buenos Aires to Panama via Cape Horn then on to New York; from there by rail to Toronto. This and various other routes were used by over 700 volunteers from Argentina who joined the Allied air forces - including F. Claude B. Milne, also on the same passage. Originally trained as a fighter pilot, Cedric converted to heavy bombers becoming operational in January 1945 with operations in RAF Sqn. 76 (Halifaxes), Holme-on-Spalding Moor, Yorkshire and later in RAF

Pathfinder Sqdn 635 (Lancasters), Downham Market, Norfolk. He volunteered for the Pacific Theatre after VE day. A Mention in Despatches was awarded January 1, 1946 for his distinguished service for diverting his Halifax to the long grass field at Manston and without brake pressure and an unreleased bomb hung-up in a wing bomb-bay, landing his aircraft with no consequential damage to the crew or the aircraft. “

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KENNEDY, F/O Donald MacRae (J19578) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 22 December 1917 in Duval, Saskatchewan; home in Regina (educated at Normal School, University of Saskatchewan). Taught school at Mossdale (1938-1939), Swan Lake (1939-1940), and Outlook (1940-41). Enlisted in Regina, 9 July 1941 and posted to No.2 Manning Depot, Brandon. To No.2 BGS, Mossbank (guard duty), 14 August 1941. To No.2 ITS, Regina, 25 September 1941; graduated and promoted LAC, 22 October 1941 when posted to No.2 EFTS, Fort William; graduated 30 January 1942 and posted to No.2 Manning Depot; to No.11 SFTS, Yorkton, 28 February 1942; graduated and promoted Sergeant, 19 June 1942). To No.31 GRS, Charlottetown, 3 July 1942. To “Y” Depot, Halifax, 19 September 1942. To RAF overseas, 24 September 1942; disembarked in Britain, 8 October 1942. To No.5 (Coastal) OTU, 2 November 1942 (Beauforts, 75.30). To No.1 Torpedo Training Unit, Turnberry, 14 April 1943 (Beauforts, 20.40). To No.306 FTU (whatever that is; Beauforts, 18.10), 23 May 1943. To ATP, Poona, 15 June 1943. Promoted WO2, 19 June 1943. Embarked for Britain, 12 December 1943. Promoted WO1, 19 December 1943. Arrived in UK, 6 January 1944. Commissioned 20 January 1944. Attended No.1521 Beam Approach Training Flight, 1-9 February 1944 (Oxfords, 15.20) To No.82 OTU, 15 February 1944 (Wellingtons, 71.45). To No.61 Base, 16 May 1944. Attended Dalton Battle School, 15-22 May 1944. Attached to No.1666 Conversion Unit, 22 May to 15 June 1944 (Halifax aircraft, 17.35). To No.408 Squadron, 15 June 1944 (Lancaster and Halifax, 196.40). Promoted Flying Officer, 20 July 1944. Repatriated 15 January 1945 via Lachine. To No.2 Air Command, Winnipeg, 26 January 1945. . Retired 22 March 1945. Died in Barrie, Ontario, April 1995 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of January 1996. Medal presented 21 August 1948. 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.1515 (RG.24 Vol.20600) has recommendation dated 10 December 1944 when he had flown 32 sorties (185 hours 55 minutes). He had been in the Middle East and India in June 1943, making eleven flights of which four were considered as "sorties" (total of 46 hours 20 minutes on these eleven trips; he may have been on ferry work). Second tour was 28 sorties, 23 June to 16 November 1944.

Flying Officer Kennedy has completed a tour of operations on heavy bombers in exemplary manner. He joined the squadron in June this year after spending

some time in India.

He has flown over many heavily defended targets deep into Germany such as Kiel, Sterkrade, Duisburg and Dortmund, and has always brought his crew and aircraft back to base.

Flying Officer Kennedy has been an inspiration to his crew and other personnel of the squadron by his cheerful disregard of any or all defences the enemy had to offer. At all times he has been aggressive in pressing home his attacks and returning with many good aiming point photographs.

His fine operational record is a credit to himself and his squadron, and I therefore strongly recommend that he be awarded the Non-Immediate Distinguished Flying Cross.

The sortie list was as follows:

7 June 1943 - Portwreath to Ras-El-Mar (8.40)
9 June 1943 - Ras-El-Mar, return (1.10)
9 June 1943 - Ras-El-Mar to Siskra (4.25)
10 June 1943 - Siskra to Castlebenito (3.50)
11 June 1943 - Castlebenito to El Adem (4.50)
11 June 1943 - El Adem to Ciano West (3.40)
13 June 1943 - Ciano West to Habbanya (5.35)
14 June 1943 - Habbanya to Bahrein (3.50)
15 June 1943 - Bahrein to Sharjah (2.30)
15 June 1943 - Sharjah to Karachi (5.20)
27 June 1943 - Karachi to Jodhpur (2.50)
* * * * *
23 June 1944 - Bientques (3.30)
12 August 1944 - Montrichard (5.20)
12 August 1944 - Falaise (4.20)
14 August 1944 - Bons Tassily (4.45)
15 August 1944 - Brussels (3.50)
16 August 1944 - Kiel (5.35)
17 August 1944 - La Pallice (7.20)
18 August 1944 - Connantre (6.30)
3 September 1944 - Volkel (3.40)
8 September 1944 - Le Havre (3.45)
9 September 1944 - Le Havre (4.10)

12 September 1944 - Wanne Eickel (3.20)
15 September 1944 - Kiel (6.30)
16 September 1944 - Boulogne (4.20)
25 September 1944 - Calais (4.00)
26 September 1944 - Calais (4.30)
27 September 1944 - Sterkrade (4.45)
28 September 1944 - Cap Gris Nez (3.40)
29 September 1944 - Sterkrade (4.50)
6 October 1944 - Dortmund (6.45)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (4.50)
14 October 1944 - Duisburg (5.40)
14 October 1944 - Duisburg (5.35)
25 October 1944 - Homburg (5.20)
28 October 1944 - Cologne (5.30)
1 November 1944 - Oberhausen (5.45)
16 November 1944 - Julich (4.50)

Notes: Accident on 21 April 1943, Beaufort N1179, Turnberry. "Pilot was taxiing to dispersal, which involved a rather sharp turn to port; to make the turn more than usual throttle was necessary as there was no brake resistance. There was an aircraft in the way on the port side and to avoid it pilot used opposite throttle and so over-corrected which caused him to come in contact with an oil bowser, after throttling back and applying full brake with no effect." Logbook endorsed, "Carelessness", taxiing too fast.

Accident, 25 June 1944, Lancaster DS614 - night cross country. Could not lower flaps and elected to make a flapless landing."Made my approach at 140-145, rounded out and touched down at beginning of runway, bounced twice, settled down with approximately half runway to run. Couldn't stop in time; as soon as I saw that we were going off runway I ordered crew to brace and decided that in order to keep runway clear, instead of retracting undercarriage would try to turn off runway. Undercarriage port leg collapsed clear of runway." Conclusion was that he had not made enough effort to lower flaps and this a case of carelessness.

Accident on 12 September 1944, Halifax NP743, daylight operation. On take off the cabin heating system gave off smoke but this eased. Then starboard outer began to fail but partly recovered as well. Crew decided to carry on. Port outer hit by flak. On return the starboard outer had worsening surging so they landed at RAF Station Methwold,

Application for Operational Wing dated 21 November 1944 claimed 32 sorties (179 hours five minutes), 7 June 1943 to 16 November 1944 on Beauforts, Halifaxes and Lancasters,

Repatriation form dated 2 January 1945 states he had flown 32 sorties (179 hours five minutes) plus 231 hours non-operational and 67.30 "miscellaneous."

Training: Interviewed 24 July 1940 in Regina by F/O P.M. Stewart - "Above average, good education, intelligent, neat and smartly dressed. Pleasant personality, organized and accurate. Commission material."

Attended No.2 ITS, 28 September to 28 October 1941. Courses in Mathematics (89/100), Armament, practical and oral (81/100), Signals (97/100), Link (65/100), Hygiene and Sanitation (28/40), Drill (80/100) and Law and Discipline (53/60). Placed 30th in a class of 138. "This airman, a former school teacher, is steady and reliable with good ability. He made an above average course and will apply himself more away from home. He has a good sense of responsibility and was well regarded in his flight. He should make a good pilot."

Attended No.2 EFTS, 23 November 1941 to 30 January 1942. Tiger Moth aircraft - 38.40 dual, 40.45 solo, 10.55 on instruments. Logged ten hours in Link. "Progress satisfactory. Good type, enthusiastic with plenty of determination. Required practice in instrument flying and navigation."

Ground courses in Airmanship (186/200), Airframes (78/100), Aero Engines (72/100), Signals, practical (75/100), Theory of Flight (81/100), Air Navigation (149/200), Armament, oral (169/200). Placed 21st in a class of 38. "Enthusiastic and a good worker. Reliable."

Attended No.11 SFTS, 2 March to 19 June 1942. Crane aircraft - 59.45 day dual, 65.40 day solo, 5.50 night dual, 10.10 night solo. Was 26.00 on instruments; logged 25 hours in Link. "An average pilot, needs guidance, no outstanding faults," (S/L E.S. Holmes). Ground training in Airmanship and Maintenance (121/200), Armament, written (74/100), Armament, practical (73/100), Navigation and Meteorology (143/200), Signals, written (34/50) and Signals, practical (80/100). Placed 24th in a class of 46.

Attended No.31 GRS, Charlottetown, 6 July to 5 September 1942. Anson aircraft - navigation, 57.50 by day and 2.05 by night. Graded in the following ground courses: DR Navigation Intermediate (66/100), . DR Navigation Final (238/300), Astro Navigation (70/100), Compasses and Instruments (157/200), Meteorology (117/200), Signals (78/100), Reconnaissance (162/200), Coding (73/100), Ship Recognition (151/200), Photography (75/100), Visual Signals (Pass). Placed 18th in a class of 23. "Average. A steady worker who has obtained an average standard in all subjects."

Attended No.5 (Coastal) OTU, 22 December 1942 to 13 April 1943. Beaufort aircraft - 10.25 day dual to first day solo, 14.55 total day dual, 42.15 day solo, 5.50 night dual to first night solo

(total night dual) and 9.30 night solo. Was 11.55 on instruments and logged 24 hours in Link. One accident, 6 February 1943 when undercarriage collapsed, "Error of judgement due to inexperience." Flying tests in General Flying (310/400), Applied Flying (160/200), Instrument Flying (200/250), Night Flying (75/100) and Link (36/50). Ground examinations in Airmanship (240/300), Armament (206/300), Meteorology (32/100), Navigation (132/200) and Signals (70/100). "Keen and capable."

Attended No.82 OTU, 18 February to 15 May 1944. Wellington X aircraft - 5.55 day dual to first day solo, 6.10 total day dual, 32.20 day solo, 6.00 night dual to first night solo; 7.00 total night dual) and 26.15 night solo. Was 3.10 on instruments and logged 14.40 in Link. Flying tests in General Flying (250/400), Applied Flying (130/200), Instrument Flying (160/250), Night Flying (70/100) and Link (28/50). Ground examinations in Airmanship (270/300), Armament (273/300), Navigation (150/200) and Signals (79/100). "Above the average."

At No.1666 Heavy Conversion Unit crew was J19578 P/O D.M. Kennedy (pilot, awarded DFC), J21186 F/O E. Thorson (navigator, awarded DFC), J35078 P/O H.L. Fefferman (air bomber), R191965 Sergeant G.L. Rabone (WOP/AG), R197456 Sergeant K.W. Quick (Air Gunner). R214549 Sergeant L.J. Porter (mid-upper gunner) and 1880596 Sergeant W.E. Brewer (RAF flight engineer).

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KENNEDY, S/L (now W/C) Harry Marlowe (C471) - **Air Force Cross** - No.12 (Communications) Squadron (AFRO gives unit only as "Station Rockcliffe") - Award effective 20 October 1942 as per **London Gazette** of that date and AFRO 1830/42 dated 13 November 1942. Born in Winnipeg, Manitoba, 27 August 1904. Joined RCAF, 1925-1932, working in Civil Government Air Operations, chiefly photography and air mail route survey. Assigned to Seaplane Course, Station Vancouver, 16 February to 30 April 1928. When RCAF reduced in "big cut" of 1932 he joined Manitoba Government Air Service to continue forestry patrols and fire suppression. Joined Western Canada Airways, then Mackenzie Air Services (appointed Aide-de-Camp to Governor General for household piloting), and finally Trans-Canada Airlines. Rejoined RCAF in Vancouver, 1940 where he was prominent in developing air transport with No.12 (Communications) Squadron. At Rockcliffe as of 15 February 1941. Squadron Leader as of 15 July 1941. Promoted Wing Commander, 1 July 1942; promoted Group Captain, 1 January 1953. At Pennfield Ridge he helped create an Air Transport and Night Flying School. To War Staff College, Toronto, 16 Junr 1944. To AFHQ, 8 September 1944. To No.9 (Transport) Group, 5 February 1945. Retired 17 October 1945. Returned to TCA, March 1946. Accepted permanent commission in postwar RCAF, 1 August 1946 (26777) with No.9 (Transport) Group; awarded Queen's Coronation Medal, 23 October 1953 when CO of Station St.Hubert (Group Captain). Retired 1956. Admitted to Canadian Aviation Hall of Fame, 1978. Died 11 June 1989 in Vancouver as per British Columbia Vital Statistics. AFC presented at Government House, 3 December 1942. RCAF

photo PL-945 taken in 1940. Photo PL-3459 shows S/L C.E. Evans, W/C T.R. Loudon, W/C F.P. Holliday, DSO, MC, S/L H.M. Kennedy, Captain H.C. Richards, Captain C.L. Griffin.

The above-named officer was transferred from the reserve to the Special Reserve General List effective September 1, 1940, giving up his duties as an airline captain with T.C.A. Squadron Leader Kennedy has been in command of No.12 Communications Squadron for over a year and has built up an excellent record of accident free flying for his squadron. In addition to carrying out the administration of his squadron, this officer has flown 274 hours as captain of squadron aircraft in 1941. His unflinching devotion to duty and the care with which he trains his pilot personnel deserves special commendation. Squadron Leader Kennedy organized the flight arrangements for the Duke of Kent's tour in July 1941, and captained the flight during its coast to coast tour. Squadron Leader Kennedy's loyalty and excellent flying record and squadron management has won him the award of the Air Force Cross.

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KENNEDY, P/O Hugh Robert (J19139) - **Distinguished Flying Cross** - No.51 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June and AFRO 1861/44 dated 25 August 1944. Born in New Glasgow, Nova Scotia, 16 April 1918; home there; enlisted in Charlottetown, 14 August 1941. Granted Leave Without Pay until 28 August 1941 when posted to No.1 Manning Depot. To No.1 Equipment Depot, 18 October 1941. To No.4 BGS, 17 January 1942; promoted LAC, 16 February 1942; graduated that same date and promoted Sergeant as of 16 February 1942. To "Y" Depot, 17 February 1942. To RAF overseas, 12 March 1942. Further trained at No.3 AGS and No.23 OTU. Promoted Flight Sergeant, 6 January 1943. As airman his number was R112181. Commissioned 23 October 1943. Promoted Flying Officer, 23 April 1944. Invested at Buckingham Palace, 12 December 1944. Repatriated 3 May 1945. Retired 6 July 1945. Died at Pictou, Nova Scotia, 27 May 2005 as per **Legion Magazine** of March 2006. Photo PL-40832 is portrait.

This officer has flown on many sorties penetrating deep into enemy territory. On one occasion during an attack on Essen his aircraft was attacked by four enemy fighters and he with three other members of the crew were wounded. During the engagement Pilot Officer Kennedy succeeded in destroying at least one of the enemy aircraft. Since then, during a sortie against Munchen and Gladbach, he has assisted in the destruction of another enemy aircraft. A skilful and courageous air gunner, this officer has invariably set a fine example of determination and devotion to duty. He has also done excellent work both in the air and on the ground as gunnery leader.

NOTE: Public Records Office Air 2/8780 has recommendation dated 22 March 1944 when he had flown 26 sorties (182 hours 11 minutes) which details sorties and has a slightly more detailed text:

* completed prior to joining No.51 Squadron

13 September 1942 - Bremen (5.10)*
16 September 1942 - Essen (6.15)*
16 February 1943 - Lorient (6.50)
18 February 1943 - GARDENING (4.15)
19 February 1943 - Wilhelmshaven (5.20)
26 February 1943 - Cologne (5.10)
28 February 1943 - St.Nazaire (6.50)
3 March 1943 - Hamburg (6.35)
5 March 1943 - Essen (4.50)
8 March 1943 - Nuremburg (6.50)
11 March 1943 - Stuttgart (7.35)
12 August 1943 - Milan (8.44)
3 April 1943 - Essen (3.00, DNCO, attacked by fighter, enemy aircraft claimed as damaged)
17 August 1943 - Peenemunde (7.31)
22 August 1943 - Leverkusen (5.06)
23 August 1943 - Berlin (2.13, DNCO, constant speed unit u/s)
27 August 1943 - Nuremburg (8.11)
30 August 1943 - Munchen-Gladbach (4.25, one Bf.109 destroyed)
31 August 1943 - Berlin (8.28)
5 September 1943 - Mannheim (7.48)
15 September 1943 - Montlucon (6.43)
16 September 1943 - Modane (6.28, DNCO, port outer engine unserviceable and caught fire.
27 September 1943 - Hanover (5.14)
22 October 1943 - Kassel (6.01)
3 November 1943 - Dusseldorf (5.08)
18 November 1943 - Mannheim-Ludwigshaven (7.16)
22 November 1943 - Berlin (7.04)
25 November 1943 - Frankfurt (7.06)
15 February 1944 - Berlin (1.58, DNCO, port engine u/s)
1 March 1944 - Stuttgart (8.07)

This officer has completed 26 sorties as Air Gunner on targets deep into enemy territory, including Essen, Berlin, Kassel [and] Frankfurt. One night during an

attack on Essen his aircraft was attacked by fighters and four members of the crew including himself were struck by cannon shells. However, this officer during the attack succeeded in destroying one fighter and probably destroying a second. Since then, whilst engaged in an attack on Munchen Gladbach, he participated in the destruction of another enemy fighter.

His skill, courage and determination are an outstanding example to his colleagues, both in the air and on the ground where he has done excellent work as a gunnery leader. He is strongly recommended for the award of the Distinguished Flying Cross.

Public Record Office Air 50/189 has Combat Report for the night of 3/4 April 1943, as follows:

1. Halifax C/51, DT638, 3rd/4th April - 51 Squadron, target Essen.
2. 51.50° N and 0638° E. Time 21.40 hours. Height: 16,500 feet. Speed 145 miles per hour. Course 119° magnetic.
3. Visibility moderate. Cloud 6-8 tenths below 6,000 feet. No moon. Clear above.
4. No flak or searchlights.
5. Nil.
6. Ju.88. One aircraft
7. Nil.
8. Cannon and machine guns from nose.
9. Aircraft sighted 15 minutes previously 150 yards astern and above. Second time 100 yards fine starboard quarter below.
10. One attack starboard quarter below. Broke away port bow below.
11. Steep diving turn to starboard.
12. Ju.88 opened fire at 80 yards closing to 40 yards. Halifax opened fire at 70 yards to 30 yards.
13. Halifax badly shot up. Five of crew injured. Engineer seriously injured, bullets penetrating left lung. Navigator hit in back of legs with cannon splinters. Bomb aimer hit in right foot with bullet. Rear Gunner hit in left leg above knee with bullet. Mid-Upper Gunner hit under right foot with cannon splinter. No hits observed on Ju.88.
14. 250 rounds. One long burst. Three guns ceased firing (no details of stoppages as gunner is still away in Hospital).
15. Rear Gunner Sergeant Kennedy, H.R., R.112181. Trained at 3 A.G.S. and No.23 O.T.U.

Gunnery Leader's Comments

Ju.88 had been sighted previously and the Pilot had taken evasive action believing to have shaken off enemy aircraft.

The second attack was made from below and the Ju.88 was not seen until he commenced firing cannon and machine guns at short range scoring immediate hits on the Halifax all up the fuselage and injuring the crew.

The Halifax took violent evasive action, losing the attacker, the Pilot bringing the Halifax back to Coltishall where he landed the aircraft safely, although being unable to jettison and not having any flap.

Pilot reports that at least one gun in the turret was put out of action by an enemy bullet.

Commanding Officer's Comments

The Rear Gunner did not see the enemy aircraft the second time until it had commenced firing, when the Captain took all possible evading action and in fact the enemy aircraft did not make another attack.

Consider the Pilot put up an exceptionally fine show in bringing the aircraft safely down in England.

Public Record Office Air 50/189 has Combat Report for the night of 30/31 August 1943, as given below. Rear Gunner was 649488 Sergeant A, Massey (trained at No.4 AGS and No.15 OTU) and Mid-Upper Gunner was R112181 Flight Sergeant H.R. Kennedy:

1. Halifax LK-K, HR935. Date: 30/31 August 1943. No.51 Squadron. Target: Munchen-Gladbach.
2. Position: 51.20 1/2 N and 05.24 E. Time: 0231 hours. Height: 17,000 feet. Speed: 234 IAS. Course: 298 magnetic.
3. Visibility: Good. Cloud: 10/10ths below. Moon: Nil.

Halifax was proceeding on track out of target area when Rear Gunner sighted a single-engined aircraft burning a white light in nose which kept coming on and going off. Identified as a ME.109 on port beam, same level as own aircraft at 800 yards. Searchlights in operation beneath cloud giving bright visibility. Enemy aircraft pressed in on his attack moving across to port quarter level at 600 yards

when Rear Gunner gave a port turn to own aircraft and at 400 yards opened fire. Mid-Upper opened fire at 250 yards. Rear Gunner's bullets were seen to enter enemy aircraft and at 200 yards enemy aircraft was seen to disintegrate when both gunners ceased fire. Enemy aircraft did not open fire. Monica was not working and FF was off. This aircraft can be definitely claimed as destroyed.

Rear Gunner expended approximately 300 rounds and Mid-Upper Gunner 100 rounds of ammunition.

Gunnery Leader's Comments:

Gunners should have opened fire earlier. However, good shooting caused certain destruction of enemy aircraft. Good show.

* * * * *

KENNEDY, F/O Irving Farmer (J15273) - **Distinguished Flying Cross** - No.249 Squadron - Award effective 22 June 1943 as per **London Gazette** dated 6 July 1943. Born in Cumberland, Ontario, 4 February 1922. Enlisted in Ottawa, 21 October 1940. To No.2 Training Command, 26 November 1940. To No.11 SFTS (guard), 26 November 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 7 February 1941 when posted to No.8 EFTS; graduated and posted to No.2 Manning Depot, 29 March 1941; to No.10 SFTS, 9 April 1941; graduated and promoted Sergeant, 22 June 1941. To Embarkation Depot, 4 July 1941. To RAF overseas, 20 July 1941. Arrived in UK 16 August 1941. Further trained at No.55 OTU. With No.263 Squadron, 30 September 1941 to 14 June 1942 (Whirlwinds); No.421 Squadron, 14 June to 22 October 1942; No.249 Squadron, 15 December 1942 to 30 July 1943; No.111 Squadron, 30 July to 13 September 1943; No.93 Squadron, 13 September to 22 December 1943. Had been commissioned and attained rank of Flying Officer, 1 October 1942. His obituary described this period as follows: "Years later he wrote of enthusiasm for the Allied effort in the Malta days. Due to be posted back to the UK, 'the Invasion of Sicily was on and was too good to miss.' He was given permission to join 111 Squadron in Sicily (1943) then transferred to 93 Squadron as a flight commander." Promoted Flight Lieutenant, 20 March 1944. Returned to UK but began another tour on 15 June 1944 with No.401 Squadron. Promoted Squadron Leader, 3 July 1944. Shot down by flak, 26 July 1944; he evaded capture and regained our lines. In England, he learned that his younger brother, Tot, had just been killed (No.434 Squadron). Returned to Canada. "Hap often said of his war experiences that 'it wasn't the combat but the deep comradeship' that he recalled with fondness. Years later, he was decorated with the French Legion of Honour. Returned to Canada, September 1944; released 13 February 1945. DFC and Bar presented 27 June 1945. University of Toronto Medical School, graduating in 1950. Postwar RCAF service as Instructor, Ottawa Flying Club, 16 September 1957 to 31 March 1958

(245742). Following internship, he worked as a physician to the Inuit through Indian and Northern Affairs and set up a general practice in Lanark. In 1961, returning to Cumberland, he built his own clinic where he practiced medicine for 37 years. His obituary noted, "He was greatly respected by thousands of patients throughout the township for his dedication and compassion as a country doctor. Retirement allowed Hap to further enjoy that which brought him greatest pleasure: his love of nature, reading, flying his aircraft out of Rockcliffe Flying Club, and his family. He was extraordinarily diverse in his interests and skills. He was a naturalist, a gardener, a philosopher, a teacher, an author, and a poet. He sang Robbie Burns, he quoted Robert Frost, he watched hockey; he was a thinker, advisor, listener, and a provider. He was a man of integrity and honesty, a humble man who shunned attention, yet drew people to him. He was gentle yet tough as nails." Author of an autobiography, **Black Crosses Off My Wingtips** (General Store Publishing, Burnstown, 1994). Died in Cumberland, Ontario, 6 January 2011. Victories listed by Chris Shores, **Aces High** (2nd edition) as follows: **7 February 1943**, one Ju.52 destroyed (flying Spitfire EP712 coded T-C, shared with another pilot); **3 March 1943**, one Ju.88 destroyed (EP343 coded T-V; shared with three other pilots); **25 March 1943**, one Ju.88 destroyed (EP343, T-V, shared with another pilot), **16 April 1943**, one Ju.88 destroyed (EP712 coded T-C; shared with two other pilots); **22 April 1943**, two Ju.52s destroyed (AB535 coded T-Z); **10 June 1943**, one Bf.109G destroyed (EN533 coded "N"; also one MC.202 destroyed (EN468 coded "N", shared with another pilot); **4 September 1943**, one FW.190 destroyed (EE750 coded JU-H); **10 September 1943**, one FW.190 destroyed (MA481, JU-O); **17 September 1943**, one FW.190 probably destroyed (JF560 coded HN-J); **13 October 1943**, two Bf.109Gs destroyed (LX929 coded HN-O); **15 October 1943**, one Bf.109G destroyed (EN459 coded HN-D); **28 June 1944**, one FW.190 destroyed (NH260 coded YO-W); **2 July 1944**, one Bf.109 destroyed (NH247 coded YO-A). Shores has many details of enemy units and pilots involved. For additional details see H.A. Halliday, **The Tumbling Sky**.

This pilot has completed much operational flying, involving bomber escort flights, sweeps and bombing sorties. During an operation in 1943, Flying Officer Kennedy shot down a Junkers 52. A little later he saw many of these aircraft flying almost at sea level. Flying Officer Kennedy immediately attacked one of them, causing it to dive into the water with one engine on fire. This officer, who has destroyed five enemy aircraft, has invariably displayed great keenness.

NOTE: Public Record Office Air 2/4974 has message from Headquarters, Royal Air Force, Middle East to Air Ministry, 23 June 1943.

Flying Officer Irving Farmer Kennedy, No.J15273 of 249 Squadron. An immediate award of the Distinguished Flying Cross has been made to this officer; has completed 214 hours operational flying of which 89 hours have been flown from Malta including bombing sorties, bomber escort and long range sweeps. On the

22nd April 1943 whilst on a long range offensive sweep one Junkers 52 was sighted off Riposto. Flying Officer Kennedy closed with the enemy and with a one-second burst sent this aircraft crashing into the sea on fire. More Junkers 52 were then sighted flying west at zero feet and this officer attacked one from astern setting the port engine on fire. This aircraft was also seen to dive into the sea. On June 10th, 1943 through his leadership two enemy fighters were destroyed, this officer claiming half Messerschmitt 109 and half ME.202 [sic - MC.202] bringing his personal score to five enemy aircraft destroyed. Flying Officer Kennedy has always shown the greatest keenness to engage and destroy the enemy and is a successful section leader whose enthusiasm is an encouragement to the other pilots in the squadron.

KENNEDY, F/L (now S/L) Irving Farmer, DFC (J15273) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944

This officer has set a fine example of keenness and devotion to duty. He is a most resolute and skilful fighter and has destroyed eleven enemy aircraft. Flight Lieutenant Kennedy is a fine leader and his services have proved of immense value.

His MI.9 report of evasion while with No.401 Squadron notes that he took off from Airfield B.4 in a Spitfire IXB, 1530 hours, 26 July 1944. Aircraft came down Maintigny, Sheet 8/P6, O71523. Parachute, harness and mae west disposed of by French helpers. All secret papers and equipment destroyed in aircraft. Map Reference given as France 50,000, Sheet 9 F/5:

I was pilot of a Spitfire aircraft detailed to sweep Le Mans-Orleans-Dreux on the afternoon of the 26 July 1944.

Whilst over Dreux at 9,000 feet I was hit by heavy flak. My engine, however, did not seize up until I was approximately over Danville (Sheet 9 F/5_ at 1620 hours. I advised my squadron I was O.K. but my engine had packed up and then I baled out at 7,000 feet.

I landed quite easily in a corn field and was immediately surrounded by French people. They took possession of my parachute and told me to run East, which I did. On my way down I had seen Conches aerodrome immediately north of me and I figured that I had dropped 4-5 kilometres west of Danville.

After running and crawling about one kilometre during which time I heard

German cars moving about searching for me and spasmodic rifle fire, the latter I presumed to frighten me, I met three young boys. They told me to hide where I was and that they would fetch me civilian clothes.

After about an hour they returned with a jacket and pants into which I changed immediately; they took my clothes with them.

They told me to remain where I was until dusk when they would return. When they came back they brought me cherries and bread. They advised me to approach a nearby farm where the owners were reported to be friendly.

At about 21 30 hours I approached this farm and was warmly received. I was given a bed in the house.

The next morning the Huns were searching the vicinity and my host took me to a small cottage about 500 yards away.

That afternoon I was approached by a man who said his son might be able to help me. He asked me several questions amongst them my aircraft number which I refused to give him.

That evening this man's son called to see me. He stated he was a member of the Resistance and that he would try to get me back to England. From this point my journey was arranged for me.

To this was appended another document, dated 21 October 1944, signed by a Lieutenant-Colonel (signature illegible) based on an interview of 25 August 1944. Reference Map France 1:50,000, Sheet 8P/6:

The man who approached me on the afternoon of 27 July 1944 in the grounds of the chateau near Danville was called:-

M. du Vallet (?)
Chateau de Vaux
Nr. Danville
Sheer 8F/g Square 1251

I do not think he was a member of the Resistance, but his son Jacques, who lived in Danville was a member of the Resistance group. The people in the cottage next to the chateau were called Jean Morvan. He had a daughter, Denise, 13

years old. I only stayed in the cottage one day and a night, as Jacques and the girl from the farmhouse moved me into the woods.

The people at the farm were called Esprit. The farmer's name was Cyrile and the daughter's name was Simone. From now on only Simone, her mother and Jacques du Vallet knew that I was in the vicinity. Simone and Jacques had let it be understood that I had been moved away, whereas in actual fact I was brought back to the barn at the farmhouse after two days and stayed there, being fed and looked after by Simone until 22 August. No one else knew that I was housed or saw me at this farm except the above mentioned three.

Simone took my photo and obtained a false identity card for me. I understood that Esprit's son and nephew, the latter from Belgium, possessed false papers in order to avoid being made to work for the Germans.

On 21 August on the approach of the Americans and the departure of the Germans I was brought out of the barn and shown to the other members of the family who were very surprised to see me. On 22 August I was picked up by the 2 Armoured Division and taken to Corps Headquarters.

I would like to mention that during my stay at the Esprit's farm I was well looked after and fed by Simone and her mother.

The following was published in the Orleans (Ontario) **Weekly Journal**, issue of 9 November 1996 under the headline "Black Crosses on his Wingtip" and under the byline of Laurie McBurney.

It's a generation of men known by nicknames. Forever stilled in old photos, the fresh-faced boy soldiers of the Second World War with their straight-forward gazes and half-smiles are identified by names like Tot, Shorty and Nobby. It's as if their full names became burdens, too heavy to carry in addition to the strain of waging war.

Dr. Irving Farmer Kennedy of Cumberland Village is no different. He went through the war known as Hap - a young fellow so happy to be in the Royal Canadian Air Force in the early days of the war, he woke up for guard duty with a smile on his face.

Kennedy is not fond of the moniker today and perhaps with reason. The war took its toll, even on a realist like Kennedy and "happy" would not describe the experience of this fighter pilot who survived the holocaust a hero, but lost a

brother, countless friends and his innocence along the way.

Kennedy went overseas in 1941 and returned to Canada in 1944. In between he logged 329 sorties and destroyed 14 enemy aircraft in 430 hours of flying time. He was awarded two Distinguished Flying Crosses while serving in England, France, Malta and Sicily. Shot down in France in July 1944, he evaded capture and escaped to friendly territory a month later. Kennedy was then sent home to Canada and the war ended in 1945.

Those are the facts of Squadron Leader Hap Kennedy's war record, and they are impressive. However, they don't begin to describe what happened to the young man who left Cumberland Village "interested only in hockey and flying" and came home an "old lad" of 22, a veteran of four years of air battles.

"It was the mud, I think, that made me take to the air", quotes Kennedy, explaining his choice to serve in the Air Force. Those are the words of famous First World War Canadian flying ace Bill Bishop. Bishop was writing of the mud of the battlefield and his choice to fight the war above the ground.

Kennedy read those line in his last year of high school and remembered them when, accompanied by his father, he eagerly signed up a few days later after his last class ended.

Flying was a joy to Kennedy in the initial stages of the war. He describes the feeling of putting a Spitfire, his favourite plane, through its paces as "sheer ecstasy".

His first forays into battle were a combination of excitement and anxiety for the young pilot. "At first we were apprehensive that we would run into (the enemy), and after 15 or 20 minutes, we were afraid we wouldn't," he says of his first runs across the English Channel.

It was in Malta in 1942 that the big adventure altered for the young pilot, who once rolled a Spitfire 17 times in mid-air for the sheer joy of doing it.

"My youthful enthusiasm changed. It was dramatic, in a way, in that I wasn't interested much in flying unless it was operational. I was completely concentrated on the war." Kennedy even let others conduct his test flights for him.

Perhaps it was the deaths of so many of his comrades that focussed his efforts. Kennedy's book, **Black Crosses Off My Wingtip**, is full of pictures of young men with the brief note, "KIA" (killed in action) noted in parentheses after their names. On the surface, the veteran appears to accept these deaths stoically.

"It's not like in the army. It wasn't as dirty. We didn't see them die. The boys just didn't come back. We didn't dwell on it," he says, his short, terse sentences betraying some of his emotion.

One of the boys that didn't come back was Kennedy's younger brother Carleton, killed in a crash after his first bombing run. Kennedy learned the news directly after he arrived at his brother's base in England for a visit.

"It's not fair, I thought, that these young lads should die on their first trip. But I knew, and had known for a long time, that war was indiscriminate, that there was nothing fair about war at all," Kennedy relates in his book.

Though war is unfair, Kennedy firmly holds to the belief that it is at times necessary. He calls the Second World War the "war that was never surpassed in its justification."

As poignant proof of that justification, he flips to a picture in Jacob Bronowski's book, **The Ascent of Man**. When one might have expected stark pictures of concentration camp horrors, Kennedy shows a picture of Bronowski crouching ankle deep in a pond, his suit pants wet and his coat trailing in the water behind him. He grasps a handful of what appears to be mud, and it drips through his fingers.

The "mud" is actually the ashes of cremated Jews which have been dumped into the water and the remains of Bronowski's parents were among them.

"After the war, when they uncovered the concentration camps and found the gas chambers, we learned that, in fact, Hitler was more of a fiend than we had possibly imagined", Kennedy says.

And it's important to remember that, according to Kennedy. Just because a Hitler-like despot has not been seen for several decades, it doesn't mean one can't rise again. Kennedy points out that prior to Hitler's gas ovens, there had been no massacres in Europe in 300 years. Periods of extended peace should not lull us into a sense of false security, in Kennedy's opinion.

Kennedy's own last 50 years have been peaceful. He made the decision on his post-military career during the war, when he saw human suffering on a level that disturbed him deeply. "(In Tunis, Africa) there was lots of leprosy and all kinds of disease and no medical care. That's when I thought being a doctor might be useful," he relates. Kennedy did become a doctor and practiced first in Lanark and then in Cumberland until his retirement in 1987. He lives there now on a peaceful country property that seems far removed from the dust and smoke of the battlefield.

Kennedy's Remembrance Day will begin at the Cumberland cenotaph, where he will lay a wreath for his brother. "It's always hard", he says in a rough voice.

After that, he'll join his fellow veterans in a time-honoured tradition. "The Legion is good afterwards. We have some company and tell some lies", Kennedy says with a smile.

RCAF Press Release No. 2763 dated 16 September 1943 reads:

With the RAF in Sicily, September 11 – F/O "Hap" Kennedy, DFC, Canadian fighter ace from Cumberland, Ontario, scored his second air victory in less than a week when he destroyed a German Focke Wulfe 190 during a sweep over Italy the day after the Allied landings near Naples.

The Luftwaffe pilot bailed out at about 1500 feet after Kennedy had scored hits on his aircraft at the end of a fifty mile chase down the coast and he waved to the Canadian pilot as he parachuted to the ground. Kennedy was flying in an RAF squadron, with several other Canadians, on patrol near Sortino when a formation of Focke Wulfe fighter bombers dived from 12,000 feet almost to ground level to unload their bombs on the beaches where supplies were being taken ashore.

The Spitfires dived after them and engaged the Germans within a few moments of the bombing. An Australian Sergeant Pilot shot one enemy aircraft down and Kennedy followed another many miles south before closing in sufficiently to fire. As both machines thundered along close to the ground, he let go a burst of cannon and machine gun fire scoring his on the fighter bomber. The German machine zoomed to about 1500 feet, the pilot bailed out, and the aircraft turned over and dived in to the ground.

It was Kennedy's seventh victory. His sixth came four days earlier when he destroyed an FW190 during a late afternoon patrol on the same day that his Squadron shot down six Macchis.

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KENNEDY, F/L Leonard John (J19974) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 22 February 1919 in Portage la Prairie, Manitoba; home there; enlisted in Winnipeg, 8 March 1941 and posted to No.2 Manning Depot. Former mounted trooper. To No.8 Repair Depot, 9 April 1941. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 1 July 1941; posted that date to No.18 EFTS; ceased training 30 July 1941 and posted to Trenton; to No.5 AOS, 26 September 1941; graduated 3 January 1942 when posted to No.7 BGS; graduated and promoted Sergeant, 14 February 1942; posted that date to No.1 ANS; graduated 20 March 1942 when posted to "Y" Depot; to RAF overseas, 30 April 1942.. Commissioned 25 January 1944. Promoted Flying Officer and Acting Flight Lieutenant, 5 May 1944; confirmed as Flight Lieutenant, 25 January 1945. Bomb aimer to S/L A. Avant and later to S/L I.M. McRobie. Posted to "R" Depot from No.426 Squadron, 2 January 1945. Flew two tours. Repatriated December 1944; to No.2 Air Command, 26 January 1945; to No.7 AOS, 7 March 1945; to Release Centre, 2 December 1945; retired 6 December 1945. Invested in Toronto, 30 November 1949. RCAF photo PL-40044 (ex UK-16349 dated 11 November 1944) is captioned as follows: "Sitting on a bomb dolly driven by LAC D.E. Scholotzhauer, Milverton, Ontario, armourer with the Thunderbird Squadron, F/L L.J. Kennedy, Portage la Prairie, Manitoba, bombing leader, and P/O John Wiebe, Regina (right) discuss the probable effect of the load of incendiaries they sit on, when dropped on Germany." RCAF photo PL-32307 (ex UK-14570 dated 6 September 1944) shows three men from Portage la Prairie, Manitoba - F/L L.J. Kennedy (left, described as squadron bombing leader with two tours to his credit), Warrant Officer J.R. McCulloch (new to the squadron) and P/O Lloyd Mann, DFC, awarded for "bringing back his severely damaged Halifax after it collided in mid-air with another bomber." PL-32306 is similar. 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 29 June 1944 when he had flown 46 sorties (249 hours), 26 September 1942 to 27 May 1943 (27 sorties) and 24 February to 23 June 1944.

Flight Lieutenant Kennedy has completed one tour of operations and has three quarters of a second tour behind him as an Air Bomber. Many of his trips have taken him to the most heavily defended targets deep in the heart of Germany. Flight Lieutenant Kennedy has at all times, by his cheerful confidence, inspired a high standard of morale in his crew, and setting his mind on the task with a fine

offensive spirit has set a magnificent example.
The sortie list was as follows:

26 September 1942 - Frisians Islands (4.00)
30 September 1942 - Frisians Islands (3.45)
5 October 1942 - Aachen (6.00)
6 October 1942 - Osnabruck (4.45)
9 October 1942 - Frisian Islands (4.10)
13 October 1942 - Kiel (6.55)
23 October 1942 - Genoa (8.25)
4 November 1942 - La Rochelle (5.30)
6 November 1942 - La Rochelle (7.00)
18 November 1942 - Turin (7.10)
22 November 1942 - Stuttgart (7.00)
28 November 1942 - Turin (9.00)
22 March 1943 - St. Nazaire (3.40, recalled)
26 March 1943 - Duisburg (3.20)
27 March 1943 - Berlin (6.25)
29 March 1943 - Berlin (7.05, landed on two engines)
2 April 1943 - La Rochelle (5.00)
3 April 1943 - Essen (3.20)
11 April 1943 - Bordeaux (6.00)
16 April 1943 - Pilsen, Skoda Works (8.00)
26 April 1943 - Duisburg (3.15)
28 April 1943 - Baltic, gardening (6.15)
4 May 1943 - Dortmund (4.10)
12 May 1943 - Duisburg (3.00)
13 May 1943 - Bochum (4.00)
23 May 1943 - Dortmund (3.15)
27 May 1943 - Essen (3.30)
* * * * *
24 February 1944 - Schweinfurt (8.45)
25 February 1944 - Augsburg (7.50)
7 March 1944 - Le Mans (5.30)
15 March 1944 - Stuttgart (8.20)
18 March 1944 - Frankfurt (5.15)
26 March 1944 - Essen (5.15)
10 April 1944 - Laon (5.20)
24 April 1944 - Karlsruhe (6.25)
26 April 1944 - Essen (5.05)

8 May 1944 - Calais (3.15)
12 May 1944 - Louvain (4.15)
19 May 1944 - Merville (4.35)
27 May 1944 - Bourg Leopold (4.30)
31 May 1944 - Au Fevre (4.35)
2 June 1944 - Neufchatel (3.30)
6 June 1944 - Houlgate (4.20)
6 June 1944 - 9/03 - whatever that is (4.35)
8 June 1944 - Mayenne (5.45)
23 June 1944 - Bientque (4.05)

RCAF Press Release No.5795 dated 14 July 1944 from F/O Fred Jackson, transcribed by Huguette Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Veteran of many attacks on German targets, F/L Len Kennedy of Portage La Prairie, Manitoba (208 Prince Avenue) has been appointed bombing leader of the Thunderbird squadron.

He finished one tour with an RAF squadron on Wellingtons and Lancasters and had 20 trips tucked away on his second tour when nominated for his important assignment. Toughest experience of that first tour came over Berlin, when his aircraft was coned on the run-up and held by the German searchlights for 18 nerve-shattering minutes. "We had to go right through the stuff," recalled F/L Kennedy. "It was all heavy flak, our starboard outer caught fire and there I was in the nose having a ringside seat on the whole show. The aircraft was pretty badly shot up but we got back all right."

Speaking strictly from a bombing standpoint F/L Kennedy figures Essen, the night it was written off Bomber Command's list of targets, was the big show. "The Krupps works were really pranged. The whole place was a mass of fire and explosion," he recalled.

A former amateur hockey star goalkeeper with Portage La Prairie juniors and Harringay Greyhounds in the British Ice Hockey League, F/L Kennedy was bomb-aimer for S/L Al. Avant, DFC of Houghton, Saskatchewan, when the latter, now Wing Commander and Leader of the Bison squadron, was a Thunderbird pilot.

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KENNEDY, G/C Walter Edmund (C174) - **Air Force Cross** - No.15 SFTS - Award effective as of 1

January 1945 as per **London Gazette** of that date, **Canada Gazette** dated 6 January 1945 and AFRO 89/45 dated 19 January 1945. Born in Vancouver, 27 December 1913 (RCAF Press Release 4907 reporting award). Attended University of British Columbia (B.Sc, mechanical engineering). Joined RCAF at Camp Borden, 13 June 1935. Most of pre-war and wartime career involved with instructing. Wing Commander as of 1 July 1941. At No.15 SFTS as of 24 November 1941. Promoted Group Captain, 1 January 1943. To No.7 SFTS, 10 September 1944. To Eastern Air Command, 2 February 1945. To Gander, 7 February 1945. To Gaspé, 15 April 1945. To Eastern Air Command Headquarters, 25 July 1945. To No.1 Air Command, 28 October 1945. Remained in postwar RCAF, retaining rank of Group Captain. To AFHQ, 29 January 1947. In 1948 attended Graduate School, Business Administration, Stanford University. Promoted Air Commodore, 1 December 1949. Appointed Deputy Air Member for Technical Services, Chief of Staff at Air Material Command, 21 August 1950. To be Assistant Vice Chief of Air Staff, 3 January 1952. 1945. Awarded Queen's Coronation Medal, 4 November 1953. Appointed Comptroller and promoted Air Vice-Marshal, 1 August 1955. Died in Ottawa, 18 October 1958, with rank of Air Vice-Marshal. At date of recommendation for AFC he had flown 1,750 hours - 1,030 as instructor. Award presented 17 August.

This officer has had a long and notable career in flying instructional duties. He has commanded this Service Flying Training School for the past few years with outstanding leadership and determination. His display of exceptional judgement and keenness have resulted in the smooth functioning of this school and the high morale of its personnel. He is a keen and skilful pilot who has kept up with his flying despite the many arduous duties of his appointment. By his excellent example and devotion to duty he has made a large contribution to the training plan.

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KENNEDY, F/L Wesley William (J16875) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 30 October 1945 as per **London Gazette** dated 6 November 1945 and AFRO 155/46 dated 15 February 1946. Born in Regina, 26 August 1915; home in Vancouver (clerk) or Toronto; enlisted Toronto 24 September 1940. To Patricia Bay, 25 October 1940. To No.2 ITS, 7 February 1941; graduated and promoted LAC, 7 June 1941; posted that date to No.18 EFTS; graduated 26 July 1941 when posted to No.15 SFTS; graduated and promoted Sergeant 7 October 1941. To Embarkation Depot, 8 October 1941; to RAF overseas, 2 November 1941. Promoted Flight Sergeant, 7 April 1942. Commissioned 16 February 1943. Promoted Flying Officer, 16 August 1943. Promoted Flight Lieutenant, 16 February 1945. Repatriated 12 February 1946. DFC presented 1 December 1948. In postwar RCAF (20039), retained rank of Flight Lieutenant; to No.1 Composite Training School, 12 February 1946. To No.1 Air Command, 2 April 1946. Attained rank of Squadron Leader, 1 January 1953. photo PL-128356 is a portrait

taken at St. Hubert, 1960 as a Squadron Leader. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 22 May 1945 when he had completed 41 sorties (255 hours 20 minutes) in two tours - 29 May 1942 to 16 February 1943 (27 sorties, 164 hours 15 minutes) and 12 March to 10 May 1945 (14 operations, 91 hours five minutes) including a recall on 3 May 1945 and three operation EXODUS trips on 8-9-10 May 1945.

Flight Lieutenant Kennedy has now completed the major part of his second tour and has an outstanding record as a daring and successful captain. He has never failed to press home his attacks, and his intrepid example has strongly influenced his own and other crew in the squadron.

His ability in organization in his flight, and his operational dash and efficiency, have contributed largely to the record of his unit.

The sortie list was as follows:

First Tour:

29 May 1942 - Cherbourg (4.40)
2 June 1942 - ops (35 minutes, duty not carried out)
4 June 1942 - ops (5.05)
23 June 1942 - ops (3.10)
26 June 1942 - ops (6.00)
6 July 1942 - ops (6.35)
9 July 1942 - ops (5.25)
2 August 1942 - ops (50 minutes, duty not carried out)
9 August 1942 - ops (6.35)
12 August 1942 - ops (5.20)
14 August 1942 - ops (5.20)
15 August 1942 - ops (5.20)
6 October 1942 - Osnabruck (5.35)
13 October 1942 - Kiel (6.25)
15 October 1942 - Cologne (6.05)
9 November 1942 - Hamburg (2.50, duty not carried out)
10 November 1942 - Gardening (3.55)
22 November 1942 - Stuttgart (8.00)
25 November 1942 - Gardening (7.20)
6 December 1942 - Mannheim (7.45)

8 December 1942 - Cuxhaven (6.45)
9 December 1942 - Turin (6.55)
9 January 1943 - Terschelling (3.55)
15 January 1943 - Norden (5.00)
26 January 1943 - Lorient (6.40)
7 February 1943 - Lorient (7.20)
9 February 1943 - Texel (4.25)
13 February 1943 - Lorient (7.10)
16 February 1943 - Lorient (6.45)

Second Tour:

12 March 1945 - Dortmund (6.05)
14 March 1945 - Zweibrucken (7.10)
21 March 1945 - Hemmingstadt (5.15)
22 March 1945 - Hildersheim (6.15)
23 March 1945 - Bottrop (5.55)
25 March 1945 - Hanover (6.20)
31 March 1945 - Meisburg (6.15)
8 April 1945 - Hamburg (6.15)
10 April 1945 - Leipzig (8.25)
22 April 1945 - Bremen (5.35)
3 May 1945 - Gardening (4.15, recalled)
8 May 1945 - Exodus (4.20)
9 May 1945 - Exodus (5.20)
10 May 1945 - Exodus (4.50)

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KENNEY, S/L Delford Harold (C4801) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2138/43 dated 22 October 1943. Born at Newton, Ontario, 2 April 1915; home at Lindsay, Ontario. Enlisted in Kingston, 28 February 1940 and posted to Trenton with rank of Sergeant. Trained at Central Flying School, Trenton. To No.1 SFTS, 8 August 1940. Commissioned 1 March 1941. To No.7 SFTS, 25 August 1941. To "Y" Depot, 17 March 1942. To Ferry Command, Dorval, 17 March 1942. Departed there, 4 April 1942 ferrying Hudson FH305 to Presq'isle; departed there 5 April 1942 to Gander; departed there to Britain, 13 April 1942. Promoted Flight Lieutenant, 15 June 1942. Promoted to Squadron Leader, 1 October 1942. Flew two tours. Repatriated 31 July 1944. To No.164 (Transport Squadron), 21 September 1944. To No.168 (Heavy Transport) Squadron, 10 August 1945. To No.124 (Ferry) Squadron, 31 March

1946. To Release Centre, 8 May 1946; retired 13 May 1946. Getting his medals to him proved difficult; they were eventually sent to External Affairs, 9 August 1955, who reported on 13 February 1956 that they had finally been presented to him in Bronxville, New York. RCAF photo PL-19112 is a portrait painted by F/L L.Kenyon, RAF. RCAF photo PL-26855 (ex UK-7354 dated 15 January 1944) shows, left to right, F/O J.H. Warkentin (Beausejour, Manitoba), S/L D.H. Kenney, DFC, AFC (Fredericton), S/L L.J.W. Bell, DFC (Victoria) and F/L C.H. Higgens (Nelson, British Columbia. Adjutant of No.429 Squadron), taken on occasion of presentation of bison head to No.429 Squadron. RCAF photo PL-28347 (ex UK-9005 dated 14 March 1944) shows S/L D.K. Kenney, DFC, AFC (left) with his mid-upper gunner, Flight Sergeant L. "Scotty" Murie of Cobourg following raid on Le Mans.

This officer has at all times displayed an utter disregard for his own safety in his efforts to reach and bomb his objective effectively. On one occasion, owing to damage sustained over Munich, he was forced to fly throughout the return journey through cloud, in which much icing was experienced. In spite of these difficulties Squadron Leader Kenney not only reached this country safely but made a successful landing at his own base. He has set a fine record on operations, which has done much to encourage younger captains.

KENNEY, S/L Delford Harold, DFC (C4801) - **Air Force Cross** - No.1664 Conversion Unit (AFRO gives unit as No.429 Squadron) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. No citation in Canadian sources. Public Records Office Air 2/8959 has recommendation which also gives unit.

This officer carried out over 1,000 hours of instructional flying before coming to this country to carry out a tour of operations. Since joining the Conversion Unit his keenness and devotion to duty have inspired his comrades and his skilful instruction has been invaluable to the Unit in carrying out its training commitments.

KENNEY, S/L Delford Harold, DFC, AFC (C4801) - **Bar to Distinguished Flying Cross** - No.429 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 6 June 1944 when he had flown 19 sorties (109 hours 45 minutes) on second tour; first tour had been 26 sorties (116 hours).

This officer has completed a large number of operational missions since the award of the Distinguished Flying Cross. Throughout his flying career he has at all times displayed the greatest fortitude and courage in pressing home his attacks and has recently been employed as a most efficient flight and squadron

commander. His courage and devotion to duty have been a very valuable asset to his squadron.

Public Record Office Air 2/9276 has recommendation drafted by W/C A.F. Avant on 6 June 1944. It stated he had flown 26 sorties (116 hours) on his first tour and 19 sorties (109 hours 45 minutes) on his second. It also noted he was a Flight Commander.

This officer is nearing the completion of his second tour of operations. Throughout his operations he has at all times displayed the greatest fortitude and courage in pressing home his attacks. He is a most efficient flight commander and for some time acted as Squadron Commander. His devotion to duty, determination and splendid operational record have been a most inspiring example to the rest of the squadron. I strongly recommend that he be awarded the Bar to the Distinguished Flying Cross.

On 21 June 1944 the Group Captain in command of Station Leeming wrote:

Squadron Leader Kennedy [sic] has a keenness for operations which has inspired all crews in his squadron. His work as Flight Commander and Acting Squadron Commander has demonstrated the value of his training and operational experience. Strongly recommended for Bar to Distinguished Flying Cross.

On 27 June 1944 Air Vice-Marshal C.M. McEwen, Air Officer Commanding, No.6 Group, noted:

This officer has displayed consistent courage, determination and devotion to duty which have been an inspiration to all. Concur and recommend a Bar to the Distinguished Flying Cross (Non-Immediate).

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KENNEY, F/O Lloyd Hamilton (C13165) - **Mention in Despatches** - Station Tofino - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 31 July 1902. Home in Montreal; enlisted there 7 August 1942 and commissioned that date in Administration Branch; posted that date to No.5 Manning Depot. To No.13 SFTS, 21 August 1942. To Composite Training School, 2 October 1942. To Western Air Command, 14 November 1942. To No.2 Group Headquarters, 15 January 1943; promoted Flying Officer, 7 February 1943; to Western Air Command, 15 March 1944; to Tofino, 4 April 1944. Promoted Flight Lieutenant, 1 October 1944. To Sea Island, 12 December 1944. Retired 16 March 1945. Recommended 23 September 1944 for intelligence work.

This officer has always displayed a keen interest in the welfare and contentment of airmen on this bush station. His splendid efforts and thoughtfulness, exercised with complete disregard of personal interests, have overcome many difficulties in building up morale. Flying Officer Kenney is exceptionally efficient in the performance of his duties and is an outstanding officer. His important contribution in advancing the interests of the service has extended far beyond the normal demands of duty.

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KENT, F/O Roy William (J25793) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 11 December 1917 in Sarnia, Ontario; home in London, Ontario (research chemist); enlisted there 20 February 1942. To No.1 Manning Depot, 31 March 1942. To No.1 Training Command, 20 June 1942. To No.1 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.7 EFTS until 7 November 1942; graduated 9 January 1943 when posted to No.6 SFTS; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943. To United Kingdom, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 15 November 1944. To No.1 Air Command, 13 January 1945. Retired 27 February 1945. Recalled to Interim Force, 28 April 1946 as Acting Flight Lieutenant. To Trenton, 3 May 1946. To Air Navigation School, 9 May 1946. To Northwest Air Command, 13 October 1946. To No.1 Air Command, 27 November 1946. Retired 11 December 1946. After the war he started a wholesale and retail tire business in Galion, Ohio. In retirement he divided his time between Sarnia, Colorado and Mexico. Died in Forrest, Ontario, 11 October 2009. Name in AFRO was "Ray". Incident described was 9 August 1944; he flew on two engines for one and one-half hours before bombing, and that at very low altitude. Award presented 15 October 1945.

In all his operations against the enemy Flying Officer Kent has shown great determination to attack his targets. One night in August 1944 he was engaged on a mission to Acquet. Shortly after take-off the port outer engine failed and before crossing the English coast one of the starboard engines also failed. Nevertheless, Flying Officer Kent flew on to the target and completed his mission, afterwards returning to base where he executed a masterly landing in exceedingly difficult circumstances. Flying Officer Kent has displayed high courage, skill and determination.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 21 August 1944 when he had flown 27 sorties (139 hours five minutes), 31 May to 16 August 1944.

31 May 1944 - Mount Couple (3.30, second pilot)
4 June 1944 - Calais (3.25, second pilot)
9 June 1944 - Le Mans (5.45)
10 June 1944 - Versailles (6.20)
8 June 1944 - Mayenne (5.05)
12 June 1944 - Cambrai (4.45)
14 June 1944 - St. Pol (4.35)
15 June 1944 - Boulogne (4.25, day)
16 June 1944 - Sterkrade (4.30)
21 June 1944 - St. Martin l'Hortier (4.15)
23 June 1944 - Bientiques (3.50)
24 June 1944 - Bammieres (4.20)
28 June 1944 - Foret d'Eawy (5.00)
12 July 1944 - Thiverny (5.00, day)
18 July 1944 - Wesseling (6.10)
20 July 1944 - Anderbelck (3.40, day)
23 July 1944 - Kiel (5.20)
24 July 1944 - Stuttgart (8.50)
28 July 1944 - Hamburg (5.40)
3 August 1944 - Bois de Casson (5.05, day)
4 August 1944 - Bois de Casson (5.30)
5 August 1944 - St. Leu d'Esserent (5.15)
8 August 1944 - Chantilly (5.25, day)
9 August 1944 - Acquet (4.50)
12 August 1944 - Brunswick (5.50)
14 August 1944 - Falaise (5.15, day)
15 August 1944 - Soesterburg (4.10)
16 August 1944 - Stettin (8.25)

Flying Officer Kent has now taken part in 27 day and night operations against the enemy and has invariably shown great determination to attack his targets.

On the night of August 9th, 1944, Flying Officer Kent was detailed to attack Acquet in France. Shortly after takeoff the port outer engine failed but Flying Officer Kent set course for the target on three engines. Before crossing the English coast, the starboard engine also failed and had to be feathered. Nevertheless, Flying Officer Kent continued with his mission, flying for one and one-half hours on two engines before bombing the target successfully, although he was then at a very low altitude. He returned to base and executed a masterly landing in exceedingly difficult circumstances.

I consider Flying Officer Kent's unflinching devotion to duty and the perseverance he has shown in attacking the enemy fully merit the immediate award of the Distinguished Flying Cross.

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KENT, F/O William Carman (J18425) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 28 October 1921 in Bathurst, New Brunswick (date in obituary notice); home there; enlisted in Toronto, 9 August 1941. To No.1 Manning Depot, 27 August 1941. To No.1 BGS (guard), 13 September 1941. To No.1 ITS, 23 November 1941; graduated and promoted LAC, 22 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 promoted Sergeant, 14 August 1942. To "Y" Depot, 28 August 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 14 February 1943. Commissioned 22 July 1943. Posted from No.61 Base to No.436 Squadron, 15 August 1944; posted from No.426 Squadron to "R" Depot, 5 February 1945. Repatriated 9 February 1945. To Moncton, 28 February 1945. Retired 3 May 1945. DFC sent by registered mail, 4 April 1950. Following the war he attended Queen's University and then went into business. Moved to Lunenburg in 1972 and to Victoria in 1984. Died in Victoria, 20 May 2006.

Flying Officer Kent, as captain of aircraft, was detailed to attack a synthetic oil refinery at Wanne Eickel in the Ruhr one afternoon in September 1944. During the bombing run over the target the port outer engine was hit by anti-aircraft fire but Flying Officer Kent continued with his task and then set course for home. Over the German border the starboard inner engine and oil pressure began to fail. The aircraft lost height. When over the North Sea, this engine began to lose power but with great skill Flying Officer Kent brought the aircraft and its crew back to base. This instance is typical of the skill and courage this officer has displayed on all his operations.

DHH file 181.009 D.4431 (Library and Archives Canada RG.24 Volume 20649) has the original recommendation, undated, drafted when he had flown six sorties (35 hours 30 minutes):

Flying Officer Kent was captain of an aircraft detailed to attack a synthetic oil plant at Wanne Eickel in the Ruhr on the afternoon of September 12th, 1944. This was his third sortie as captain. During the bombing run the port outer engine was hit by flak and was so severely damaged that it had to be feathered. Flying Officer Kent proceeded to bomb the target and then set course for home.

Crossing the German border on the way out, his starboard inner began to overheat and run roughly. The oil pressure was falling, so the engine was feathered to prevent seizure. The aircraft had been flying at 15,000 feet with only two engines functioning and steadily losing height, but Flying Officer Kent decided to try to reach the English coast and set course for Woodbridge, losing height until he was at 5,000 feet. About half way across the North Sea the port inner engine began to throw oil and lose power, but with determination and skilful pilotage, Flying Officer Kent kept the aircraft in the air until he crossed the coast and landed safely at Woodbridge. On this his third sortie as captain, Flying Officer Kent showed great determination, pressed home his attack, and by his calm, cool actions in a very difficult situation and his masterly flying brought his badly damaged aircraft safely back to this country. It is strongly recommended that he be awarded the Distinguished Flying Cross (Immediate).

NOTE: Obituary notice states that the incident described occurred on 12 September 1944 during a raid on Wanne Eickel (synthetic oil refinery), just four weeks after his posting to the squadron.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has a letter dated 2 November 1944, No.6 Group Headquarters to affected stations, instructing that F/O W.C. Kent and F/O S.A. Simmons have their log books endorsed with commendations. In his case it read:

Highly Commended: On the afternoon of the 12th September, 1944, this officer was the captain of an aircraft detailed to attack a synthetic oil plant in Western Germany. During the bombing run the port outer engine was so severely damaged by flak that it had to be feathered. On the return journey the starboard inner engine began to overheat and as the oil pressure was falling this engine also had to be feathered. Although two only were functioning and the aircraft was steadily losing height, this officer decided to try and reach the English coast. Half way across the North Sea the port inner engine began to throw oil and lost power. In spite of this added difficulty, this officer, by his skilful pilotage, managed to bring his crippled aircraft back to this country and to effect a safe landing.

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KENT, S/L William Charles (C867) - **Mention in Despatches** - No.422 Squadron (in AFRO described only as "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Chatham, Ontario; enlisted in Toronto, 4 July 1938; qualified for pilots flying badge at Trenton, 17 June 1939. Serving in No.8 (BR)

Squadron at beginning of war. Promoted Squadron Leader, 15 September 1941. To No.2 AOS, 3 November 1941. To No.10 AOS, 31 October 1941. To No.1 AOS, 8 December 1942. To "Y" Depot, 15 June 1943. To United Kingdom, 6 July 1943. Repatriated, 7 October 1944. To No.30 Technical Unit, 1 November 1944. Promoted Wing Commander, 1 March 1945. To Patricia Bay, 3 August 1945. To AFHQ, 3 September 1945. To Canadian Joint Staff, Washington, 2 October 1945. Remained in postwar RCAF, reverting to Squadron Leader, 1 October 1946. Promoted Wing Commander, 1 January 1949. Awarded Queen's Coronation Medal, 23 October 1953 when he was Wing Commander and CO of No.34 Aircraft Control and Warning Squadron. Died in Ottawa, 27 October 2005. DHist file 181.009 D.5578 (RG.24 Vol.20669) has recommendation for a DFC dated 15 September 1944 when he had flown 1,500 hours total, 458 hours on operations; this is almost certainly the basis of the MiD award and is quoted below. DHist file 181.009 D.2280 (RG.24 Vol.20623) has recommendation from No.3 OTU (Patricia Bay) for an AFC dated 29 April 1945 when he was Chief Instructor and Acting OC at that unit. Noted he had flown 1,515 hours (22 in previous six months), 202 hours as instructor (nil in past six months) and 689 hours on operations (86 sorties). Suggested EAC service prior to going to Coastal Command.

As Flight Commander in charge of operations, Squadron Leader Kent has in the past twelve months flown 460 hours on operational duty. These sorties have been carried out in all kinds of weather under very adverse flying conditions. He has at all times shown keenness for flying duties and has proven a very capable flying boat captain and an example to those under him.

In addition to operations in the UK, Squadron Leader Kent served for a period of approximately one year on operations in Canada on single engine float planes at the beginning of the war. This operational flying was carried out under conditions of no radio navigational aids and with practically no meteorological information.

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KENYON, S/L Jack Munro (C4049) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 27 December 1915. Home in Brantford; enlisted in Ottawa, 16 November 1940 in Medical Branch with rank of Flight Lieutenant. Posted that date to No.2 SFTS. To No.10 SFTS, 10 February 1941. To "Y" Depot, 21 January 1943. To RAF overseas, 18 February 1943. To RCAF Overseas Headquarters, 28 July 1943. Promoted Squadron Leader, 1 October 1943. Repatriated by air, 18 June 1945. To Debart, 19 June 1945. To No.1 Composite Training School, 1 August 1945. To No.4 Release Centre, 31 August 1945. Retired 6 October 1945. Postwar identified with Institute of Living (Hartford, Connecticut) and in 1950 was working in Toledo,

Ohio (Director of Mental Hygiene Centre). Died in Toledo, 23 December 2010. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he was Senior Medical Officer at the station. He had served 32 months in Canada, 23 months overseas.

The devotion to duty, skill and cheerfulness shown by Squadron Leader Kenyon have long been a source of inspiration.

RCAF photo PL-18723 (circa January 1944) has the following caption: "Under the thinning palm tree, four RCAF officers sat - and went completely native at RCAF Desert Headquarters in North Africa. Wooing a root with a reed, S/L Hugh Davidson, Protestant Chaplain from Fort Erie, Ontario, extreme left, plays the role of snake charmer, while W/C George Ault of Ottawa, Commanding Officer, demonstrates another popular desert custom in drawing a bead on YMCA field officer Hart Devenney's shoulder blades with a mean-looking sticker. S/L Jack Kenyon, medical officer from Brantford, Ontario, sips some very black coffee and chuckles. Devenney is from Ottawa and Montreal."

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KEON, F/O Howard Joseph Christopher (J38695) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 14 October 1920 in Haileybury, Ontario; home in Owen Sound (University of Toronto student and member of COTC); enlisted in Owen Sound, 14 August 1942. To No.1 Manning Depot, 29 September 1942. To No.14 SFTS (guard), 23 November 1942; to No.5 ITS, 20 February 1943; graduated and promoted LAC, 1 May 1943; to No.6 BGS, Mountain View, 15 May 1943; graduated 9 July 1943 and posted next day to No.10 AOS; graduated and commissioned, 26 November 1943; to No.1 BGS, 11 December 1943; to "Y" Depot, 8 January 1944. Taken on strength of No.3 PRC, 14 February 1944. Promoted Flying Officer, 26 May 1944. Further trained at No.12 OTU (March 1944) before joining No.90 Squadron, September 1944. Repatriated 28 February 1945. To Release Centre, 13 March 1945. Retired 17 April 1945. Medal sent by registered mail, 21 December 1949. Following the war he attended the University (B.Sc. Aeronautical Engineering), instructed there (1947-48) and was employed as an aeronautical research engineer at the Institute of Aviation Medicine, Station Toronto 1948-49), developing indirect red lighting for aircraft. Rejoined RCAF, 12 July 1949 (28151). To Institute of Aviation Medicine, 30 September 1949. To No.2 Technical Training School, Camp Borden, 29 September 1950; to No.1 Technical Training School, Aymer, 12 May 1951. Joined staff of Central Experimental and Proving Establishment, Rockcliffe, 1 October 1951. Worked there one year on CF-100 development. Left service, 11 July 1952 to commence religious studies, St.Michael's College, Toronto. He took vows with the Basilian fathers in 1953. After his

ordination, also in Toronto, in 1957, he taught for two years at Assumption College School. He then began his many years of ministry in Lethbridge, teaching at Catholic Central High School from 1960 to 1973 and as assistant pastor at Our Lady of the Assumption Church from 1980 to 2000. Father Howard was also novice master in Rochester, New York from 1973 to 1980. After retiring at 80 years of age in Lethbridge, he moved to Toronto at Soulerin House from 2003 to 2007 when he moved to Anglin house. Father Keon received the Governor General's Caring Canadian Award in 2007. Died in Toronto, 1 November 2016. 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 21 January 1945 when he had flown 30 sorties (145 hours 14 minutes), 3 October 1944 to 15 January 1945.

* denotes daylight sortie

3 October 1944 - West Kapelle (2.12)*
5 October 1944 - Saarbrücken (5.17)
7 October 1944 - Kleve (3.42)*
14 October 1944 - Duisburg (4.40)
14 October 1944 - Duisburg (4.43)*
19 October 1944 - Stuttgart (5.56)
22 October 1944 - Neuss (4.26)*
23 October 1944 - Essen (4.50)
25 October 1944 - Essen (4.17)*
28 October 1944 - Cologne (4.23)*
30 October 1944 - Wesseling (4.09)*
31 October 1944 - Cologne (4.19)
11 November 1944 - Castrop Rauxel (4.54)*
20 November 1944 - Homberg (4.41)*
28 November 1944 - Neuss (4.55)*
30 November 1944 - Bottrop (3.48)*
2 December 1944 - Dortmund (3.58)*
4 December 1944 - Oberhausen (4.08)*
5 December 1944 - Schwammanauel Dam (4.23)*
6 December 1944 - Merseburg (7.10)
8 December 1944 - Duisburg (4.08)*
12 December 1944 - Witten (4.52)*
15 December 1944 - Siegen (2.55 hours by day)*
29 December 1944 - Koblenz/Lutzell (4.36)*
30 December 1944 - North Frisians (4.00)
1 January 1945 - Vohwinkel (5.49)*

2 January 1945 - Nuremburg (7.01)*
5 January 1945 - Ludwigshaven (5.50)*
6 January 1945 - Leuss (4.20)*
13 January 1945 - Saarbrucken (6.22)*
15 January 1945 - Erkenschwick (4.30)*

A quiet and unassuming character, this officer has always carried out his operational duties with an efficiency and attention to detail which have ensured extremely accurate navigation. The zeal with which he has attempted to master every new technique and piece of equipment has contributed very materially to the ultimate success which his crew has achieved. He has always been willing to support his captain to the utmost in the acceptance of risks to ensure the undoubted success of any operation. I recommend that his fine contribution to his crew's success be recognized by the award of the Distinguished Flying Cross.

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KER, P/O Edgar Andrew (J16824) - **Distinguished Flying Cross** - No.145 Squadron - Award effective 24 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943. Born in Fenwick, Ontario, 5 January 1922; home in Fonthill, Ontario; enlisted in Hamilton, 11 December 1940 and posted to No.1 Manning Depot. To No.1 Training Command, 7 January 1941 and No.3 ITS; graduated and promoted LAC, 21 April 1941 when posted to No.11 EFTS; graduated 9 June 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 20 August 1941. To Embarkation Depot, 21 August 1941; to RAF overseas, 14 September 1941. Initially with No.611 Squadron. To No.145 Squadron, 6 January 1942 and accompanied it to North Africa. Promoted Flight Sergeant, August 1942. Commissioned 26 December 1942. Promoted Flying Officer, 26 June 1943. Completed tour on 7 August 1943. Repatriated 23 September 1943. Posted to No.1 OTU, Bagotville, 31 October 1943. To "Y" Depot, 16 September 1944. To Britain again on 23 September 1944. Promoted Flight Lieutenant, 26 December 1944. Medal presented at Buckingham Palace, 29 June 1945. Repatriated 7 August 1945. Released 24 September 1945. Died in Fonthill, Ontario, 18 March 2010 as per **Legion Magazine** "Last Post" column, September/October 2010. Chris Shores, **Those Other Eagles**, provides the following victory list, all with No.145 Squadron: **3 September 1942**, one Bf.109 damaged (Spitfire AR290); **16 September 1942**, one MC.202 destroyed plus two Bf.109s damaged, Alamein (Spitfire AR287); **18 September 1942**, one Bf.109 probably destroyed, Burg el Arab (Spitfire AR287); **1 March 1943**, Mareth Line (Spitfire EP648); **26 March 1943**, one Bf.109 damaged south of El Manna (Spitfire ES209); **29 March 1943**, one MC.200 destroyed, Gabes area (Spitfire EN243); **7 May 1943**, one Bf.109 probably destroyed, Manzel Heurr (Spitfire JG948).

This officer has taken part in many operational sorties in the course of which he has destroyed enemy aircraft and damaged others. In May 1943, when on patrol off Cap Bon Peninsula, he sighted a force of more than eighteen Messerschmitts 109. He succeeded in breaking up the formation and destroyed one of the enemy aircraft. Pilot Officer Ker has always displayed great keenness to engage the enemy and continual devotion to duty.

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KERBRAT, Flight Sergeant (now WO) Frank Marcel (R124369, later J92020) - **Distinguished Flying Medal** - No.90 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 21 October 1919 in Camper, Manitoba; home there; enlisted in Winnipeg 3 September 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 11 October 1941. To No.3 SFTS, 20 November 1941 (guard duty). To No.2 ITS, 14 February 1942; graduated and promoted LAC, 11 April 1942; to No.19 EFTS that date. To No.12 SFTS, 5 July 1942. Ceased training and posted elsewhere, 7 September 1942. To No.6 BGS, 29 October 1942; graduated 18 December 1942 and posted to No.8 AOS; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 6 November 1944. Repatriated 23 November 1944. To No.18 SFTS, 18 January 1945. To No.7 AOS, 8 February 1945. To No.5 Release Centre, 23 March 1945. Retired 23 March 1945. Living in Prince George, British Columbia, 2013. Medal sent by registered mail, 9 May 1951.

As air bomber, Flight Sergeant Kerbrat has displayed a high standard of skill throughout his tour of operational duty. He is a most determined and resourceful member of aircraft crew and has set a fine example to all. On one occasion, whilst over enemy waters during a mine-laying mission, his pilot temporarily became incapacitated. Displaying great promptness, Flight Sergeant Kerbrat took over the controls and afterwards flew the aircraft back to this country. When an airfield was reached his pilot, though still suffering, landed the aircraft safely.

NOTE: Original recommendation in Public Record Office file Air 2/9161 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) drafted 21 September 1944 when he had flown 29 sorties (130 hours 19 minutes).

During his operational tour, which is now almost completed, this Non-Commissioned Officer has produced bombing results of a high degree of accuracy. On all occasions he has placed his bombs with deliberation and decision which has ensured the success of each operation. On a mining sortie

recently, the pilot of the aircraft became ill while the aircraft was over the Baltic Sea and was incapable for a time of retaining control of the aircraft. Flight Sergeant Kerbrat, therefore, assumed control and flew the aircraft back to Base, a distance of approximately 600 miles. Although the pilot was able to carry out the landing, Flight Sergeant Kerbrat's prompt action undoubtedly assisted considerably in preserving the safety of the aircraft and the crew. This incident is typical of the unruffled courage and devotion to duty which this Non-Commissioned Officer has displayed throughout his tour of operations.

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KERNAGHAN, Sergeant Stanley John (R86106) - **Distinguished Flying Medal** - No.252 Squadron - Award effective 25 February 1943 as per **London Gazette** dated 26 February 1943 and AFRO 513/43 dated 26 March 1943. NOTE: Name misspelled in **London Gazette** as "Kermachon". Born 30 May 1921, Cartwright, Manitoba (RCAF press release announcing AFC award). Educated there. Enlisted in Winnipeg, 16 December 1940 and posted to No.2 Manning Depot. To No.2 Training Command, 15 January 1941. To No.3 BGS, 15 January 1941. To No.2 ITS, date uncertain but graduated and promoted LAC, 8 April 1941 when posted to No.18 EFTS; graduated 19 June 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 1 September 1941; to No.31 GRS, Charlottetown, 19 September 1941. To RAF overseas, 11 November 1941. Flew with No.236 Squadron (1 April to 6 May 1942) and No.252 Squadron in Middle East (30 July 1942 to 21 April 1943). Commissioned 18 February 1943; promoted Flying Officer, 18 August 1943. Returned to UK, 1 July 1943 and instructed at No.2 (C) OTU until 19 October 1943 when he was repatriated. To No.31 OTU, 27 November 1943; to No.31 GRS, 20 December 1943. To No.36 OTU, 23 December 1942. To No.8 OTU, 30 June 1944. Promoted Flight Lieutenant, 18 February 1945. To No.2 Air Command, 23 March 1945. To Moncton, 9 May 1945. To No.7 OTU, Debert, 14 May 1945. To Halifax, 21 July 1945. To Pennfield Ridge, 7 August 1945. To No.5 Release Centre, 14 September 1945; retired 22 September 1945. Insurance executive after the war. Credited with the following as per Chris Shores, **Those Other Eagles**: (Grub Street, 2004); **(3 September 1942** - one He.111 probably destroyed during escort to torpedo bombers (Beaufighter T5050, "Y"); **14 September 1942** - One Ju.88 probably destroyed and one Ju.87 damaged over Force "Argent" (Beaufighter T4987, "P"); **12 October 1942** - one Ju.52 destroyed during train strafe (Beaufighter T5036; he attacked the aircraft, forced it to land and set it on fire by strafing); **26 October 1942** - one He.111 destroyed while escorting torpedo bombers (Beaufighter EL227); **8 December 1942** - one Ju.88 destroyed on convoy patrol, Convoy "Pocket" (Beaufighter EL270, "R", damaged on this occasion by return fire). Completed 67 sorties (267 hours 20 minutes). Died in West Vancouver, 16 April 2001 as per **Legion Magazine** of November 2002. See PL-24135.

Sergeant Kernaghan is a first-class pilot with a fine operational record. He has participated in very many sorties involving attacks on shipping and transport in the battle area and inflicted much loss and damage. In addition he has destroyed four enemy aircraft. On one occasion during an engagement in which he shot down a Junkers 87, his own aircraft was badly damaged but he flew it safely to base. This airman has displayed courage and determination of a high order.

NOTE: Original recommendation in Public Record Office file Air 2/4947 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) drafted 11 February 1943 when he had flown 31 sorties (125 operational hours).

This Non-Commissioned Officer has carried out 31 sorties with this squadron involving 125 hours of operational flying. Besides being a first class pilot, he has shown an admirable offensive spirit which has been an inspiration to the squadron, particularly during a period of heavy casualties. The following are incidents from his operational flying during which he has destroyed at least four enemy aircraft in addition to causing much damage to enemy transport, both on land and sea. On 3rd September 1942, he was detailed to attack enemy air cover over a merchant vessel convoy. Prior to the Beaufort strike, he attacked and destroyed a He.111. On 14th September 1942, as fighter protection to naval forces "A.G.M.N.T", he damaged one Ju.87 and probably destroyed one Ju.88. On 10th October 1942, while providing fighter protection to Bisleys on a train strike, he attacked a Ju.52 petrol carrier and forced it to land. Sergeant Kermachan [sic], following up, set the enemy aircraft on fire. On this operation he also attacked two petrol bowsers which blew up. On 26th October 1942, with four other Beaufighters of the squadron, while providing fighter protection to Beauforts on a torpedo strike against enemy shipping, four He.111s were sighted. One enemy aircraft was destroyed and the remainder damaged. On 6th December 1942, in a road strafe east of Sirte, he made 16 separate attacks against enemy motor transport, destroying two and damaging 18 lorries. On 8th December 1942, whilst providing fighter protection to convoy "Pocket", he was vectored onto a shadowing aircraft which proved to be a Ju.88. The enemy aircraft was shot down into the sea but, during the engagement, the starboard engine of Sergeant Kermachan's Beaufighter was damaged by return fire and put out of action and the airscrew was lost. The aircraft landed safely at base. On 11th December 1942, with three other Beaufighters of the squadron, he attacked a coastal vessel of 300 to 400 tons off Tripoli and left it in a sinking condition.

KERNAGHAN, F/O Stanley John, DFM (J17176) - **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. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,131 hours, 442 as instructor, 194 in previous six months.

Flying Officer Kernaghan, DFM, has been an instructor on Mosquito aircraft from the time of their first introduction in this country. He has always displayed superior judgment and skill whilst so employed. His work has been in keeping with the highest traditions of the service and this has provided an example and an inspiration to the many pupils who have passed through his capable hands. He has made a valuable contribution to operational training.

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KERR, W/C Archibald Wilkie Hastings (C4658) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Toronto, 6 January 1909. Educated at Crescent School, Toronto (1917-1920), Ridley College, St. Catharines (1920-1926), Trinity College, University of Toronto (1926-1930) and Osgoode Hall (1930-1933). Home in Toronto. Employed by law firm of McCarthy and McCarthy, 1933-1941. On 4 October 1940 attested with Osgoode Hall COTC contingent; commissioned Second Lieutenant, 21 December 1940. Enlisted in RCAF, Toronto, 12 April 1941 in Administration Branch and commissioned that date. Attended School of Administration, 14 April to 10 May 1941. Promoted Flying Officer, 10 May 1941. To AFHQ, 2 March 1942. Promoted Flight Lieutenant, 1 June 1942. To Western Air Command, 14 February 1943. Promoted Squadron Leader, 1 June 1943. Appointed Honorary Aide de Camp to the Lieutenant-Governor of British Columbia, as per AFRO 2288/43. Promoted Wing Commander, 1 March 1945. To No.4 Release Centre, 20 August 1945. Retired 28 August 1945. Died in Sudbury, 16 April 1967.

This officer's services as Assistant Judge Advocate General and head of the Legal Branch in this Command have earned the respect and admiration of all with whom he has come in contact. In addition to being an outstanding legal staff director, Wing Commander Kerr has set a fine example as an officer in every way.

Recommendation raised by Air Commodore D.M. Smith, late 1944, text as above.

Notes: Interviewed in Toronto, 30 May 1940 by F/O J.G. Ryrie - "Good family background is indicated. Is keen, gentlemanly and mentally alert. Has had no previous military experience and in civil life has studied and practiced law only."

Assessed 8 June 1942 - "This officer has been performing legal duties in this branch for approximately three and one-half months, during which time I have had many opportunities for gauging his capabilities. He has shown a singular aptitude for the type of work which comes into this branch and he performs his duties to my entire satisfaction. In my view, he fully merits promotion to the rank of Flight Lieutenant and I would strongly recommend that he be so promoted, in which connection I have been given to understand that the establishment provides for such a rank being granted," (Brigadier R.J. Orde, Judge Advocate General).

Assessed 7 January 1943 - "As a result of his duties in this Branch since March 1942, this officer is very well qualified for the position of Command AJAS and has been recommended to fill prospective vacancy at Western Air Command. This officer has a sound grasp of Air Force and Civil Law, is possessed of a very pleasant personality and has performed his duties in this Branch in a way which leaves nothing to be desired." (W/C C.M.A. Strathy, AFHQ).

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KERR, F/L Clifford Gordon (J17500) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 5 November 1921 in Portland, Oregon; home in Regina; enlisted in Quebec, 7 March 1941 and posted to No.1 Manning Depot. To No.4 WS, 27 September 1941; promoted LAC, 29 October 1941; graduated 10 April 1942 and posted to No.5 BGS; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942. To RAF overseas, 31 May 1942. Commissioned 22 April 1943. Promoted Flying Officer, 22 October 1943. Promoted Flight Lieutenant, 22 February 1944. Shot down and taken prisoner, 28 July 1944 with No.424 Squadron. Repatriated 1 June 1945. Retired 19 August 1945. Living in Montreal in 1949. Award presented 9 April 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation dated 16 July 1944 when he had flown 32½ sorties (184 hours 20 minutes). First tour was 21 January 1943 to 27 May 1943 (154 hours 25 minutes in 27 trips); second tour was 18 March to 14 July 1944 (and presumably continuing) when he had flown six trips (29 hours 55 minutes). The sortie list is amazing. On his second trip (Lorient, 26 January 1943) the wireless set went unserviceable and had to be repaired in flight; over Cologne (26 February 1943) the aircraft was coned for 4½ minutes; he experienced a fighter attack at St.Nazaire (28 March 1943), and on 4 May 1943 an engine cut over the target (Dortmund). As well there were six mining sorties in the first tour, most recorded as being done at 500 feet including penetration of Brest inner harbour, 27 April 1943. The "half sortie" was on 10 March 1943, described as a "sea sweep". Unit Signals Leader.

Flight Lieutenant C.G. Kerr, a wireless operator now on his second tour of operations, has displayed outstanding courage and devotion to duty. He has completed twenty-six and a half sorties on his first tour, including numerous raids on the most heavily defended targets in Germany, and has made six trips on his second tour of operations as spare wireless operator.

Throughout his operational career, his work in the air and keenness on the ground has been an inspiration to members of his crew and to all aircrew on the squadron. In addition he has shown a marked organizational ability as Signals Section Leader and has performed his duties with efficiency and determination.

The complete sortie list was as follows:

FIRST TOUR

21 January 1943 - Frisians, mining (4.45)
26 January 1943 - Lorient (5.55, Wireless Set unserviceable, had to be repaired on trip)
6 February 1943 - Mining (4.40, 500 feet, plenty of flak)
7 February 1943 - Lorient (6.50)
12 February 1943 - Mining (5.45, 500 feet)
13 February 1943 - Lorient (7.10)
16 February 1943 - Lorient (7.25, heavy cloud, icing)
19 February 1943 - Wilhelmshaven (3.30)
20 February 1943 - Mining (4.30, 500 feet)
24 February 1943 - Wilhelmshaven (5.30)
26 February 1943 - Cologne (6.00, coned 4 ½ minutes over target)
28 February 1943 - St. Nazaire (6.15)
3 March 1943 - Hamburg (6.35, detailed for special recce, very heavy flak)
5 March 1943 - Essen (5.45, searchlights and heavy flak)
8 March 1943 - Mining (4.30, 500 feet)
10 March 1943 - Sea sweep (5.00, one-half sortie)
22 March 1943 - Mining (4.15)
26 March 1943 - Duisburg (4.35, special reconn)
28 March 1943 - St. Nazaire (6.15, fighter attack)
29 March 1943 - Bochum (5.30, bad icing, special reconn)
10 April 1943 - Frankfurt (6.50)
14 April 1943 - Stuttgart (7.55)
16 April 1943 - Mannheim (7.05, special reconn, bad weather)
26 April 1943 - Duisburg (4.55)

27 April 1943 - Mining (6.15, Brest harbour, 500 feet)
4 May 1943 - Dortmund (5.25, engine cut over target)
27 May 1943 - Essen (5.20, usual Essen defences)

SECOND TOUR

18 March 1944 - Frankfurt (6.20, new crew on third trip)
21 April 1944 - Mining, Brest (5.50)
22 April 1944 - Dusseldorf (6.10, new crew)
31 May 1944 - Au Fevre (4.05)
12 July 1944 - Bremont (4.15)
14 July 1944 - Anderbelck (3.15)

Note: The website "Lost Bombers" provides details of his being shot down. Halifax LV997 (QB-E, No.424 Squadron), target Hamburg, 28/29 July 1944. This aircraft was initially issued to No.431 Squadron. Named "Easy Does It". Airborne at 2220 hours, 28 July 1944 from Skipton-on-Swale. Damaged by flak. Crashed at 0151 hours near Wesselburener, 9 km WSW of Heide. Crew consisted of W/C J.D.Blane, RCAF (killed), Sergeant W.McAlpine (POW), WO2 J.D.Burns, RCAF (POW), F/O R.V.Smyth, RCAF (POW), F/L C.G.Kerr, RCAF (POW), Flight Sergeant W.E.Mylchreest, RCAF (POW), Flight Sergeant J.R.Power, RCAF (killed). W/C Blane had commanded No.424 Squadron since late January 1944 and for this sortie he had taken over the aircraft and crew normally captained by F/L Hamilton, RCAF. The Loss Card states that W/C Blane had flown eleven sorties whilst No.424 Sqdn Commanding Officer. Warrant Officer J.D.Burns was interned in Camp L7, POW number No.505 with Sergeant W. McAlpine, POW number 713 and Flight Sergeant Mylchreest, POW number 526.

Directorate of History and Heritage file 181.001 D.24 has Kerr's "Loss of Bomber Aircraft" questionnaire based on interview of 16 May 1945. He stated he had flown 36 sorties. Account as follows:

Took off from Skipton-on-Swale for Hamburg. Clear night and operation proceeded without incident to target. Bombs dropped and we turned homewards (flak fairly heavy). Route taking us north of Kiel Canal. Equipment working perfectly and Navigator confident we were on track and confirmed by the number of aircraft around us. Well north of target, flying straight, flak burst below and slightly on port, spraying aircraft, damaged H2S and wounded myself slightly. Port outer engine catches fire. Still flying straight. Pilot and Engineer attempt to put fire out. Approximately 20 seconds later, two bursts hit aircraft setting other port engine on fire and central section of aircraft by main spar. Engineer starts to put fire out and I attempt to help but pilot gives order to

prepare to abandon aircraft. Navigator jams escape hatch in attempt to release it. Pilot orders abandon aircraft quickly as it is going out of control. Engineer puts his (pilot's) chute on. IFF blown up. I fight with escape hatch until it was kicked out. Remainder of crew behind me ready to bale out and I get out first. Chute opened OK approximately 11,000 feet. Thirty seconds later I saw aircraft hit ground, bursting in flame and a chute opening directly above. Cloud at 1,000 feet approximately. I drifted through, then hit ground in country grain field. Hit in left leg. Fragment flak. Hit ground heavily. One overshoe, one undershoe came off due to G.

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KERR, F/L David Cunningham (C29449) - **Member, Order of the British Empire** - No.435 Squadron (AFRO gives unit only as "Overseas" - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 11 April 1915. Home in Calgary; enlisted there 10 May 1939 as Aero Engine Mechanic. To No.10 (BR) Squadron, 29 August 1939. Promoted AC1, 10 November 1939. Promoted LAC, 29 February 1940. Promoted Corporal, 15 October 1940. Promoted Sergeant, 1 February 1941. Promoted Flight Sergeant, 1 July 1942. Retrained to Aero Engineer (electrical) and commissioned, 4 January 1943. To No.164 (Transport) Squadron, 3 August 1943. Promoted Flying Officer, 1 January 1944. To "Y" Depot, 24 August 1944. Taken on strength of No.3 PRC, 12 September 1944. Promoted Flight Lieutenant, 27 October 1944. Repatriated 8 May 1946. Remained in postwar RCAF at technical officer. RCAF photo PL-60330 (ex UK-19937 dated 30 March 1945) is captioned as follows - "An RCAF transport squadron operating on the Burma Front has received 'strawberries' for efficiency from officials of the Combat Cargo Task Force in which they work. Here are some of the men who keep up their squadron's high maintenance record. Left to right, LAC Charles Gregoire (Shawinigan Falls, Quebec), Corporal Bon Donaldson (Kamloops, British Columbia), LAC Jim Delaplante (Port Credit, Ontario), F/L Dave Kerr, engineering officer (Calgary), and Flight Sergeant A.R. Giguire (Limoilu, Quebec City)." RCAF photo PL-60722 (ex UK-21945 dated 4 June 1945) taken during a performance by Naga dancers; three Canadians in the audience are F/O John Sokulsky (Winnipeg), F/O Dave Kerr (Innisfail, engineering officer of the Chinthe Squadron) and F/L J.E. Barnard (Montreal, medical officer). RCAF photo PL-60966 (ex UK-22944 dated 24 August 1945) is captioned as follows: "Five Canadians admire the mountain scene from the 'front porch' of their house boat at Naging Bagh, the Vale of Kashmir. Left to right, F/O Joe Manley (Toronto), F/O S.E. Payne (Montreal), F/L Charles Carter (Vernon, B.C.) F/O Bill Moore (Alliston, Ontario) and F/L Dave Kerr (Calgary). RCAF photo PL-60967 (ex UK-22945 dated 24 August 1945) is captioned as follows: "Favourite method of travel in the vicinity of Sringar, summer capital of Kashmir, are the water taxis known as shikaras, propelled by three or four 'bamjis' with heart-shaped paddles. The passengers are F/O W.C. Moore, Alliston, Ontario, F/L Joe Manley, Toronto, and F/L Dave Kerr, Calgary." DHH file 181.009 D.1558 (RG.25 Vol.20602)

states he had qualified for 1939-1945 Star while a member of active aircrew with No.435 Squadron in Burma and gives his unit as Down Ampney. However, as of 21 March 1946 he was on strength of No.436 Squadron. No citation in Canadian records. Public Records Office Air 2/9139 establishes recommending unit as No.435 Squadron and gives citation:

Flight Lieutenant Kerr, who has served with this squadron since its formation as Engineering Officer, has performed his technical duties with outstanding success. His engineering skill and his ability to call forth the utmost cooperation from the personnel in his section have proved the greatest contributory factors to the squadron's fine record of aircraft serviceability. The excellence of his work has been strikingly evident in his handling of major overhauls of aircraft not normally required to be executed within the squadron and in the ready assistance he has given in dealing with engineering problems outside the scope of his normal duties.

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KERR, W/C Dennis Christopher (C15943) - **Member, Order of the British Empire** - Overseas Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 1 September 1913 in Toronto (RCAF press release announcing award); educated there. Employed in Post Office Department. Enlisted in London, England, 16 October 1942 in rank of Squadron Leader and as Postal Administrative Officer. Promoted Wing Commander, 1 April 1944. Repatriated 16 November 1945. Retired 12 December 1945. Award presented 9 April 1948. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation.

Wing Commander Kerr has successfully fulfilled his position as Senior Postal Officer, overseas, in that he has not deviated from making every effort to improve postal services to the highest degree of efficiency possible. Statistical records show that through this officer's ability to organize that his staff have been able to handle more mail in less time than previously recorded, particularly during the last Christmas and New Years periods. He has displayed initiative and sound judgement and has worked long hours, being ever ready to carry out any suggestions that would help to increase the efficiency of the postal services. These efforts have resulted in appreciated from the airmen and officers in the field. His devotion to duty has been outstanding.

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KERR, F/O Douglas George (J26103) - **Distinguished Flying Cross** - No.76 Squadron - Award

effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 7 June 1912 in Saskatoon; home in Smithers, British Columbia (postal clerk); enlisted Vancouver, 13 April 1942. To No.3 Manning Depot, 8 June 1942. To No.2 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.15 EFTS until 6 November 1942; may have graduated 30 December 1942 but not posted to No.3 SFTS until 9 January 1943; graduated and commissioned 30 April 1943. To "Y" Depot, 31 July 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 30 October 1943. Promoted Flight Lieutenant, 30 July 1945. Repatriated 2 August 1945. Retired 26 September 1945. Award presented in Vancouver, 22 October 1949. Photo PL-45405 is portrait. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9081 has recommendation dated 18 March 1945 when he had flown 38 sorties (200 hours). NOTE: Sortie list not sent from England.

Flight Lieutenant Kerr has completed a tour of 38 operations against Germany and enemy occupied territory. Both by day and night he has always displayed a fine offensive spirit and keenness to operate and his determination to press home his attack despite opposition is of a high order.

He has spared no effort to raise the efficiency of his crew and has set a fine example as a captain of aircraft.

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KERR, WO2 Earl Thomas (Can 18006A) - **Mention in Despatches** - Station Scoudouc - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 9 June 1907. Home in Komoka, Ontario; enlisted in London, Ontario, 7 September 1939 as Aero Engine Mechanic with rank of AC2. To Technical Training School, 11 December 1939. Promoted A/Corporal 1 March 1940. Graded as AC1 29 February 1940. Promoted LAC, 29 May 1940. Promoted T/Corporal 15 November 1940. Promoted Sergeant 1 July 1941. To No.4 WS, 4 October 1941. To AFHQ, 1 April 1942. Promoted Flight Sergeant 1 May 1942. To No.1 Training Command, 28 February 1943. Promoted WO2 1 February 1944. To Technical Training School, 31 July 1944. To Flight Engineer School, 25 March 1945. To Moncton, 19 May 1945. To No.8 Repair Depot, 7 June 1945. To Scoudouc, 14 July 1945. Retired 12 October 1945.

This Warrant Officer has at all times shown an ardent conscientiousness to duty. He has carried out his duties with a cheerfulness and thoroughness that is an example to all those with whom he serves. As a technical instructor he has given aid to many juniors throughout his service.

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KERR, Flight Sergeant Ernest Edward Roy (R54603) - **Distinguished Flying Medal** - No.162 (BR) Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 1 June 1907. Home in Montreal; enlisted there 20 October 1939 as Aero Engine Mechanic. To No.11 (BR) Squadron, 9 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 1 October 1940. To No.5 (BR) Squadron, 4 July 1941. Posting changed to No.116 (BR) Squadron, 5 July 1941. Promoted Corporal, 1 October 1941. To No.117 (BR) Squadron, date uncertain. To North Sydney, 31 July 1942. To No.9 BGS, 20 November 1942. To Aero Engineer School, 31 December 1942. To No.3 OTU, 16 January 1943. Reclassified as Flight Engineer Under Training, 19 February 1943; promoted Sergeant as of that date. To Eastern Air Command, 6 March 1943. To No.117 (BR) Squadron, 9 March 1943. Promoted Flight Sergeant, 1 December 1943. To No.162 (BR) Squadron, 10 December 1943. To Iceland, 31 December 1943. Promoted WO2, 19 February 1944. To Canada, 5 December 1944; to No.11 (BR) Squadron, 3 February 1945. To Release Centre, 15 February 1945. Discharged 28 March 1945. Award presented 5 October 1947.

This airman has completed three tours of operational duty. Throughout this period he has been engaged on anti-U-boat patrols and has consistently displayed a high standard of efficiency and great courage and devotion to duty. His resourcefulness and skill as flight engineer has materially contributed to the safe return of his aircraft from patrols over the North Atlantic Ocean in adverse winter weather.

NOTE: Original recommendation in Public Record Office file Air 2/9107 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000).

Flight Sergeant Kerr has completed three tours of operations on anti-U-boat warfare. Throughout these tours, this Non-Commissioned Officer has shown courage and devotion to duty. His resourcefulness and skill as a Flight Engineer has aided greatly to the safe return of his aircraft from patrols carried out in the worst North Atlantic winter weather. Flight Sergeant Kerr has consistently displayed a high standard of efficiency and keenness which has been an example to all the squadron. He is strongly recommended for the award of the Distinguished Flying Medal.

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KERR, Flight Sergeant Henry James Forster (R53757) - **Distinguished Flying Medal** - No.149 Squadron - Award effective 7 May 1942 as per **London Gazette** dated 15 May 1942 and AFRO

809/42 dated 29 May 1942. Born at Mountain, Ontario, 4 March 1920; home in Russell, Ontario; student at Ottawa Technical School when he enlisted in Ottawa, 15 April 1940. To No.1 WS, 23 May 1940 with rank of LAC from that date; to No.1 BGS, 27 October 1940; graduated and promoted Sergeant, 23 November 1940. To Embarkation Depot, 4 December 1940; to RAF overseas, 14 December 1940. Commissioned 22 May 1942 (J16073). Invested with award by King George VI, 30 December 1942. Promoted Flying Officer, 22 April 1943. Repatriated 19 July 1943. To No.20 EFTS, 4 September 1943. To No.6 SFTS, 13 November 1943. Graduated as pilot, 6 April 1944 and posted to No.1 OTU, Bagotville. To "Y" Depot, 9 September 1944. Taken on strength of No.3 PRC, 23 September 1944. Promoted Flight Lieutenant, 22 October 1944. Repatriated 5 August 1945. Retired 12 September 1945.

One night in April 1942, this airman was the rear gunner of an aircraft detailed to attack the Heinkel Works at Rostock. After leaving the target area his aircraft was suddenly attacked by an enemy fighter which opened fire from close range. As the attacker broke away, Flight Sergeant Kerr delivered an accurate burst of fire causing the enemy aircraft to waver and then dive sharply. It was then observed to catch fire and finally it exploded with a bright flash. By his great coolness and efficiency this airman contributed materially to the safe return of his aircraft. Flight Sergeant Kerr has participated in numerous sorties and has always set an excellent example.

Original recommendation in Public Record Office file Air 2/8466 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) drafted 29 April 1942 when he had flown 28 sorties (169 operational hours).

On the night of 26th/28th April 1942, Flight Sergeant Kerr was detailed as rear gunner of Stirling aircraft "B" with the rest of the crew to attack the Heinkel Works at Rostock. After leaving the target, the aircraft was attacked by an Me.110. The visibility for the rear gunner was very poor and the enemy aircraft was able to approach the aircraft silhouetted against the moon. The enemy aircraft was not observed until he opened fire, in which position he fired a long burst from underneath and slightly to starboard. He then broke away at point blank range directly under the rear turret, climbing and going away to port at a slower speed than the Stirling. Flight Sergeant Kerr had then a clear view of the Me.110's belly and, at a range of 50 yards, he opened fire, 200 rounds per gun. At 125 yards, the Me..110 appeared to waver, reduce speed, his nose went down and his navigation lights went on. Immediately after that, it appeared that the whole of the centre of the attacking aircraft was on fire and a second or two after, it was seen to explode with a bright flash. Undoubtedly, Flight Sergeant Kerr was largely responsible for the safe return of his aircraft that night by his

coolness and courage in the attack. He has consistently shown the same coolness, courage and ability of the highest order in all his sorties.

Public Record Officer Air 50/219 has Combat Report for 26/27 April 1942 which gave following account, apparently involving a head-on attack by a Me.110:

Stirling Mark I, "B", W7510 of 149 Squadron, 50 miles NW of Den Helder flying at 5,000 feet at 0517 hours at A.I.S. 150 m.p.h. on course 259, after bombs had been dropped, in good visibility, was approached by Me.110 from starboard quarter below. Enemy aircraft first sighted at 25 feet when it opened fire with cannon and machine guns causing considerable damage to fuselage, hydraulics, IFF and DR compass, inflicting flesh wounds on front and mid-upper gunners. As enemy aircraft broke away to port, our rear gunner (Flight Sergeant Kerr) fired a long burst from his four guns, opening at 25/30 yards and continuing till 250 yards when enemy aircraft burst into flames. Navigation lights came on and then enemy aircraft exploded. No searchlights. No flak. No IFF. Our aircraft was between moon and enemy aircraft. No evasive action. Enemy aircraft claimed as destroyed.

Note: Wellington R1181 took off from RAF Mildenhall at 1230 hours on the 10th April 1941, on a training flight, in which the aircraft was travelling from Mildenhall to Bassingbourne, collided with trees and crashed, demolishing a cottage at Holmsey Green, Mildenhall, Suffolk, UK. Two of the crew were killed and the others were injured.

Crew :

RAF PO Fisher, J H Captain (Pilot) Seriously Injured
RAAF 402011 Sgt R J Uhrig, ((Pilot) Died of Injuries
RAF Sgt J K Moseley, (Observer) Died of Injuries
RAF Sgt D C Smallbone, (Wireless Air Gunner) Seriously Injured
RAF Sgt C Ingleby (Wireless Air Gunner) Slightly Injured
RCAF Sgt H J F Kerr, (Air Gunner) Slightly Injured.
RAF Sgt R L Clarke, (Air Gunner) Slightly Injured

A court of Inquiry findings into the accident found that : "The Pilot did not make full use of the largest runway with the wind in the direction at a strength that day and had not made full use the flaps to assist take off. The aircraft reached a height of 20 feet after take off and sank back to some 2 or 3 feet off the ground, and on being pulled up abruptly failed to gain sufficient height to clear the trees at the edge of the drome."

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KERR, W/C James (C8965) - **Member, Order of the British Empire** - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944 - Directorate of Airmen Personnel Services, AFHQ. Born in Calgary, 6 August 1912 (RCAF Press Release 2659 announcing award). Articled as an accountant with Williams and Williams in Calgary, 1931-1937, and became a member of the Institute of Chartered Accountants in 1937. Enlisted 28 April 1940 at Calgary in Administrative Branch. Promoted Flight Lieutenant, 15 May 1941. To AFHQ, 27 May 1940. Promoted Squadron Leader, 15 June 1942. Promoted Wing Commander, 1 December 1942. To "Y" Depot, 2 August 1944; to United Kingdom, 7 August 1944. Repatriated 9 September 1945. Retired 17 October 1945. Worked on recruitment and training plans for the RCAF and the British Commonwealth Air Training Plan. A sports fan, he also managed the RCAF Flyers Hockey Team, which won the Allen Cup in 1942. From July 1944 until the end of the war he served with the Air Ministry in England. Living in Hamilton in 1947. Subsequently Chief Accountant (1948), General Manager (1956) and President (1963) of Calgary Brewing, and Malting. He also managed the brewery-sponsored Calgary Buffalo Athletic Association. In the 1960s Kerr served on several committees of the Calgary Exhibition and Stampede, including the Sites Planning Committee and the Grounds Development Committee, which recommended improvements of the grandstand and expansion into Victoria Park. Kerr undertook private accounting work over the years. He was a financial consultant for several small town hotels in Alberta, some of which had originally been part of the CBMC Hotel System, which was dismantled after 1957 when provincial legislation required brewing companies to dispose of their hotel holdings. Died in Calgary, 15 November 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004. Papers including extensive RCAF material held in Glenbow Museum, Calgary; see http://asalive.archivesalberta.org:8080/?proc=disp&sess=ASALIVE-634-E4nWg&dbase=archives_alberta&item=glen-3294. Award presented 22 April 1944.

For the past two years this officer has been in charge of aircrew postings for RCAF, RAF and other allied personnel being trained in Canada. With the many changes in policy, aircrew categories and methods of training, his task has been most difficult. The tremendous amount of work involved has required accuracy and efficiency and the successful functioning of this important branch, which required a great deal of overtime work and self-sacrifice, is largely due to the untiring efforts and outstanding ability of Wing Commander Kerr.

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KERR, P/O James Andrew (J86532) - **Distinguished Flying Cross** - No.411 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45

dated 2 March 1945. Born 5 October 1920, Alexander, Manitoba; home there; enlisted Winnipeg, 29 November 1941 and posted to No.2 Manning Depot. Granted Leave Without Pay until 29 December 1941 when again posted to No.2 Manning Depot. To No.14 SFTS (guard duty), 13 February 1942. To No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.7 EFTS until 18 July 1942; graduated 11 September 1942 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943; to RAF overseas, 26 January 1943. Commissioned 9 December 1943. Promoted Flying Officer, 9 May 1944. Repatriated 2 August 1945. Retired 4 October 1945. Award presented 6 September 1947. RCAF photo PL-28247 (ex UK-8576 dated 21 March 1944) shows him.

Pilot Officer Kerr has been engaged on operations for a period of ten months and during this time has proved himself a most keen and efficient pilot and section leader. Since the invasion of the continent he has shown outstanding courage in attacks on ground targets in the most heavily defended areas. He has damaged or destroyed fifty-nine tanks, trucks and other mechanical vehicles and has shared in the destruction of two barges and a tug. In addition he has damaged an enemy aircraft in the air. His zeal and reliability have been exceptional throughout all his missions.

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KERR, S/L James William (C6353) - **Member, Order of the British Empire** - No.16 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Port Perry, Ontario; enlisted in Toronto, 18 July 1941 in Physical Training and Discipline trade. Appointed Flying Officer, 27 September 1941. With No.16 SFTS as of January 1942. Promoted Flight Lieutenant, 1 August 1942. To No.6 ITS, 8 November 1942. To No.16 SFTS again, 12 April 1944. Promoted Squadron Leader, 1 October 1944 Retired 19 November 1945. Award presented 9 April 1948.

This officer possesses initiative, ability and enthusiasm of the highest degree. He is able to grasp a situation or a difficult task with remarkable ease and to give it his undivided attention. As Chief Ground Instructor he recently guided an experimental Ab Initio course on Harvard aircraft through its Ground School studies with outstanding success, so much so that the Course as a whole obtained above average results. His keen interest in his work and great devotion to duty have been noteworthy contributions to the success of this unit.

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KERR, W/C John Gordon (C130) - **Air Force Cross** - No.4 Bombing and Gunnery School - Award effective 28 May 1943 as per **London Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born in Arnprior, Ontario, 2 May 1909. Educated in Ottawa and at Royal Military College where he got a degree in civil engineering, graduating in 1931. As a Gentleman Cadet, appointed Provisional Pilot Officer, Camp Borden, 25 June 1928 to 31 August 1928 for first year of training; appointed Provisional Pilot Officer, 24 June to 31 August 1929 and again from 23 June to 31 August 1930. Entitled to pilots wings, 27 August 1930. Appointed Pilot Officer, Permanent Force, 6 July 1931 on graduation from RMC. Transferred from Camp Borden to Trenton, 19 October 1931. Promoted Flying Officer, 6 July 1932. Transferred from Trenton to Camp Borden, 13 November 1932. Transferred back to Trenton, 31 May 1935. Promoted Flight Lieutenant, 1 July 1936. To No.19 Detachment, 24 November 1936. Returned to Trenton, 21 November 1937. Promoted Squadron Leader, 1 April 1939. To Camp Borden, 1 May 1939. His various prewar postings were on flying and staff duties at Camp Borden, Trenton and Hamilton. At outbreak of war he was the officer commanding Preparatory Training Squadron at Camp Borden and in next two years he was busy in BCATP work, opening new schools. Promoted Wing Commander, 1 January 1941. He commanded the SFTS at St.Hubert before posting to AFHQ, 2 May 1942. To No.4 BGS, Fingal to command, 18 January 1943. Promoted Group Captain, 1 November 1943. AFC presented 10 April 1944. To "Y" Depot, 26 May 1944; to RAF overseas, 11 May 1944. Commanding operational and advanced training units in UK, being promoted Air Commodore, 13 January 1945. Returned to Canada, 10 July 1945. He was designated to command No.661 bomber wing in Tiger Force, but the war ended before that formation took full shape. On 23 September 1945 he was then appointed Chief Staff Officer, No.1 Air Command (later to become Training Command). Postwar he was Deputy Air Member for Operations and Training (AFHQ). In December 1950 he attended Imperial Defence College. On completion of that course he was appointed (December 1951) Air Officer Commanding Tactical Air Group (later Tactical Air Command), Edmonton. Was later Chief of Personnel and finally Chief of Staff to 4th Allied Tactical Air Force, Germany. Promoted Air Vice-Marshal, 1 January 1953. Awarded Queen's Coronation Medal, 23 October 1953 when Air Vice Marshal, Training Command Headquarters. Retired September 1963. On retirement he assumed post of Administrator for the Traffic Injury Research Foundation followed by four years as Administrator of the Department of Internal Medicine, University of Alberta Hospital. Returned to Ottawa in 1971 and stayed. Died 5 March 1995. RCAF photo PL-32707 (ex UK-14629 dated 13 September 1944) taken during distribution of 10,000 free cigarettes from Ladies' Auxiliary, Ottawa Retail Druggists Association; photo includes LAC Roger Roy (Ottawa, Maintenance Section) and F/L S.G. Lefevre (Range Road, Ottawa and Base Personnel Officer). RCAF photo PL-33579 (ex UK-16086 dated 26 October 1944) shows G/C J.G. Kerr, AFC (St.Thomas and Ottawa) at right with members of No.424 Squadron at debrief after raid on Duisburg - F/O Gordon Lang, pilot (Prince Albert) and F/O P.J. Parsons (bomb aimer, Montreal). It had been their 25th sortie. The following citation for AFC found in Governor General's Records, RG.7 Group 26, Volume 57, file for 1943.

Wing Commander Kerr, when in charge of the Flying Training School at Camp Borden from 1939 to 1940, owing to the great shortage of instructors and aircraft at that time, flew exceptionally long hours giving instructors final tests and categorization, averaging over a hundred hours per month. As a result of his efforts, the commencement of the BCATP found the Royal Canadian Air Force with a nucleus of trained instructional staff which has since proved to be of exceptional value to the war effort. Wing Commander Kerr was appointed Chief Flying Instructor at the first Service Flying Training School opened up under the new plan and he organized the flying training program and flying orders so efficiently that he was placed in command of Opening Parties for the next six Service Flying Training Schools. His total flying time to date amounts to 2,200 hours, of which 1,500 hours have been on instructional duties. This officer's keenness, devotion to duty and outstanding flying ability have been an inspiration to both instructors and trainees.

KERR, A/C John Gordon, AFC (C130) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. No citation.

KERR, A/C John Gordon, AFC (C130) - **Commander, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Award presented 8 April 1948.

Air Commodore John Gordon Kerr has served with distinction in many difficult posts throughout the course of the war. First, with the Joint Air Training Plan and latterly overseas in No.6 Royal Canadian Air Force Bomber Group in command of an operational station [NOTE: citation poorly drafted and this is not a complete sentence]. His overseas duties culminated in his appointment to command the Royal Canadian Air Force Base of No.7 Operational Training Group, Royal Air Force, to which was assigned the training of Canadian bomber crews. His personal qualities of energy, experience and unbounded tact attributed [contributed ?] immeasurably to the smooth functioning of the Canadian formation within a Royal Air Force group. Despite innumerable and persistent difficulties embracing the combined command of both Royal Canadian Air Force and Royal Air Force personnel, he maintained with distinct success and the quality and even flow of re-enforcing crews for No.6 Royal Canadian Air Force Bombing Group, a major factor in this formation's outstanding war record. This officer's qualities as a leader and his untiring energy in the advancement of the

Royal Canadian Air Force in all those endeavours with which he has been associated, are an outstanding example to all those who serve under him. He has continued to bring to bear those qualities beyond the normal call of duty to the organization and administrative problems of No.1 Air Command throughout the difficult period since VJ-Day. The service has in the past and will continue in the future to benefit from the outstanding example set by this officer.

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KERR, F/L John Williamson (J11940) - **Distinguished Flying Cross** - Topcliffe - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 12 November 1916; home in Regina or Port Credit, Ontario; enlisted Toronto, 12 May 1941. Granted Leave Without Pay until 10 October 1941 when posted to No.6 ITS1 and promoted LAC, 6 December 1941 when posted to No.4 AOS; graduated 14 March 1942 when posted to No.4 BGS; graduated and promoted Sergeant, 25 April 1942; posted that date to No.2 ANS; graduated and commissioned 25 May 1942. To "Y" Depot, 21 June 1942. To RAF overseas, 19 July 1942. Promoted Flying Officer, 25 November 1942. Promoted Flight Lieutenant, 2 November 1943. Repatriated 14 December 1944. Retired 29 March 1945. Active in the electrical industry after the war (Canada Wire and Cable, Triangle Conduit and Cable, General Cable). At one time President of the Canadian Electrical Manufacturers Association. In 1964 founded Kerrwil Publications for the electrical market. Died in Toronto, 21 February 2004. Obituary notice identified him with No.429 Squadron. Award presented 22 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 26 October 1944 when he had flown 25 sorties (139 hours 30 minutes; prepared by S/L A.M. Ogilvie, Group Navigation Officer. All sorties were in Wellington aircraft. At the time of being recommended, he was Radar Navigation Officer at No.1659 Heavy Conversion Unit.

21 January 1943 - Sea Sweep (4.30)
16 February 1943 - Lorient (6.15)
19 February 1943 - Wilhelmshaven (4.50)
25 February 1943 - GARDENING, Juist (4.25)
26 February 1943 - Cologne (5.25)
3 March 1943 - Hamburg (5.55)
5 March 1943 - Essen (4.55)
26 March 1943 - Duisburg (4.30)
28 March 1943 - St.Nazaire (5.45)
4 April 1943 - Kiel (6.25)
8 April 1943 - Duisburg (5.15)

10 April 1943 - Frankfurt (7.50)
16 April 1943 - Mannheim (6.35)
4 May 1943 - Dortmund (4.55)
12 May 1943 - Duisburg (5.20)
13 May 1943 - Bochum (5.50)
23 May 1943 - Dortmund (4.50)
25 May 1943 - Dusseldorf (5.10)
11 June 1943 - Dusseldorf (5.30)
21 June 1943 - Krefeld (4.35)
22 June 1943 - Mulheim (4.40)
6 July 1943 - GARDENING, Brest (6.50)
13 July 1943 - Aachen (4.25)
25 July 1943 - Essen (4.30)
27 July 1943 - GARDENING, Scharborn (4.35)
29 July 1943 - Hamburg (5.45)

As navigator, Flight Lieutenant Kerr has made many attacks against the enemy's most heavily defended targets, as well as having carried out mine-laying operations. His navigation at all times has been of an exceptionally high standard which contributed largely to his crew completing their missions without serious mishaps. His keenness, courage and devotion to duty have been most outstanding and he is recommended for the award of the Distinguished Flying Cross.

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KERR, P/O Robert Douglas (J89277) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 19 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1 March 1919 in Edmonton; home at Langford Park, Alberta; enlisted in Edmonton, 28 August 1942. To No.3 Manning Depot, 27 September 1942. To No.15 SFTS (guard), 23 November 1942. To No.23 Pre-Aircrew Education Detachment, 21 March 1943. To No.1 Air Gunner Ground Training School, 16 April 1943. Promoted LAC, 29 May 1943 and posted that date to No.9 BGS; graduated and promoted Sergeant, 23 July 1943 when posted to "Y" Depot; to United Kingdom, 2 August 1943. Commissioned 2 September 1944; promoted to Flying Officer, 2 March 1945. Repatriated to Canada 2 February 1945; released 19 April 1945. Award presented 13 November 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation for a DFM (he was then a Flight Sergeant) dated 12 October 1944 when he had flown 34 sorties (180 hours 40 minutes). Sortie sheet indicates he was in same crew as P/O John A. Peterson and WO2 George B. Watts.

1 May 1944 - Toulouse (8.25)
5 May 1944 - Mailly le Camp (5.35)
6 May 1944 - Sable-sur-Sarthe (4.50)
8 May 1944 - Brest (4.55)
10 May 1944 - Lille (3.25)
11 May 1944 - Bourg Leopold (3.55)
21 May 1944 - Duisburg (4.40)
22 May 1944 - Brunswick (6.25)
27 May 1944 - Nantes (5.45)
28 May 1944 - Cherbourg (3.15)
31 May 1944 - Saumur (5.40)
3 June 1944 - Cherbourg (3.35)
6 June 1944 - Argentan (3.55)
8 June 1944 - Rennes (7.00)
12 June 1944 - Poitiers (6.15)
14 June 1944 - Auray-sur-Odon (4.45)
15 June 1944 - Châtellerault (6.50)
21 June 1944 - Gelsenkirchen (4.20)
24 June 1944 - Prouville (3.35)
29 June 1944 - Beauvoir (3.20)
12 July 1944 - Culmont Chalndrey (3.00)
15 July 1944 - Nevers (7.20)
19 July 1944 - Thiverny (3.55)
20 July 1944 - Courtrai (3.20)
24 July 1944 - Stuttgart (8.00)
26 July 1944 - Givors (2.25, DNCO)
28 July 1944 - Stuttgart (7.50)
1 August 1944 - Mont Condon (4.45)
2 August 1944 - Bois de Casson (4.40)
5 August 1944 - Etaples (4.25)
7 August 1944 - Lorient (4.35)
9 August 1944 - La Pallice (6.10)
11 August 1944 - Givors (7.50)
13 August 1944 - Brest (4.30)
14 August 1944 - Brest (4.40)

Flight Sergeant Kerr, with mid-upper gunner Sergeant Major, has just completed a tour of operations, and have shown themselves to be an exceptional team. They have engaged in several combats; in May last over Duisburg and in June in

an attack on Gelsenkirchen they sighted enemy aircraft, and opening fire, drove them off. In June again, during an attack on Prouville, their aircraft was simultaneously attacked by three Ju.88s. The gunners opened fire, and one Ju.88 was destroyed. Their own aircraft suffered no damage.

These two gunners have consistently taken an aggressive attitude towards night fighters and have at all times shown great courage and keenness to operate. They have been very valuable members of an outstanding crew.

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KERR, Flight Sergeant Stephen Roy (R60931) - **British Empire Medal** - Station Mountain View - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Elmstead, Ontario, 16 November 1905. Attended University of Alberta. Home in Three Hills, Alberta; teaching at a high school in Donalds, South Dakota. Enlisted in Edmonton, 5 July 1940 as an Armourer. To "B", 10 August 1940; to Trenton, 17 October 1940. Promoted AC1, 13 January 1941. To No.2 Wireless School, 14 January 1941; promoted Corporal, 26 March 1941; to Trenton, 16 April 1941; to the Air Armament School, Trenton, 23 April 1941; to No.7 SFTS, 30 June 1941; to No.1 ANS, 25 October 1941; to Mountain View (Air Armament School), 5 September 1942. Attained the rank of Sergeant, 3 July 1941 and Flight Sergeant, 1 May 1942. Won air gunner's badge on 19 January 1945. Released 5 September 1945. Award sent by registered mail 22 November 1945.

Flight Sergeant Kerr has been employed in the Air Armament School for two and a half years and during this time has been easily the most outstanding instructor there. He has been adept at handling all types of trainees and by his example has inspired those working with and under him. In addition to his most pronounced ability as an instructor, he has proved to be an able organizer and in this respect his work has had a lasting effect throughout the service as a whole. Many of the ideas put into armourers, instructors and armament officers syllabi have been his. He has refused positions leading to promotion elsewhere on several occasions, knowing that he could serve his country best at the Air Armament School. He has performed duties far beyond what is normally expected and has set an outstanding example of loyalty and devotion to duty.

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KERR, Corporal William Bernard (R122935) - **British Empire Medal** - No.8514 AMES (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. Born 16 May 1922; home in Hamilton; enlisted

there 29 August 1941. Classified as a Radar Mechanic (Under Training), he was confirmed in that trade, 23 March 1942. To No.1 Manning Depot, 29 August 1941; to McGill University, 5 October 1941; promoted LAC, 24 January 1942; to No.31 Radio School, 13 February 1942; to No.31 Personnel Depot, 31 May 1942. Posted overseas, 19 April 1942; promoted to Corporal on 1 April 1943; repatriated 27 September 1945; released 7 November 1945. Award presented 8 May 1948. No citation in Canadian sources. Public Records Office Air 2/9139 has recommended citation.

On the 1st January 1945, a barge belonging to the station was moved down river and placed in charge of HMIS **Bihar** which corvette took the unit in tow. Whilst out to sea the captain decided to take the barge alongside and maneuvered it into that position. before lashing had been completed, however, the swell from three cruisers hit the barge, causing it to heel over and crash into the corvette. Leading Aircraftman Gue, who was with the Commanding Officer on the forward gun site, realized that he could not maintain his position and jumped onto the deck of the corvette. Seeing the commanding officer in difficulties, he attempted to regain the barge, and in doing so lost his grip and fell into the water between the two vessels. Leading Aircraftman Kerr, who saw him fall, immediately dived between the corvette and the barge, knowing that LAC Gue could not swim. He supported the latter for the whole length of the barge until he reached open water. He was reaching for a life belt which had been thrown him when a further life belt thrown from the corvette struck him on the back, nearly stunning him. Despite this he maintained his hold on Leading Aircraftman Gue and managed to get the life-belt. Both men were then taken on board HMIS **Bihar**. Leading Aircraftman Kerr showed gallantry and self-sacrifice in making this rescue.

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KERRIGAN, F/L Harold Fleming (J6002) - **Distinguished Flying Cross** - No.120 Squadron - Award effective 5 February 1944 as per **London Gazette** dated 11 February 1944 and AFRO 644/44 dated 24 March 1944. Born 10 June 1917 at Sandwich, Ontario; home in Westmount; enlisted in Hamilton, 12 August 1940. To No.2 WS, 13 October 1940. To No.2 ITS, 10 December 1940; graduated and promoted LAC, 14 January 1941 when posted to No.8 EFTS; graduated 4 March 1941 when posted to No.2 Manning Depot; to No.4 SFTS, 17 March 1941; graduated and promoted Sergeant, 3 July 1941. Commissioned 4 July 1941. Posted overseas, 13 November 1941; promoted to Flying Officer, 4 July 1942; to Flight Lieutenant, 4 July 1943. Repatriated 18 May 1945; released 18 August 1945. Presented with both DFC and DSO at Buckingham Palace, 11 May 1945. Living in Westmount in 1950. RCAF photo PL-44490 (ex UK-21381 dated 22 May 1945) taken attending investiture at Buckingham Palace.

This officer is on his second tour of operational duty, having previously completed a tour of air-sea rescue sorties. During his present tour he has taken part in six attacks on U-boats. As captain of aircraft, in one month, he directed two most determined attacks on an enemy submarine in the face of heavy opposition. Again, later in the same month, he sighted and attacked a U-boat which made most determined resistance. With the assistance of other aircraft the enemy was destroyed. Flight Lieutenant Kerrigan is an exceptionally keen and efficient captain of aircraft and has instilled a fine spirit of co-operation into his crew.

KERRIGAN, F/L Harold Fleming, DFC (J6002) - **Distinguished Service Order** - No.120 Squadron - Award effective 16 May 1944 as per **London Gazette** dated 16 May 1944 and AFRO 1296/44 dated 16 June 1944. Cited with F/O Paul R. Rackham (RCAF navigator, awarded DFC).

In March 1944, these officers were pilot and navigator respectively of an aircraft which successfully attacked two U-Boats. In the fight against the first of these vessels intense and accurate anti-aircraft fire was encountered. The aircraft was hit and one engine was set on fire. Despite this, Flight Lieutenant Kerrigan pressed home his attack and the explosion of his depth charges completely enveloped the submarine. Almost immediately the second submarine was sighted. Although the starboard engine was still burning, Flight Lieutenant Kerrigan promptly prepared to attack and made his run in the face of withering fire. The aircraft was repeatedly hit and sustained extensive damage. Flying Officer Rackham was wounded in the head, body and leg but bravely remained at his post to continue his navigational duties. Throughout the long flight home the aircraft was difficult to control but Flight Lieutenant Kerrigan flew it safely to this country. This officer displayed outstanding skill, courage and determination in his fight against the enemy's underwater craft. Flying Officer Rackham also proved a gallant and resolute member of aircraft crew. Although suffering acutely he did everything within his power to assist his pilot to reach home.

NOTE: The following report is from Coastal Command Intelligence Summary No.245 (4 March to 11 March 1944) covering attack by Liberator B/120, F/L Kerrigan, 1802 hours on 6 March 1944, position 68° 57' North 3° 16" East (west of Lofoten Isles). **U-737** damaged.

Aircraft on escort duty obtained a radar contact at 15 miles range. "B" homed and sighted a surface U-boat, an attack was made, six 250-lb depth charges were dropped from 50 feet. The exact positions of the entry of depth charges was not observed, but U-boat was hidden by the explosions; later the bow of the U-boat

rose out of the water and the flak ceased. As a result of flak from the U-boat the aircraft was hit in the outer starboard engine which caught fire. Immediately after this attack aircraft circled to see results and at 1804 sighted what was believed to be a second U-boat; an attempt was made to attack, but at 700 yards "B" was hit by flak again and as a result the depth charges failed to release. The aircraft suffered considerable damage and two of the crew were wounded.

The following account of events of 6 March 1944 is from a medals and memorabilia auction catalogue:

Liberator V "B" (BZ764) of 120 Squadron, flown by Flight Lieutenant H.F. Kerrigan, had a hard struggle to get home on 6 March 1944 following an encounter with U-737. Harold Kerrigan RCAF was an experienced pilot, and in October the previous year had helped sink U-470. On this March day he and his crew, operating out of Meek's Field, Iceland, investigated a radar contact and found U-737 on the surface.

The aircrew recorded the action at 1748 hrs in position 6857/0316 west of the Lofoten Islands, Norway. During the approach intense flak from the uboat hit and set fire to the No.4 engine, the Lib's guns fired back, hitting the conning tower. In spite of the damage the attack was carried out and a stick of six D/Cs released, which the uboat recorded fell within ten metres, then she dived. The U-Boat's KTB also noted that the right outside motor of the four-engined aircraft was seen to be on fire and trailing smoke.

The U-Boat surfaced again and Kerrigan went into the attack but once more the boat put up a curtain of flak and the Lib was hit again in several places including the nose cupola. Both navigators were wounded (2nd nav. Hatrick had been seriously wounded) and the bomb sight and D/C release gear put out of action, so that the D/Cs failed to drop.

Kerrigan was given no choice but to head immediately for home, helped by his wounded navigator, Paul Rackham; despite wounds to his head, legs and body the man remained at his position. Because of the damage and with wounded aboard, he was diverted to Skitten, Scotland, where he successfully belly landed on two engines. The aircraft was so severely damaged that she was scuttled.

Kerrigan later received the DSO for his efforts, and the senior navigator, Paul Rackham, the DFC.

U-737 was damaged during this attack and returned to port.

Liberator crew:

F/L Harold Fleming Kerrigan, RCAF - Pilot.
F/O A M McLennan - second Pilot.
F/O Paul Remby Rackham, RCAF - first Nav.
F/O W J Hartrick - second Nav.
Sgt P. Cole - Engineer.
W/O J T Foy - 1st WOP/AG.
F/S T Levinsky - 2nd WOP/AG.
F/S J J Grassam - 3rd WOP/AG.
F/S T W Chapman - WOM.

Kerrigan, with Foy, Grassam and Chapman, had helped to sink U-470, 16 October 1943

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KERRY, P/O Ivan Gordon (J92975) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 3 November 1925 at Strico, Ontario; home in Port Perry, Ontario (labourer); enlisted in Toronto, 22 June 1943 and posted to No.3 Manning Depot. Posted 23 August 1943 to uncertain unit. To No.13 SFTS (guard), 3 October 1943. To No.1 Air Gunner Ground Training School, 29 October 1943. Promoted LAC, 10 December 1943 when posted to No.3 BGS; graduated and promoted Sergeant, 25 February 1944. To No.3 Aircrew Graduate Training School, 10 March 1944. To "Y" Depot, 4 April 1944. Taken on strength of No.3 PRC, Bournemouth, 10 April 1944. Commissioned 9 November 1944; promoted to Flying Officer, 9 May 1945. Repatriated to Canada, 13 June 1945; released 20 December 1945. Sergeant-at-Arms in Legislature of Prince Edward Island. Died in Charlottetown, 12 April 2016. Award sent by registered mail 28 June 1949. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 27 March 1945 when he had flown 36 sorties (220 hours 35 minutes) from 28 September 1944 to 12 March 1945.

This gunner has completed thirty-six sorties over some of the most heavily defended targets in Germany as a rear gunner. This officer could have been screened on completion of thirty-four trips, but completed the other two in order to remain with the rest of his crew. Pilot Officer Kerry has displayed exceptional keenness and a high standard of professional ability. In his section,

the cheerful confidence and strong sense of duty shown by him was noticed by all. For his keenness and fine offensive spirit this officer is strongly recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

28 September 1944 - Cap Gris Nez (4.05, day)
30 September 1944 - Sterkrade (4.45, day)
14 October 1944 - Duisburg (5.10, day)
14 October 1944 - Duisburg (5.30)
23 October 1944 - Essen (5.15)
25 October 1944 - Hamburg (5.00, day)
28 October 1944 - Cologne (5.30, day)
30 October 1944 - Cologne (6.05)
1 November 1944 - Oberhausen (5.40)
2 November 1944 - Dusseldorf (5.15)
16 November 1944 - Julich (5.15, day)
2 December 1944 - Hagen (7.10)
4 December 1944 - Karlsruhe (6.40)
6 December 1944 - Osnabruck (6.05)
18 December 1944 - Duisburg (6.15)
28 December 1944 - Opladen (6.00)
29 December 1944 - Trois Dorf (6.35)
30 December 1944 - Cologne (6.15)
2 January 1945 - Ludwigshaven (7.05)
5 January 1945 - Hanover (5.30)
16 January 1945 - Magdeburg (6.50)
28 January 1945 - Stuttgart (7.10)
1 February 1945 - Mainz (6.40)
2 February 1945 - Wanne Eickel (5.55)
4 February 1945 - Osterfeld (5.45)
7 February 1945 - Goch (5.30)
8 February 1945 - Wanne Eickel (6.15)
13 February 1945 - Bohlen (8.45)
14 February 1945 - Chemnitz (8.20)
17 February 1945 - Wessel (6.15)
20 February 1945 - Monheim (7.05)
21 February 1945 - Worms (7.10)
7 March 1945 - Hemmingstadt (6.10)
8 March 1945 - Hamburg (5.55)

11 March 1945 - Essen (5.40, day)

12 March 1945 - Dortmund (5.45, day)

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KESLICK, P/O John Leask (J87067) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 25 May 1922 in Toronto; home there; enlisted there 29 July 1942 and posted to No.5 Manning Depot. To No.6 SFTS (guard), 19 September 1942. To No.1 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943; posted next day to No.7 EFTS; graduated 30 April 1943 and posted next day to No.6 SFTS; graduated and promoted Sergeant, 20 August 1943. To No.3 WS, 3 September 1943. To "Y" Depot, 10 September 1943. To United Kingdom, 12 September 1943. Commissioned 5 June 1944. Repatriated 2 August 1945; released 20 September 1945. Award presented by Governor General at Government House, 12 June 1953. President of Maxim Restorations, 1971-1984. Died in Toronto, 15 July 2003. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 Vol.2610 (RG.24 Vol.20627) has recommendation dated 19 November 1944 when he had flown 31 sorties (165 hours 15 minutes), 28 July to 6 November 1944.

This officer has taken part in thirty-one attacks on enemy territory including such targets as Hamburg, Emden, Kiel and the Ruhr. During an attack on Prouville on the 9th of August 1944, one engine became unserviceable over the target and Flying Officer Keslick returned safely to base on three engines. Again on the 24th of September 1944, during an attack on Calais, one engine became unserviceable before reaching the target, but with a fine offensive spirit Flying Officer Keslick pressed on to the target on three engines and returned safely to base. Throughout his tour he has shown a determination to press home his attacks on the enemy and by his example and cheerful spirit and fortitude has inspired his crew.

It is considered that this officer's fine operational record and devotion to duty fully merit the award of the Distinguished Flying Cross.

The sortie list was as follows:

28 July 1944 - Hamburg (5.00, second pilot)

30 July 1944 - Anoye sur Seulle (4.50, second pilot)

3 August 1944 - Foret de Nieppe (4.20)

5 August 1944 - St. Leu d'Esserent (4.30)

7 August 1944 - L'Hogue (4.45)

8 August 1944 - Chantilly (5.05)
9 August 1944 - Prouville (4.10)
12 August 1944 - La Bretique (5.05)
13 August 1944 - Aisy (5.00)
15 August 1944 - Soesterburg (4.00)
16 August 1944 - Kiel (5.25)
31 August 1944 - Cezembre (4.45)
6 September 1944 - Emden (4.55)
10 September 1944 - Le Havre (4.05)
14 September 1944 - Wilhelmshaven (3.55 - no sortie)
15 September 1944 - Kiel (6.05)
17 September 1944 - Boulogne (3.40)
24 September 1944 - Calais (4.50)
25 September 1944 - Calais (4.05)
27 September 1944 - Sterkrade (5.10)
28 September 1944 - Cap Gris Nez (4.25)
11 October 1944 - Wanne Eickel (5.20)
14 October 1944 - Duisburg (5.10)
14 October 1944 - Duisburg (6.00)
15 October 1944 - Wilhelmshaven (4.45)
21 October 1944 - Hanover (3.00, no sortie)
23 October 1944 - Essen (6.30)
24 October 1944 - Gardening, Oslo (6.55)
28 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (6.10)
1 November 1944 - Oberhausen (5.35)
2 November 1944 - Dusseldorf (6.15)
6 November 1944 - Gelsenkirchen (5.15)

NOTE: In addition to the above incidents, his obituary reported that on 28 September 1944, attacking coastal guns at Cap Gris Nez, he had hit his target when many others had returned due to weather. On 12 October 1944 his aircraft was hit by flak, though not seriously damaged. Again, while mining in the Kattegat, 24 November 1944 (after the recommendation) his aircraft was damaged by flak in the bomb bay and starboard outer engine.

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KETTLEWELL, F/O Thomas Wilfred (J24254) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 18 August 1920 in Prince Albert, Saskatchewan; educated

there; home there (hotel clerk). Served in 62nd Field Battery, Royal Canadian Artillery, 11 June to 19 August 1940 (Camp Shilo); enlisted in Saskatoon, 23 August 1940. To No.1 Manning Depot, Toronto, 26 August 1940. To No.1 Bombing and Gunnery School, 30 September 1940; qualified as Air Gunner, 28 October 1940 when promoted LAC and posted to No.6 (BR) Squadron. Promoted Sergeant, 25 November 1940; to No.120 (BR) Squadron, 8 June 1941. Promoted Flight Sergeant, 1 December 1941. Remustered for pilot training, 7 May 1942 when posted to No.4 ITS; graduated 28 August 1942 and posted next day to No.19 EFTS; may have graduated 23 October 1942 but not posted to No.11 SFTS until 7 November 1943' graduated and commissioned, 5 March 1943. To No.31 General Reconnaissance School on 19 March 1943 and No.36 OTU, 21 May 1943. To "Y" Depot, 28 August 1943. Promoted Flying Officer, 5 September 1943. Embarked from Canada, 13 September 1943; disembarked in Britain, 19 September 1943. To No.82 OTU, 26 October 1943. To No.61 Base, 18 February 1944. Detached to Battle School, 18 February to 8 March 1944. Detached to No.1659 Conversion Unit, 8 March to 10 April 1944. To No.426 Squadron, 10 April 1944. To No.405 Squadron, 19 June 1944. Flew two tours. Repatriated to Canada, 17 February 1945 (promoted Flight Lieutenant the same day); retired 28 April 1945. RCAF photo PL-42152 (ex UK-18988 dated 22 February 1945) has the following caption: "These Canadians have been together on more than 60 operational trips against some of the most fiercely defended targett in Europe as members of an RCAF Lancaster squadron. Left to right, they are, F/L G.E. Wilson (Edmonton and Victoria), navigator, F/L T.W. Kettlewell, DFC, pilot (Prince Alberta, Saskatchewan) and P/O R.W. Shopland, air bomber (Rochester and Edmonton, Alberta." DFC and Bar presented 14 February 1948. Died in Saskatoon, 9 February 1966 as per **Legionary** of April 1966. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9039 has recommendation dated 21 October 1944 when he had flown 41 sorties (161 hours 18 minutes).

- 4 April 1944 - Cologne (4.20)
- 27 May 1944 - Bourg Leopold (4.30)
- 6 June 1944 - Houlgate (4.30)
- 6 June 1944 - Coutances (4.40)
- 9 June 1944 - Mayenne (5.25)
- 14 June 1944 - St.Pol (4.00)
- 15 June 1944 - Boulogne (3.45)
- 16 June 1944 - Sterkrade (4.55)
- 10 July 1944 - Nucourt (2.52)
- 12 July 1944 - Paris/Vaires (3.11)
- 15 July 1944 - Nucourt (3.33)
- 28 July 1944 - Hamburg (4.54)
- 30 July 1944 - Battle area (4.01)

3 August 1944 - L'isle Adam (2.52)
4 August 1944 - St.Maximim (2.58)
5 August 1944 - Bordeaux (7.26)
7 August 1944 - TOTALIZE 5 (2.33)
8 August 1944 - Lucheux (3.10)
12 August 1944 - Russelheim (4.34)
14 August 1944 - TRACTABLE 21 (2.29)
15 August 1944 - Melsbroek (4.22)
16 August 1944 - Stettin (5.45)
25 August 1944 - Russelheim (7.01)
26 August 1944 - Kiel (5.36)
28 August 1944 - L'Hey (2.07)
29 August 1944 - Stettin (8.36)
15 September 1944 - Kiel (5.07)
17 September 1944 - Boulogne (1.50)
20 September 1944 - Calais (1.57)
24 September 1944 - Calais (1.52)
25 September 1944 - Calais (1.37)
26 September 1944 - Cap Gris Nez (1.54)
27 September 1944 - Bottrop (3.04)
28 September 1944 - Cap Gris Nez (1.56)
30 September 1944 - Bottrop (3.04)
5 October 1944 - Saarbrucken (4.36)
6 October 1944 - Dortmund (4.41)
11 October 1944 - Fort Frederick Hendrick (1.58)
14 October 1944 - Duisburg (4.05)
14 October 1944 - Duisburg (3.25)

Flying Officer Kettlewell is a very capable and efficient Captain of a crew and is now on his second tour of operations. Among targets attacked by this officer are included such strongly defended enemy areas as Hamburg, Kiel and Stettin. He possesses a fine offensive spirit and is an excellent leader and organizer. His most outstanding qualities are fearlessness and devotion to duty in the face of extreme danger. On many occasions the success of his operations have been almost solely attributed to his high sense of responsibility and disregard for personal considerations, which has been an incentive to all members of his crew. Recommended for the non-immediate award of the Distinguished Flying Cross.

KETTLEWELL, F/L Thomas Wilfred, DFC (J24254) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO

824/45 dated 18 May 1945.

Since the award of the Distinguished Flying Cross Flight Lieutenant Kettlewell has completed many further sorties which have included attacks against such major targets as Essen, Dortmund and Karlsruhe. It has sometimes been necessary to make two or three runs over the target before dropping the bombs. Despite this and the intense opposition he has often encountered, Flight Lieutenant Kettlewell has always pressed home his attacks with the utmost determination and skill. He has shown himself to be an excellent captain of aircraft and his courage and devotion to duty at all times have been most commendable.

Notes: On repatriation form dated 6 February 1945 he stated he had flown 241 hours five minutes on operations, 248 hours ten minutes non-operational (57 sorties). His last sortie was 16 January 1945. Types flown were Wellington (94.30), Halifax II and V (44.10), Lancaster II (4.20), Halifax III (71.05) and Lancaster III (275.10).

Training: Interviewed in Saskatoon, 9 April 1940. "Excellent type of applicant. Very intelligent and alert. Excellent appearance, bearing, personality and manners. Very good physique. Excellent athlete. Highly recommended."

Course at No.1 BGS was 1-28 October 1940. Battle aircraft (5.15 day gunnery plus 5.05 as passenger. Scored five percent in Beam Test, three percent in Beam Relative Speed Test and six percent in Under Tail Test. Marked at 79 percent in written examination, 70 percent in practical and oral examination, graded 160/250 in "Ability as Firer" and 120/150 in "Qualities as an NCO". Placed 28th in a class of 58. "Average student, handles men well, a good worker."

Early in 1941 he was taking further instruction with No.6 (BR) Squadron (gunnery, wireless and visual signalling).

Course at No.19 EFTS was 30 August to 23 October 1942 on Tiger Moth aircraft (28.50 day dual, 51.45 day solo, three hours night dual, 1.30 night solo). Of these hours, ten were on instruments. Required 8.10 dual to first solo. Also spent ten hours in Link. Placed eighth in a class of 42. "Has made very good progress in his training and has developed into a high average pilot for the amount of time he has had. Is anxious to fly single engine aircraft. Exceptionally able student in Ground School work."

Course at No.11 SFTS was 9 November 1942 to 5 March 1943 on Cessna Cranes - 67.45 day dual (6.25 to first solo), 68.15 day solo, 8.00 night dual and 10.40 night solo. Of this, 26 hours on instruments and 17.05 in formation. Spent 26 hours in Link. "An above average pilot in all ways of judging. His work in the flight has been exceptionally good and he will make an excellent officer. Recommended for a commission." (S/L J.D. Somerville).

Course at No.31 GRS was 22 March to 22 May 1943 on Anson aircraft (31.25 day, 6.20 nights). Graded in DR Navigation Intermediate (60/100), DR Navigation Final (233/300), DR Navigation

Air Work (203/300), Reconnaissance (159/200), Reconnaissance Air Work (60/100), Astro Navigation (89/100), Compasses and Instruments (110/200), Meteorology (134/200), Signals (78/100), Coding (52/100), Ship Recognition (100/200), Photography (86/100). Placed 17th in a class of 23. "Inclined to be irresponsible and jump at wrong conclusions. Intelligence average, but too slapdash to ever make a good navigator," (GR Instructor). "Has worked quite hard but his work is characterized more by speed than by accuracy. Will have to be more careful and will require further supervision if he is to become a satisfactory GR pilot." (W/C P. Wood, Chief Instructor).

Course at No.36 OTU was 31 May to 15 August 1943. Hudson aircraft (14.45 day dual, 84.00 as first pilot by day, 4.30 as second pilot by day, two hours night dual, 10.10 as first pilot by night, five hours as second pilot by night plus 17 hours in Link (6.55 "cloud flying"). Dropped 92 bombs by day. Fired 1,250 rounds on ground and 1,800 rounds air-to-sea. Ground courses in Airmanship (69 percent), Navigation (73 percent), Signals (70 percent), Armament (79 percent), Reconnaissance (78 percent), Special Equipment (86 percent), Intelligence (72 percent). "Average. Inclined to be overconfident." (S/L W.F. Lovering).

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KIBZEY, LAC Michael (R146299) - **Mention in Despatches** - No.61 Base (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 at Myszko, Poland, 2 February 1922; home in Bienfait, Saskatchewan 9 (coal miner, welder); enlisted in Vancouver, 3 January 1942 as Aero Engine Mechanic. Posted to Technical Training School, St.Thomas, Ontario, 3 February 1942; to Station Sydney, 27 May 1942, serving there until 15 March 1943 (promoted AC1, 25 September 1942). To "Y" Depot, 15 March 1943. Posted to RAF overseas, 7 April 1943; to No.1664 Conversion Unit, 13 May 1943; attained the rank of Leading Aircraftman, 1 September 1943; to No.61 Base, 3 January 1944; repatriated to Canada, 28 August 1945; discharged 15 October 1945. Died in Winnipeg, 2 October 1997.

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KICAK, F/O Joseph (J87069) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 5 December 1921 in Toronto. Home in Winnipeg; enlisted there 21 May 1942 and posted to No.2 Manning Depot. To No.2 BGS, 18 July 1942 (guard). To No.2 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.15 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.11 SFTS until 6 February 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 22 June 1943, arriving 27 June 1943. Commissioned 9 June 1944; promoted to Flying Officer, 9 December 1944. Repatriated to Canada, 15 November 1944. Returned to Britain, 1 May 1945; repatriated again, 5 September 1945; released 16 January 1946. Award sent by registered mail 12 October 1951. Died in Winnipeg in 1986 as per **Airforce Magazine** of January-February-March 1987. RCAF photo PL-28953 (ex UK-10219

dated 2 May 1944) shows him describing attack on Dusseldorf to F/O Jack Strong (left, Toronto and Weston), the squadron Intelligence Officer. 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 (PAC RG.24 Vol.20627) has recommendation dated 16 August 1944 when he had flown 35 sorties (178 hours 40 minutes), 9 April to 7 August 1944.

This captain has completed thirty-five operational bombing attacks against the enemy. He has exceptional qualities of leadership and coolness, setting a splendid example to his crew.

The sortie list was as follows:

9 April 1944 - Villeneuve St. George (5.30, second pilot)
20 April 1944 - Lens (5.10, second pilot)
22 April 1944 - Dusseldorf (6.05)
24 April 1944 - Karlsruhe (7.30)
26 April 1944 - Villeneuve St. George (5.40)
27 April 1944 - Aulnoye (5.15)
30 April 1944 - Somain (5.20)
1 May 1944 - St. Ghislain (4.45)
9 May 1944 - St. Valery en Caux (4.15)
11 May 1944 - Boulogne (4.15)
12 May 1944 - Louvain (5.35)
24 May 1944 - Aachen (4.50)
27 May 1944 - Bourg Leopold (5.40)
31 May 1944 - Au Fevre (4.45)
4 June 1944 - Calais (3.35)
5 June 1944 - Franceville (5.45)
6 June 1944 - Conde sur Noireau (5.30)
8 June 1944 - Mayenne (6.00)
15 June 1944 - Boulogne (3.50)
21 June 1944 - Neuville au Bois (5.25)
24 June 1944 - Bonnetot (4.00)
25 June 1944 - Gorenflos (2.15, duty not carried out)
6 July 1944 - Siracourt (3.50)
9 July 1944 - Ardouval (3.45)
12 July 1944 - Acquet (5.05)
14 July 1944 - Anderbelck (3.55)
18 July 1944 - Wesseling (5.35)
23 July 1944 - Donges (5.55)
25 July 1944 - Stuttgart (8.45)
28 July 1944 - Hamburg (5.05)
30 July 1944 - Amaye (4.10)
1 August 1944 - L'Hey (5.10)
3 August 1944 - Nieppe (4.20)

4 August 1944 - Casson (4.35)
5 August 1944 - St. Leu d'Esserent (4.40)
7 August 1944 - La Hogue (4.55)

RCAF Press Release No.6503 dated 6 September 1944 from F/L H.W. Eggleston, transcribed by Huguette Mondor Oates, reads:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- One pilot at least in the Lion squadron is gaining plenty of experience in landing Halifax bombers on one good tire. He is Flying Officer J.A. Kicak of 374 Victor Street, Winnipeg, Manitoba.

Along with his mid-upper gunner, Pilot Officer Jimmy Burton of 249 Belvedere Street, Sherbrooke, Quebec, and the rest of his crew, Kicak went through the experience twice within three days after their aircraft had been shot up by flak.

The big bomber set out to attack a Nazi airfield at Volkel, Holland. Crossing the English coast on the way to the target which was successfully bombed, the air speed indicator froze up under icing conditions. The pilot had no idea of his speed and overshot one turning point, getting off track. Next thing he knew, the bomber was caught in a heavy flak barrage. One piece of flak holed an oil tank in the port wing, others burst the port tire, scattered along the fuselage and blasted holes in the nose and mid-upper turret. Several splinters from the shattered Perspex hit the pilot, mid-upper gunner and wireless operator in the face without injuring them.

Obligated to set the Halifax down at a diversion base where the tire was changed, the crew started to fly it back to its home base when the starboard tire burst just as the bomber was getting airborne. Luckily, the skipper had enough air speed to get off the deck and landed safely for the second time. "After we left the target we were all on our lonesome," said Kicak. "We were a 'sitting duck' for the enemy guns. There was one dilly of a hole in the mid-upper turret. The piece of flak just missed Burton's head. Some of the powder from it flashed right across his face."

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KIDD, LAC David (R156006) - **Mention in Despatches** - Middleton St.George (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Toronto, 15 February 1921; home there. Enlisted Toronto, 12 February 1942 and to No.1 Manning Depot; to Technical Training School, 15 May 1942; promoted AC1, 25 July 1942; to No.1 Central Navigation School, 29 July 1942; promoted LAC, 1 January 1943. To "Y" Depot, Lachine, 6 March 1944; taken on strength of No.3 PRC, 25 March 1944. Repatriated to Canada, 13 June 1945; released 8 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation sent to No.6 Group Headquarters, 2 February 1945 when he had served 13 months 13 days in Canada, ten months six days overseas. Classified as a General Duties tradesman. Instrument Mechanic in Repair and Inspection Section.

This airman has been outstanding in his section for devotion to duty. He has an excellent knowledge of his trade and has displayed great initiative and energy in clearing faults on aircraft. He sets an excellent example to other airmen in his flight.

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KIDD, Corporal Gordon James Atcheson (R98576) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 10 October 1922; home in Avesham, Saskatchewan; enlisted in Saskatoon, 21 March 1941 and posted to No.1 Manning Depot. Initially classified for Wireless Operator, he was subsequently trained as a Radio Mechanic (17 April 1941) and posted to University of Toronto (23 May 1941). Promoted Leading Aircraftman on 3 November 1941; to No.1 Manning Depot, 13 November 1941; to No.31 Radio School, 23 November 1941. To "Y" Depot, 26 February 1942. To RAF overseas, same date. Promoted Corporal on 1 January 1943. Repatriated 13 August 1945. Retired 2 October 1945. No citation in AFRO.

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KIDD, F/O Keith Roy (J22340) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 20 March 1922, Sudbury; home in Sunbridge or North Bay, Ontario; enlisted in North Bay, 25 February 1941 and posted to No.1 Manning Depot. To "P", 23 March 1941. To No.3 ITS, 15 May 1941; graduated and promoted LAC, 30 June 1941 when posted to No.16 EFTS; graduated 19 August 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 7 November 1941. Posted to No.13 (Operational Training) Squadron, 8 November 1941; to No.1 Air Navigation School, 2 February 1943; to No.2 Air Navigation School, 20 April 1942; to Central Navigation School, 25 May 1942 (promoted Flight Sergeant, 7 May 1942; commissioned 8 November 1942); to No.1 General Reconnaissance School, 13 November 1942; to "Y" Depot, Halifax, 23 January 1943 but returned to No.1 Central Navigation School on 1 February 1943. Promoted Flying Officer, 8 May 1943. To "Y" Depot again, 24 September 1943 and arrived in Britain on 8 October 1943. Promoted Flight Lieutenant, 8 November 1944. Repatriated to Canada, 21 December 1944; flew with No.164 Squadron, 13 March to 11 November 1945 when posted to No.1 Air Support Unit. Released on 20 March 1946. Award sent by registered mail 28 June 1949 to Sunbridge, Ontario. Died in Sunbridge, Ontario, 23 February 2000 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2000.

This officer has completed a tour of operational duty and throughout has set an example of courage and resolution which has won much praise. On one occasion his aircraft was badly damaged while over enemy territory. Flying Officer Kidd was injured. He sustained a broken arm and was cut about the face. Although in great pain and blinded in one eye, Flying Officer Kidd piloted his damaged aircraft to this country. He displayed a high standard of fortitude and bravery.

Original recommendation by W/C G.A. McKenna in DHH file 181.009 D.1730 (Library and

Archives Canada RG.24 Vol.20607); drafted 20 September 1944 when he had flown 30 sorties (142 hours 35 minutes). Sortie list and submission as follows:

12 May 1944 - Louvain (4.45, second pilot)
22 May 1944 - Le Mans (5.15)
5 June 1944 - Houlgate (4.45)
7 June 1944 - Acheres (4.45)
8 June 1944 - Mayenne (5.40)
10 June 1944 - Versailles Matelot (5.55)
12 June 1944 - Cambrai Junction (6.00)
14 June 1944 - St. Pol (4.30)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sautrecourt (4.15)
21 June 1944 - St. Martin (4.45)
23 June 1944 - Bientques (3.50)
24 June 1944 - Bemieres (4.05)
5 July 1944 - Biennais (3.50)
6 July 1944 - Conquereaux (4.05)
7 July 1944 - Caen (4.55)
12 July 1944 - Thiverny (4.00)
15 July 1944 - Nucourt (5.15)
17 July 1944 - Caen A.1 (4.15)
20 July 1944 - Ferme de Forestel (4.05)
31 July 1944 - Oeuf en Tournois (2.25, duty not carried out, early return)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Cassan (4.00)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - La Hogue (4.15)
8 August 1944 - Foret de Chantilly (4.50)
9 August 1944 - Foret de Nieppe (3.55)
10 August 1944 - La Pallice (6.30)
12 August 1944 - Foret de Montrichard (5.30)
14 August 1944 - Bons Tassily (4.30)
16 August 1944 - Kiel (5.05, collision on return)

Flying Officer Kidd showed throughout his tour fine qualities of leadership and airmanship of the highest order.

On one occasion when returning from a successful attack on a heavily defended German target, his aircraft collided with another which was flying at 90 degrees to the course. Considerable damage was caused to the canopy, port propellers and tail assembly, and Flying Officer Kidd suffered a fractured right arm and severe cuts about the face which blinded his right eye. Only by skilful airmanship under these most trying conditions did this officer succeed in controlling his aircraft and safely landing it back in this country, thereby saving the lives of his crew.

This officer's courage and endurance set a fine example to this squadron and it is recommended that he be awarded the Distinguished Flying Cross.

DHH file 181.009 D.2623 (Library and Archives Canada RG.24, Volume 20628) has letter dated 27 September 1944, Headquarters, No.6 Group, to all Stations and Bases in the Group, signed by S/L T.D. McKee for Staff Officer i/c Administration at Group Headquarters:

LOG BOOK ENDORSEMENT
F/O K.R. Kidd, J27340 - 420 (RCAF Squadron)

1. The above Operational Pilot of this Group recently had his Log Book endorsed in GREEN as follows:

“COMMENDED - While returning from a night operation, this pilot's aircraft suffered a collision from a four-engined aircraft flying at right angles to its course. The pilot's canopy was damaged and the two port propellers were bent. Although the pilot suffered a broken right arm, lacerations to his right eye and lacerations to his arm, he flew his damaged aircraft to England and effected a safe landing.”

2. Details of the incident are as follows:

While returning from an operational sortie on a very dark night, and while still over the sea, a collision occurred with another four-engined bomber flying at right angles to the course. This aircraft grazed the top of F/O Kidd's aircraft. The pilot's canopy was stove in, both port propellers were bent and the starboard tailplane was holed. Although the pilot was suffering from a fractured right arm, a lacerated right eye and lacerations to his arm, he flew his damaged aircraft to England and effected a safe landing at a strange aerodrome.

3. The commendation and details are to be promulgated in Unit D.R.O.s [Daily Routine Orders].

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KIDD, LAW Susan Gibb (W303632) - **British Empire Medal** - No.7 Bombing and Gunnery School - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born at Selkirk, Manitoba, 4 January 1915 (RCAF press release announcing award); educated at Watrous, Saskatchewan. Enlisted in Saskatoon, 8 April 1942. Posted from No.6 Manning Depot to No.4 Wireless School, 9 May 1942; to No.7 Bombing and Gunnery School, 27 June 1942; promoted AW1, 8 July 1942; promoted LAW, 1 January 1945. To Station Moncton, 15 May 1945; to No.4 Repair Depot, 5 June 1945; to Scoudouc, 14 July 1945; released 26 September 1945. Chef. Award sent by registered mail 22 November 1945.

This airwoman has served at her present unit for over two years. During this time she has performed her duties in a highly commendable manner, and has carried on often under very strenuous conditions. She has set a splendid example to those of all ranks who have come in contact with her and has been willing to work long hours and to assume responsibilities much greater than would normally be required of her in the ordinary course of duty.

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KIDDER, F/L Gordon Arthur (J10177) - **Mention in Despatches** - No.156 Squadron (deceased) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 9 December 1914; home in St.Catharines, Ontario. Educated at University of Toronto, 1933 to 1937 (BA in Modern Languages); also took post-graduate courses from John Hopkins University. Worked as a Clerk for Department of Education, June to September 1936 and again June to September 1937 before becoming an insurance salesman, clerk and underwriter, including period of 1938 to 1941 with Foreign Department, Western Association Company. On enlistment he gave his languages as English, French, German (good) and Spanish (fair). Enlisted in Toronto, 8 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, Picton, 20 February 1941; to Station Rockcliffe, 21 March 1941; to No.3 ITS, Victoriaville, 5 May 1941; graduated and promoted LAC on 9 June 1941; posted that date to No.11 EFTS, Cap de la Madeleine. Ceased pilot training 4 July 1941 and posted to Station Trenton; to No.1 AOS, Malton, 1 September 1941; may have graduated 6 December 1941 but not taken on strength of No.1 BGS, Jarvis until 9 December 1941; graduated and promoted Sergeant, 17 January 1942; to No.2 ANS, Pennfield Ridge, 18 January 1942; graduated and commissioned 16 February 1942. To "Y" Depot, 18 February 1942; to RAF overseas, 4 March 1942. Taken on strength of No.3 PRC, Bournemouth, 16 March 1942. To No.2 (O) Advanced Flying Unit, 24 April 1942. To No.23 OTU, 19 May 1942. To No.14 Conversion Flight. 5 August 1942. Promoted to Flying Officer, 1 October 1942. To No.156 Squadron, 14 August 1942 (documents say No.165 Squadron, clearly wrong). Shot down and taken prisoner 13 October 1942 (Wellington BJ775); shot 25 March 1944 after the Great Escape. No citation in AFRO.

Upon being shot down, Kidder wrote to his family on 4 November 1942 (received by them 8 January 1943) and they reported on some of the contents:

I am being treated very well in hospital still with one broken and one damaged foot and various cuts etc. but nothing serious. Considering what happened to us it is really miraculous that I'm still able to talk about it. We were brought down in the sea and Mac (Sergeant E.E. MacDonald, Box 63, Picton, Nova Scotia) and I were able to get out but the others were lost. We had quite a time keeping afloat until we were picked up by a German ship.

He may have gotten further than most escapees from Stalag Luft III. He was in the company of

Squadron Leader Thomas Graham Kirby-Green (born Nyasaland, 28 February 1918), formerly of Training Flight, No.311 Squadron. The following narrative (found in Kidder's file) was specifically about Kirby-Green and based on an interview with a Gestapo man (Kiowsky) who was believed to be credible:

He [Kirby-Green] was a prisoner at Sagan in Lower Silesia. He escaped and was arrested at Zlin, Moravia, at 1100 hours on 28th March 1944 by the German Criminal Police. Charge: "Escape from Prison Camp".

With Squadron Leader Kirby-Green was a Canadian Flight Lieutenant and the story applies equally to him.

They were arrested at Zlin were handcuffed and were then ordered to be transferred to Moravska-Ostrava en route for Breslau. There is some uncertainty as to how they were dressed, but it would seem to have been in "mixed clothes".

They left Zlin in two Gestapo cars. The driver of one was Kiowsky, at present in custody at Zlin. I was invited to personally question Kiowsky at the Narodni Vybor, Zlin, on November 30th, 1945, as well as a man Raska of the Gestapo. The driver of the other car - Schwarzer - has not been caught. In the two cars were the two prisoners, accompanied by:

- (a) Gestapo man Zacharias
- (b) Erich. Born 16 December 1911. Recently known to be living at Wartenstadt (near Mittenwald [?], South Bavaria). Father's name Hermann. Mother's: Anna Treller. Erich is apparently in the British Military Zone of Germany, having received from the British Authorities a certificate of being a "harmless person". He is married by the whereabouts of his wife is unknown.
- (c) Second guard was a Gestapo man from Brno but his name is not known.

Whilst travelling from Zlin to Moravska-Ostrava the prisoners asked Zacharias what would happen to them; he merely indicated their fate by turning his thumbs down.

They were handcuffed with their hands in front of them.

Arriving at a spot somewhere between Frydek and Moravska-Ostrava and about 10 kilometres from Moravska-Ostrava, the cars were stopped to permit the prisoners to relieve themselves. Kiowsky was some metres away when hearing a shot he turned and saw Erich with a revolver in his hand having shot Kirby-Green in the back by the shoulders; as Kirby-Green swung round from the shot, he then shot him in the head and Kirby-Green collapsed.

It is asserted that these murders were ordered by the Chief of the Gestapo of Zlin,

Hans Ziegler.

After the murders, Erich stayed with Zacharias and one car while the other went to Moravska-Ostrava to arrange for the removal of the corpses. Before they came back Zacharias ordered the removal of the handcuffs so that it would seem they had been shot thus. The German uniformed police removed the bodies. Where they are buried is not known. Before leaving for Zlin, Zacharias said that everything was arranged in Moravska-Ostrava.

Some 14-21 days later Erich, Zacharias, Kozlovsky (of the Office of Gestapo Administration, Brno) Schwarzer and Kiowsky went back to the scene of the murder. Kozlovsky had a plan in his hand. They feared an inquiry by the International Red Cross. Kozlovsky gave instructions that if questioned they were so say that "they were killed 25 metres away from the road when trying to escape." He marked the plan with the place were they were supposed to have been killed.

The Chief of the Gestapo, Ziegler, forbade any discussion of this incident, for fear of Red Cross investigation.

Ziegler, it is reported, stated before they left Zlin, "You will probably not reach Breslau."

- excerpt from report by Dr. F.V. van der Bijl, Prague, 2 December 1945 to British Ambassador to Czechoslovakia.

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KILGOUR, F/L Gilbert Norval (J24273) - **Distinguished Flying Cross** - No.227 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 12 September 1923 in Shawville, Quebec; educated there; home there; enlisted in Ottawa, 26 January 1942 and posted to No.1 Manning Depot, Toronto. To Station Trenton, 1 March 1942.. To No.5 ITS, Belleville, 24 May 1942; graduated and promoted LAC, 18 July 1942; to No.2 EFTS, Fort William, 13 September 1942; to No.11 SFTS, Yorkton, 8 November 1942; graduated and commissioned 5 March 1943. To No.3 GRS, Charlottetown, 20 March 1943. On 16 April 1943 he was co-pilot of Anson AX348 out of No.31 GRS, Charlottetown when port engine failed. Came down in sea; aircraft sank in 40 minutes; spent nearly 30 hours in dinghy and on ice floe before rescue by an icebreaker near Cape Breton Island. One passing aircraft missed their Verey signal. Others in crew were Sergeant J.A. Beer (RAF, pilot), P/O O.H. Mennie (navigator) and LAC E.A. Nash (RAF, wireless operator). To "Y" Depot, 13 June 1943. Promoted Flying Officer, 5 September 1943. To No.15 (Pilots) AFU, Andover, 25 October 1943. To No.16 OTU, Upper Heyford, 25 January 1944. To No.1654 Conversion Unit, Thigsley, 20 May 1944. To No.5 Lancaster Finishing School, 9 July 1944. To No.61 Squadron, 29 July 1944. Promoted Flight Lieutenant, 10 August 1944. To No.227 Squadron, Balderton, 7 October 1944. Repatriated via Lachine, 1 February 1945. To No.1 Air

Command, 13 March 1945. To No.16 SFTS, Hagersville, 22 April 1945. To Central Flying School, Trenton, 19 May 1945. To No.5 OTU, Boundary Bay, 5 July 1945. To No.6 OTU, Comox, 12 October 1945. To Lachine, 26 January 1946. To No.9(Transport) Group, Rockcliffe, 27 January 1946. To No.12 Communications Squadron, Rockcliffe, 30 January 1946. To No.13 (Photo) Squadron, 12 June 1946. To No.1 ACAU (whatever that is), Trenton, 9 December 1946. Retired on medical grounds, 4 February 1947. Newspaper clipping dated 26 March 1945 said he had flown 25 sorties including a hazardous 11-hour trip to Koenigsburg when damaged by flak; story reportedly told in **Wings Abroad**. Award presented by Governor General at Government House, 4 November 1949. RCAF photo PL-41233 (ex UK-17700 dated 30 December 1944) is captioned as follows -"Veterans of more than 25 trips in RAF Lancasters against fiercely defended German targets, F/O J.L. Templeton, left, navigator, Emerson, Manitoba, and F/L G.N. Kilgour, pilot, Shawville, Quebec, are ready to take off on another. Gilgour flew back from Koenisburg with three feet off his port ailerons." Photo PL-48197 shows him after investiture with wife and father. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Worked for CPR after the war but had bot lost his love of flying and took a private pilots licence. Rejoined postwar RCAF in Ottawa, 4 May 1951 (40117) with rank of Flying Officer. To Flying Instructor School, Trenton, 10 August 1951. To Flying Training School, Centralia, 4 November 1951. To Station Trenton, 5 September 1952. To Advanced Flying School, Saskatoon, 30 November 1952. To No.109 Communications Flight, No.2 Wing, Grostenquin, 12 March 1955. Promoted Flight Lieutenant, 1 July 1955. To Allied Air Force Central Europe, 1 January 1956, serving there to 26 June 1959 when returned to No.109 Communications Flight. To Canada, 27 June 1959. To Recreating Unit, Regina, 27 June 1959. Appointed Honorary Aide-de-Camp to Lieutenant Governor of Saskatchewan, 12 July 1960. To No.104 Composite Unit, St. Hubert, 5 September 1962. To No.121 Composite Unit, Comox, 8 January 1968 (detached to Trenton, January 1958 for Albatross course). Retired 12 March 1971. Died in Victoria, British Columbia, 25 March 1995. Public Records Office Air 2/9050 has recommendation dated 18 December 1944 when he had flown 27 sorties (153 hours 40 minutes on operations):

- 1 August 1944 - Dieppe (4.20)
- 2 August 1944 - Bois de Casson (4.45)
- 3 August 1944 - Trossy (4.20)
- 5 August 1944 - St.Leu d'Esserent (4.45)
- 7 August 1944 - Secqueville (4.05)
- 9 August 1944 - Chatellerrut (6.20)
- 25 August 1944 - Darmstadt (8.30)
- 26 August 1944 - Konigsburg (10.50)
- 29 August 1944 - Konigsburg (11.20)
- 31 August 1944 - Rollencourt (3.50)
- 5 September 1944 - Brest (4.45)
- 10 September 1944 - Le Havre (3.30)
- 11 September 1944 - Darmstadt (5.35)
- 12 September 1944 - Stuttgart (7.10)

17 September 1944 - Boulogne (3.15)
18 September 1944 - Bremerhaven (4.20)
19 September 1944 - Rheydt/Munchen-Gladbach (4.50)
5 October 1944 - Wilhelmshaven (5.15)
6 October 1944 - Bremen (4.35)
17 October 1944 - Brunswick (6.35)
19 October 1944 - Nuremburg (7.15)
30 October 1944 - Flushing (3.12)
2 November 1944 - Dusseldorf (4.47)
16 November 1944 - Duren (5.00)
26 November 1944 - Munich (8.30)
4 December 1944 - Heilbonn (6.40)
11 December 1944 - Heilbonn (5.20)

This officer has completed eighteen night and nine day sorties in the course of his tour as captain of aircraft. He has always shown a most aggressive spirit and a determination to press home his attacks despite the fiercest opposition. He has trained his crew to a very fine level of operational efficiency and the high standard of bombing maintained by them has been due to Flight Lieutenant Kilgour's skilful captaincy and enthusiasm to operate under all conditions.

His targets have included such strongly defended enemy towns as Konigsburg (twice), Munich, Stuttgart, Brunswick, Wilhelmshaven and Bremen.

On the night of the 26th November 1944, flying to the target in appalling weather, the port engine failed but with great perseverance he carried on for a further 150 miles, and was only forced to turn back after repeated attempts to cross the Alps at 12,000 feet, the maximum height attainable by the aircraft.

Training: Course at No.5 ITS was 25 May to 18 July 1942. Courses in Mathematics, LDAO (whatever that is), Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 813 points of a possible 1,000. Placed 34th in a class of 70. "Immature but very willing and cooperative - good possibilities, quiet but breaks out at times. He is not quite sure about what he wants."

Course at No.2 EFTS was 14 September to 6 November 1942. Tiger Moth aircraft - eight hours dual to first solo, 30.30 day dual, 40.10 day solo, 4.05 night dual. Was 7.05 on instruments and ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (practical). Scored 548 points of a possible 700. Placed 13th in a class of 17. "Natural attitude. Capable and reliable pilot. Has no outstanding flying faults. Instrument flying weak but should improve with experience. Deportment goof. Lon Mark 60 percent."

Course at No.11 SFTS was 9 November 1942 to 5 March 1943. Crane aircraft - 4.45 dual to first solo, 66.45 day dual, 70.05 day solo, 8.35 night dual, 9.50 night solo. Was 17.05 in formation and 26.00 on instruments. Logged 25.15 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 602 points of a possible 750. Placed 24th in a class of 50. "A good average pilot, needs more practice on basic instruments, No outstanding faults as a pilot, Recommended for a commission. Link 74 percent."

Course at No.31 GRS was 22 March to 22 May 1943. Anson aircraft - 45.30 by day and 30 minutes by night. Courses in DR Navigation Intermediate (76/100), DR Navigation Final (272/300), DR Navigation Air Work (236/300), Reconnaissance (135/200), Astro Navigation (95/100), Compasses and Instruments (168/200), Meteorology (140/200), Signals (77/100), Coding (75/100), Ship Recognition (137/200), Photography (82/100) and Visual Signals (Pass). Placed 13th in a class of 24. "Slow but methodical and inclined to be somewhat surly at times, A good hard worker who has produced some very good air work. He is consistent and does not lack confidence. With further experience he should develop into a satisfactory GR pilot."

Course at No.15 (Pilots) AFU was 26 October 1943 to 26 January 1944. Oxford aircraft - 6.20 day dual to first day solo, 25.55 total day dual, 18.30 day solo, 1.55 night dual to first night solo, 7.25 total night dual, 14.00 night solo. Also detached to No.1 Beam Approach Training School, 24 November to 7 December 1943) with 17.50 on Oxfords. One accident on 14 January 1944 when he belly-landed (undercarriage failed to lock down,). Flying tests in General Flying (280/400), Applied Flying (145/200), Instrument Flying (170/250), Night Flying (70/100, and Link (35/50). "An above average pilot who has worked hard and displayed keenness and enthusiasm on the course. No outstanding faults."

Course at No.16 OTU was 26 January to 17 April 1944. Wellington III and X aircraft - 4.20 day dual to first day solo, 16.10 total day dual, 23.35 day solo, 4.45 in formation, 3.00 night dual to first night solo, 7.45 total night dual, 34.20 night solo. Was 1830 on instruments, 12.00 in Link. Flying tests in General Flying (220/400), Applied Flying (110/200), Instrument Flying (100/250), Night Flying (50/100, and Link (30/50). Ground examinations in Airmanship (252/300), Armament (222/300), Meteorology (68/100), Navigation (171/200) and Signals (72/100). "An average captain and crew. Recommended for heavy bombers."

Notes: Accident, 1840 hours, 9 March 1944 at No.16 OTU, Wellington III, serial BK439, damaged category "B" (for repair at contractor's works or RAF depot). Daylight bombing training. "Retuning owing to poor visibility noticed that port engine was faulty. Owing to high oil temperature port propeller was feathered. When temperature was reduced, engine was restarted but lack of speed was still obvious. Order to crew to put on parachutes was given. All this was carried out over 7,000 feet. QDM was obtained from Upper Heyford and height reduced to 2,000 feet. Course set for Upper Heyford to base and height reduced to 700 feet. When flap was selected for landing only 30 degrees was obtained. Crew ordered to crash positions. Approach was very difficult owing to thick base reducing visibility. Overshot on

landing, Did not attempt yo 'go round again' owing to insufficient power from port engine. Switches and petrol cocks turned off. Aircraft came to rest after striking a hedge." Crew were Kilgour, J29973 P/O J. Templeton (navigator), J35083 P/O L. Baines (Bomb Aimer), 1131894 Sergeant J. Lennox (WOP), R256570 Sergeant H. Yeomans (Mid-Upper Gunner) and R206407 Sergeant E. Dukelaw (Rear Gunner). No injuries. At the time he had flown 172 hours (13 hours on Wellingtons).

Application for Operational Wing dated 27 February 1945 stated he had flown 30 sorties (182 hours 30 minutes), 30 July 1944 to 5 February 1945.

On repatriation form dated 5 June 1945 he stated he had flown 30 sorties (182 hours 30 minutes), the last on 13 January 1945. Also 274 hours 35 minutes non-operational. Types experienced were Oxford (93.30), Wellington (85.50), Stirling (46.10) and Lancaster (231.35).

A statement of flying times to 30 June 1954 listed his types as Tiger Moth (74.45), Crane (161.15), Oxford (110.45), Wellington (83.50), Stirling (46.10), Lancaster (227.20), Ventura (56.40), Hudson (45 minutes), Harvard (531.20), Expeditor (279.00), Dakota (135.25), Goose (86.100) and Mitchell (9.10).

Selected Assessments: "Has done well as an operational pilot and deputy Flight Commander." (W/C E.R. Millington, 12 February 1945, when he had flown 684 hours 25 minutes (212.45 in previous six months).

"This officer as a deputy Flight Commander proved himself to be reliable and competent." (W/C W.B. Hodgson, No.5 OTU, 16 August 1945).

"Kilgour is becoming an exceptionally useful officer at this unit. I have flown with him personally to various parts of Europe o duty and under his instruction. He is a sensible and careful pilot and is doing a great deal to increase the prestige of the RCAF he the way he handles his instructional duties and his method of approach with the various nationalities he deal with. From my knowledge I would have no hesitation in recommending him for promotion and would be very pleased to have him." (Air Commodore R.C. Ripley, AAFCE, 7 November 1955).

"His job is a difficult one. He has to deal with many senior officers in the task of keeping their flying up to an acceptable standard. He often has to arbitrate on conflicting requests for use of the aircraft. These thing he does with tact and diplomacy. At the same time he is form and does not accept lower standards as an 'easy way out' when dealing with senior officers. His flying proficiency as a transport and training officer is exceptionally high. He inspires confidence in both his high standard of skill and the meticulous attention he pays to detail while preparing for, and while flying. An exceptionably keen, conscientious and reliable officer. His family and financial affairs appear to be in good order. He is a keen squash player." (G/C W.B. Hodgson, AAFCE, 6 February 1958).

“Flight Lieutenant Kilgour is a mature officer who manages the RCAF Recruiting Unit in Regina with complete competence. He gives full value as an administrator, organizer and public relations specialist. In addition he carries rather well a heavy load of responsibility as senior RCAF representative in the Regina area as Honorary Aide-de-Camp to the Lieutenant Governor of the Province. I have no hesitation in recommending this officer very strongly for promotion.” (G/C G.R Truemner, AFHQ/AMP/DPM, 10 November 1960).

“This officer is the UICP and senior check pilot for the Transport Flight. He is meticulous in the conduct and assessment of all instrument and proficiency checks. An above average pilot who keeps abreast of all changes in flying procedures and regulations. Flight Lieutenant Kilgour is a capable administrator and requires very little supervision in his capacity as Deputy Flight Commander. He executes good control of the unit UBA inventory; this is mainly due to his application of thorough and efficient methods. This officer and his wife attend the majority of mess functions, as well as being very active in church and bowling organization in their community. Flight Lieutenant Kilgour is qualified to accept more responsibilities and is recommended for promotion.” (S/L D.V. Tempest, No.104 Composite Unit, 5 March 1964).

RCAF Press Release No. 7961 dated 17 December 1944 from F/L W.A. Shields reads:

WITH CANADIANS IN THE RAF. – Flight Lieutenant G.N. Kilgour, 21-year-old pilot of Shawville, Quebec, flew his RAF Lancaster all the way back from Koenigsburg with three feet shot off his port aileron. It was his second attack on Koenigsburg, deep in the heart of East Prussia, and the return trip was made through an electric storm which sent sparks off the tips of his propellers like four giant pinwheels.

His navigator was Flying Officer J. L. Templeton, Emerson, Manitoba, whose wife lives at (80 Furby Street, Winnipeg.

Kilgour and Templeton have done more than 25 trips together against some of the hottest targets in Germany. They were more than eleven hours in the air on the second Koenigsburg trip, the longest ever attempted by Lancasters of Bomber Command. It was daylight when they took off and morning light had dawned when they got back to base. Although sluggish on the controls, Kilgour’s aircraft came in for a wheels-down landing.

Over Mannheim, they were coned in searchlights for five minutes, and singled out by enemy ground gunners as special targets for predicted flak. Kilgour threaded his way through it without being holed, however. All by themselves, they went over the town of Mannheim and the master searchlights picked them up.

They’ve never been attacked by an enemy night fighter. There was at least two other Canadians in his crew – Flight Sergeant E.A. Dukelaw (Toronto) and Flight

Sergeant H.L. Yeomans (Fredericton).

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KILGOUR, P/O Joseph Gordon (J17342) - **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 29 June 1919. Home in Cornwall, Ontario; enlisted in Ottawa, 29 June 1940. To No.1 ITS, 22 July 1940. Promoted LAC, 16 September 1940 and posted to No.2 WS; to No.4 BGS, 17 January 1941; graduated 17 February 1941 as a Sergeant and posted to No.16 Explosives Depot. To Embarkation Depot, date uncertain; to RAF overseas, 18 May 1941. Promoted to Flight Sergeant, 1 December 1941; to Warrant Officer (2nd Class), 1 November 1942; to Warrant Officer (1st Class), 1 May 1943. Commissioned 15 November 1943; promoted to Flying Officer, 15 May 1944. Repatriated 7 September 1944; released 15 February 1945. Died in Cornwall, 14 August 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003. No citation in AFRO.

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KIMBALL, F/O Donald Harold (J35983) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 8 August 1916 at Oronocto, New Brunswick; home there or St. George, New Brunswick. Enlisted in Moncton, 17 April 1941. To No.1 Manning Depot, 15 July 1941. To No.1 SFTS (guard), 9 August 1941. To No.5 ITS, 10 October 1941. Graduated and promoted LAC, 5 December 1941; to No.17 EFTS, 6 December 1941; to No.8 SFTS, 1 March 1942; graduated and promoted Sergeant, 19 June 1942. To No.4 AOS, 4 July 1942. To No.1 OTU, Bagotville, 26 August 1942. To Eastern Air Command, 29 November 1942. To No.125 (Fighter) Squadron, 1 December 1942. Promoted Flight Sergeant, 19 December 1942. Promoted WO2, 19 June 1943. Commissioned 21 July 1943. To "Y" Depot, 12 January 1944. Taken on strength of No.3 PRC, 20 January 1944. Promoted Flying Officer, 21 January 1944. Promoted Flight Lieutenant, 15 December 1944. Repatriated 4 September 1945. Retired 20 October 1945. Award sent by registered mail 10 March 1949. Died in St. George, New Brunswick, 28 October 1999 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 2000. Photo PL9201 is a group of Maritime pilot graduates: Front Row has D.H. Kimball of Oromocto, J.E. West of Hopewell, Nova Scotia, C.W. McKim of Halifax, and I.V.J. Wallace of Edmundston, New Brunswick. Back Row has C.P.B. Wyman of Hantsport, Nova Scotia, D.F.G. Parker of Dalhousie, Nova Scotia, C.W. Byers of Lunenburg and L.A. Blaney of Millville, New Brunswick. Photo PL-45117 shows him beside a Mustang. Aerial victories as follows: **28 March 1944**, one Ju.88 damaged on ground, Dreux; **5 July 1944**, one FW.190 destroyed, Alencon; **13 July 1944**, one FW.190 destroyed west of Argentan; **17 July 1944**, one FW.190 destroyed, Dreux/Chartres; **27 July 1944**, one FW.190 destroyed, Argentan; **25 September 1944**, two Bf.109s destroyed, Nijmegen. Also claimed nine mechanical transport destroyed (flamers), 24 "smokers", one locomotive damaged. Medal sent by registered mail, 10 March 1949.

During his tour of operations this officer has displayed exceptional keenness and determination. As a section leader he has taken part in numerous patrols, armed reconnaissances and fighter sorties. He has destroyed four enemy aircraft in the air and one on the ground in addition to much enemy road and rail transport. Flying Officer Kimball has shown himself to be an outstanding fighter whose achievements against the enemy have been brilliant.

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KIMBALL, S/L George Frederic (C475) - **Air Force Cross** - No.11 Squadron (Canada) - Award effective 23 February 1946 as per **Canada Gazette** dated 2 February 1946 and AFRO 280/46 dated 15 March 1946. Home in Toronto; enlisted in Camp Borden, 6 June 1927. Pilot's flying badge, 27 August 1929; winner, Sword of Honour, 1927-29 courses. To RCAF Reserve, 15 November 1931; re-appointed 9 September 1940. As a Flying Officer he was posted to No. 9 SFTS, 6 January 1941; to No.8 SFTS, 1 July 1942; promoted Flight Lieutenant, 24 August 1942; to No.1 General Reconnaissance School, 14 May 1943; to Eastern Air Command, 14 July 1943; to No.119 Squadron, 1 December 1943; to No.11 (BR) Squadron, 20 April 1944; promoted Squadron Leader, 1 February 1945; to No.4 Release Centre, 18 August 1945; released on 30 August 1945. Award sent by registered mail 28 June 1949.

This officer has been employed on anti-submarine operations over a long period involving many hours of arduous flying. His exceptional organizing and supervising ability resulted in his successive appointments as Flight Commander, second in command of the squadron and at various times he has been called upon to act as Officer Commanding. His unquestionable devotion to duty, fairness in his dealing with subordinates and invaluable services to his unit commanders are worthy of the highest praise. Throughout his long service career he has always commanded the respect and admiration of all with whom he has been associated.

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KIMMETT, P/O Thomas Henry (J18976) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born at Calgary, 25 April 1918; home there where he was three years employed in the Shipping Department, Cockshutt Plow Company. Served in Militia (Ordnance Corps), 21 November 1939 to 19 January 1940. Enlisted in RCAF, Calgary, 27 January 1940 as Equipment Assistant. To Technical Training School, St. Thomas, 29 February 1940. To Equipment Depot, Winnipeg, 19 April 1940. Promoted AC1, 27 May 1940. To No.2 Equipment Depot, Calgary, 22 July 1940. Promoted LAC, 1 January 1941. Remustered to aircrew and reverted to AC2, 4 January 1942. To No.4 ITS (Edmonton) that date; graduated and promoted LAC, 27 March 1942; to No.2 AOS, Edmonton, 11 April 1942; graduated and promoted Sergeant, 14 August 1942. To "Y" Depot, 15 August 1942. Embarked from Canada, 26 October

1942; disembarked in Britain, 4 November 1942. To No.1 (Observer) AFU, 22 December 1942. Promoted Flight Sergeant, 14 February 1943; to No.28 OTU, 23 February 1943. To No.1662 Conversion Unit, 5 June 1943. To No.12 Squadron, 9 July 1943. Promoted Warrant Officer (2nd Class), 19 August 1943; commissioned 18 October 1943; to No.1656 Conversion Unit, 6 April 1944. Promoted Flying Officer, 18 April 1944. To No.1659 Conversion Unit, 20 May 1944. To No.1666 Conversion Unit, 1 June 1944. To No.1664 Conversion Unit, 5 February 1945. Repatriated to Canada on 1 May 1945; to No.2 Air Command, Winnipeg, 16 May 1945; to No.7 Release Centre, Calgary, 1 July 1945; released 6 July 1945. RCAF photo PL-32522 (ex UK-13812 dated 23 August 1944) is a portrait. Died in Calgary, 13 November 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1990. Invested with award by King George 11 August 1944. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." A citation on his service file reads:

This navigator has proven himself an efficient and cooperative member of aircrew and has been a valuable officer in his squadron. He has completed many successful operations against the enemy in which he has displayed high skill, fortitude and devotion to duty.

Notes: Application for Operational Wing dated 8 July 1944 stated he had flown 30 sorties (265 hours 35 minutes) with No.12 Squadron, 10 July 1943 to 24 April 1944.

Repatriation form dated 6 April 1945 stated he had flown one operational tour one on non-operational tour. Reported 30 sorties (204 operational hours) and 345 hours five minutes non-operational. Last sortie was 15/16 March 1944. Types experienced overseas were Anson (19.15), Wellington (82.35), Halifax (133.05), Lancaster (305.30), Oxford (6.00), Tiger Moth (1.30) and Proctor (30 minutes).

Like many veterans, he did not apply for his service medals until very late - 19 January 1989. These were mailed to him on 10 February 1989.

Training: Interviewed for remuster, 2 July 1941 by F/O J.S. Reid, Calgary. "Bright, intelligent youth. Should be good material for aircrew."

Attended No.4 ITS, 2 February to 27 March 1942. Courses in Mathematics (138/150), Law and Discipline (89/100), Navigation (155/200), General Studies (91/100), Anti-Gas (41/50), Armament, practical and oral (42/50), RHA, whatever that is 97/100), Drill (86/100) and Signals (150/150). Placed eighth in a class of 46. "Alert, dependable, above average trainee. Active in sports. Alternative WAG."

Attended No.2 AOS, 12 April to 14 August 1942. Anson aircraft - 31.03 as first navigator by day, 30.12 as second navigator by day, 20.00 as first navigator by night, 11.35 as second navigator by night, 4.15 flown in bombing, Dropped 12 bombs. Graded in following areas -

Navigation air work (498/700), Photography air work (75/100), Elements of Navigation (377/500), Magnetism and Compasses (74/100), Instruments (37/50), Signals, practical (95/100), Signals, written (36/50), Maps and Charts (33.5/50), Meteorology (79/100), Photography (38.5/50), Reconnaissance (70/100) and Aircraft Recognition (87/100). Placed 14th in a class of 23. "A hard worker in the air, obtaining average results. Sound dependable knowledge of subject. On ground work he appears serious, logical and neat, giving good average results." Also described as "A good serious man, endowed with a very ordinary mentality. Near but not prepossessing in appearance. A rather unimpressive personality."

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KING, W/C Clarence Oswald (C2543) - **Mention in Despatches** - Station Linton-on-Ouse - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Athens, Ontario, 8 October 1900. Educated in Brockville, Cobourg and Brighton. Home in Toronto and North Bay. Employed by T. Eaton Stores, 1924 onwards, Manager for ten years and 14 branches, latterly at North Bay. Enlisted at Sudbury, 24 August 1940 as Equipment Officer. To No.1 Equipment Depot, 1 October 1940. Promoted Flight Lieutenant as of 15 December 1941. To Mountain View, 22 July 1942. To "Y" Depot, 29 September 1942. Disembarked in Britain, 18 October 1942.. To Topcliffe, 3 November 1942. Promoted Squadron Leader, 18 November 1942. Attached to Headquarters, No.6 Group, 7-19 March 1943. To Base Linton, 25 June 1943. Temporary Duty at No.35 Movements Unit, 28-29 August 1943. Promoted Wing Commander, 16 February 1944. Detached to No.6 Group Headquarters, 12 August to 8 November 1944. To Repatriation Depot, Warrington, 18 December 1944. Repatriated 28 December 1944. To No.1 Air Command, 15 January 1945. To 12 Equipment Depot, 20 February 1945. Retired 25 May 1945. Died 16 June 1988 in North Bay, Ontario December 1988. as per Royal Canadian Legion "Last Post" website and **Legion Magazine**. Unit identified in AFRO only as "Overseas"; positive unit identification from **No.6 Group Monthly Summary of Operational and Training Activities** (January 1944), and from DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) with recommendation for a Canada Medal dated 11 November 1943 from Air Commodore C.M. McEwen. At that time King was Base Equipment Officer. Recommendation read:

Squadron Leader King entered the service in 1940 as a Pilot Officer and completed the Equipment course at St.Thomas, Ontario. He served at No.1 Equipment Depot, Toronto, until June of 1942, and also at the Bombing and Gunnery School, Mountain View, for another month.

Squadron Leader King arrived in England in October 1942 and immediately busied himself in the Equipment Section, familiarizing himself with Royal Air Force Equipment procedure. He was posted to Topcliffe in November where he was faced with the problem of reorganizing the Equipment Section in order to service three stations - Topcliffe, Dishforth and Dalton. He was responsible for the initial equipping of 424, 425, 426 and 428 Squadrons, and it was mainly due

to his outstanding ability and strong sense of duty that the work he undertook at that time was accomplished expeditiously and efficiently. It was at Topcliffe, while under my command, that he completely equipped, under many handicaps, two squadrons, 424 and 425, for overseas service. This was accomplished in ten days, during which time all squadrons were kept operationally equipped. Now at Linton, since June 20th, he has initially equipped 408, 426, 431, 432, 434 Squadrons, and 1679 Conversion Flight. He has organized the Equipment Section of Linton Base including Tholthorpe and Eastmoor.

In my dealings with Squadron Leader King I have found him to be an extremely conscientious and hard working officer. By his dogged determination and devotion to duty, he has given a service which has been extremely beneficial to the Air Force. He has never spared himself in any way, and put all his energy into every job which has come his way. He has overcome hardships and difficulties by the very force of his efforts, always driving onwards towards giving the Air Force the finest service.

Here is a man whose exceptional professional ability is greatly enhanced by a willingness to serve, and ceaseless persistent effort.

KING, W/C Clarence Oswald (C2543) - **Mention in Despatches** - No.6 Group - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. No citation.

KING, W/C Clarence Oswald (C2543) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945.

KING, W/C Clarence Oswald (C2543) - **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. Award presented 9 April 1948. Public Records Office Air 2/8872 has recommendation.

Wing Commander King has been an Equipment Officer at No.6 (RCAF) Group, since its formation in January 1943, having first been the Station Equipment Officer and, for the last year and a half, the Senior Equipment Officer of the largest operational base in the Group. He has been responsible for the original organizing of the equipment sections at the Base and outlying stations, and for their continual development into their present high state of efficiency. The standard of Wing Commander King's technical knowledge, coupled with his enthusiasm, initiative, high qualities of leadership and his tireless efforts, have done much to produce an extremely efficient equipment organization, and has won him the highest admiration of all ranks.

RCAF Press Release 3548 dated 12 December 1943 reads as follows:

With the RCAF Bomber Group Overseas - Wing Commander C.O. King is a billionaire for the duration when you think of the property on his charge as Equipment Officer of a Canadian base commanded by Air Commodore C.M. McEwen, MC, DFC, of Montreal.

Operating from stations in the base are such well-known Canadian squadrons as the Thunderbird [426], Goose [408], Iroquois [431] and Bluenose [434] outfits as well as many other units and every scrap of equipment - from the tiniest screw or nut to the 30-ton four-engined bombers - are charged to the Wingo who hails from Toronto, Ontario.

You get some impression of his responsibilities when you realize virtually everything on this operational base is on his personal bill and costs roughly a billion dollars. Responsible for barracks, general stores, clothing, aircraft, petrol, oil, aero-engines, ammunition, bombs and the smallest items, his worries also extend to flying clothing, oxygen supplies, parachutes, dinghies and even handles on rear turrets.

Wing Commander King never knows when, on short notice, he must sign an order for a heavy bomber or special washers for spark plugs. Speaking of the latter, recently his right-hand man, Flight Lieutenant W.A. Thompson of Edmonton, Alberta flew in a Tiger Moth to a distant supply depot to secure a much-needed supply of these in a last-minute rush prior to operations.

When you have on your charge a half million gallons of aviation petrol, about 12,000 gallons of lubricating oils, 140 vehicles, 1,500 bicycles, 60 tractors, 20 petrol trucks, five crash renders, nine fire waggons, umpteen searchlights, scores of bombers each costing about a quarter of a million dollars, and others too numerous to mention, you have cause to sit up late at night worrying if they are all available and in good order.

The Wingo has had plenty of training for his present position. With the T. Eaton Company for 19 years and trained with the RCAF for two years before coming overseas, he is well-prepared to cope with all problems. Well-known when he worked with Canadian department stores at North Bay, Picton and Sault Ste. Marie, Ontario, the T. Eaton Company stores in Toronto and the Teco Store in Montreal, Wing Commander King enlisted in the RCAF in September 1940 and came overseas in October 1942.

Starting as a Pilot Officer equipment officer, he gathered plenty of air force training and procedure before joining the Canadian group. He started on the

ground floor and has helped to equip and supply almost every squadron in the Group.

His biggest job was shipping Canadian squadrons to North Africa in a hurry and re-equipping them on return when they converted from twin to four-engined types. He had to clothe more than 1,000 men in tropical kit, provide materials to tropicalize their aircraft and get it all off the aerodrome in less than a fortnight. It required night and day work to equipment them, pack the equipment, get it on to the railway station, and in dozens of freight cars finally to the convoy ships in the seaport. When the squadrons returned to convert, the Wingco and his staff of more than 100 equipment specialists furnished everything from the four-engined aircraft to the radio tubes required.

“Over here you know what you want and know who might have it, you can secure anything under the sun as quickly as you require it”, said Wing Commander King. “The RAF is a marvelous organization and British manufacturers seem to have all that is needed. But a good equipment officer must know well to be of real help to the air force”. An incessant smoker, Wing Commander King is often as a metropolitan newspaper’s city editor. With telephones ringing continually and people popping into his office all the time for advice, a signature or some small obscure replacement, he has few quiet moments.

Following a night’s operations, the Wingco and his staff must be ready to furnish replacements for damaged parts immediately as engineers and ground-crews can prepare for operations the following night if necessary. By all methods possible they must have on hand at the right time navigational, wireless, engineering, bombing, gunnery, and all other needed equipment.

A clue to his success lies in his outlook - “My door is always open to anyone from an LAC to an Air Commodore and their smallest needs are looked after immediately by me and my staff.”

Notes: Attended Equipment and Accounting Training School, 9 September to 19 October 1940. Courses in Law and Discipline (78/100), Equipment (225/300), Armament, Air Raid Precautions and Gas (64/100), Engineering (65/100) and Organization and Administration (50/100). “This officer has had considerable experience in the Clothing Trade and it is recommended that he be employed on duties in connection with Clothing and Textiles.” (F/L J.. Eley, Chief Instructor Equipment).

As early as February 1944 he had applied for repatriation to Canada to care for his mother, but this was refused on the grounds of fairness to other officers. However, in October 1944 the issue of repatriation was raised again. There can be little doubt that senior officers were reluctant to have him leave, as he was considered for the post of Equipment Staff Officer, No.6 Group. This

was certainly connected to his attachment to Group Headquarters. A memo dated 24 October 1944 (G/C G.E. McCormick to Director of Personnel) described King as “undoubtedly the most capable station equipment officer which the RCAF has in this country, and his experience and ability will be of the greatest value as ESO when officers newly arrived from Canada are being trained to assume responsible positions as Base Equipment Officers.” Nevertheless, he was allowed to return to Canada to take up his former Eaton employment.

Selected Assessments: “An officer with a high sense of responsibility to duty who is doing a difficult job well. He is zealous, industrious and energetic and is careful of his physical fitness. He is keenly interested in flying and is taking tuition at his own expense.” (No.1 Equipment Depot, 7 June 1941).

“This officer carries out his duties in a conscientious manner and is not easily disturbed when difficulties are encountered.” (W/C W.G. Dever, No.1 Equipment Depot, 21 July 1942).

“This officer is exceptional in all respects and is the best Equipment Officer that I have come in contact with.” (Air Commodore C.M. McEwen, No.62 Base, 10 October 1943).

“This officer has done an excellent job in setting up and running the Base Equipment Section and in supervising the work of all Equipment Sections in the Base. He has a thorough understanding of the problems involved, knows his work and is cooperative with all units. The work of the Sections under his direction has been the subject of very favourable commendation by Headquarters Bomber Command.” (Air Commodore A.D. Ross, No.62 Base, 9 May 1944).

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KING, FS Daniel Baird (R91887) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Winnipeg, 20 May 1920; home in Norwood, Manitoba (bookkeeper). Enlisted in Winnipeg, 6 February 1941. Trained at No.1 ITS (graduated 27 June 1941), No.3 EFTS (ceased training), No.5 BGS (graduated 31 January 1942), No.6 AOS (graduated 21 December 1941), and No.1 CNS (graduated 2 March 1942). Invested with award by King George 2 May 1944. Flew two tours. Remained in postwar RCAF (1991) until retiring 19 February 1970 when he settled in Ottawa. Returned to British Columbia (Gulf Islands, Saltspring Island) where he died, 24 August 2014).

This airman has completed a large number of attacks on heavily defended targets in Germany and Italy. As bomb aimer he has invariably performed his duties with great courage and determination.

Recommendation drafted 15 April 1943 when he had flown 30 sorties (189 hours 50 minutes) as per Public Record Office Air 2/8955); cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) .

This Non-Commissioned Officer has now completed an operational tour as Bomb Aimer. His targets included Berlin, Hamburg, Kiel, Italian towns and many attacks on the Ruhr including the highly successful attacks on Essen on the nights of 5th/6th March and 12th/13th March 1943. Flight Sergeant King has carried out all his tasks with great courage and determination. He is recommended for the award of the Distinguished Flying Medal.

KING, F/L Daniel Baird, DFM (J17505) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 24 May 1944 as per **London Gazette** dated 6 June 1944 and AFRO 1660/44 dated 4 August 1944. Award presented 18 May 1946. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/8780 has recommendation dated 20 March 1944 when he had flown 59 sorties (370 hours) of which 28 sorties (183 hours five minutes) had been since award of DFM.

First Tour

13 September 1942 - Bremen (4.55)
6 October 1942 - Osnabruck (4.25)
13 October 1942 - Kiel (5.30)
6 November 1942 - Genoa (8.55)
8 November 1942 - GARDENING, Bordeaux (6.15)
21 December 1942 - Munich (4.40)
31 December 1942 - GARDENING, Bordeaux (5.45)
2 January 1943 - GARDENING, Bordeaux (9.00)
8 January 1943 - Duisburg (4.50)
9 January 1943 - Essen (4.00)
13 January 1943 - Essen (4.35)
16 January 1943 - Berlin (8.05)
21 January 1943 - Essen (5.10)
27 January 1943 - Dusseldorf (5.05)
30 January 1943 - Hamburg (6.25)
3 February 1943 - Hamburg (5.50)
14 February 1943 - Milan (9.35)
16 February 1943 - Lorient (6.50)
18 February 1943 - Wilhelmshaven (5.35)
25 February 1943 - Nuremburg (8.05)
26 February 1943 - Cologne (5.45)
28 February 1943 - St.Nazaire (6.10)
1 March 1943 - Berlin (7.25)
3 March 1943 - Hamburg (5.15)
5 March 1943 - Essen (5.05)

11 March 1943 - Stuttgart (6.10)
12 March 1943 - Essen (4.45)
22 March 1943 - St.Nazaire (4.45)
26 March 1943 - Duisburg (4.25)
27 March 1943 - Berlin (6.20)
29 March 1943 - Berlin (7.20)

Second Tour (Pathfinders)

18 October 1943 - Hanover (5.00)
20 October 1943 - Leipzig (7.20)
22 October 1943 - Frankfurt (5.40)
3 November 1943 - Cologne (4.20)
17 November 1943 - Mannheim (5.45)
18 November 1943 - Mannheim (6.00)
22 November 1943 - Berlin (6.50)
23 November 1943 - Berlin (6.25)
26 November 1943 - Berlin (7.50)
2 December 1943 - Berlin (6.45)
16 December 1943 - Berlin (8.15)
20 December 1943 - Frankfurt (5.30)
29 December 1943 - Berlin (6.35)
1 January 1944 - Berlin (7.20)
2 January 1944 - Berlin (6.25)
5 January 1944 - Stettin (9.10)
14 January 1944 - Brunswick (5.10)
20 January 1944 - Berlin (6.15)
21 January 1944 - Magdeburg (7.15)
27 January 1944 - Berlin (5.00)
28 January 1944 - Berlin (7.55)
30 January 1944 - Berlin (5.55)
15 February 1944 - Frankfurt-on-Oder (7.10)
19 February 1944 - Leipzig (6.50)
20 February 1944 - Stuttgart (6.20)
25 February 1944 - Augsburg (6.50)
1 March 1944 - Stuttgart (6.40)
15 March 1944 - Stuttgart (6.35)

Flight Lieutenant King has completed 59 operational sorties, 28 with the Pathfinder Force, 23 of which have been as a Marker. This officer has taken part in all the recent raids against the heavily defended targets in Germany. The high standard of the work carried out by his crew has been largely through his most able and efficient assistance. Through his conscientiousness he has set a fine

example to the more junior Bomb Aimers in the squadron, to whose training he has greatly contributed.

Flight Lieutenant King is an outstanding Bomb Aimer, and his devotion to duty has at all times been of the highest order.

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KING, F/O Donald Graham (J25207) - **Distinguished Flying Cross** - No.102 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 7 July 1921 in Fort William, Ontario; home there (aircraft inspector). Enlisted at Port Arthur, 22 April 1942. Granted Leave Without Pay until 25 September 1942 when posted to No.2 ITS; graduated and promoted LAC, 5 December 1942; posted that date to No.5 AOS; graduated and commissioned 2 April 1943. To "Y" Depot, 16 April 1943; to RAF overseas, 15 May 1943. Promoted Flying Officer, 2 October 1943. Repatriated 22 January 1945; to No.2 Air Command, 2 February 1945; retired 22 March 1945. Award presented 22 February 1947. Died in Kakabeka Falls, Ontario, 9 December 2006 as per **Legion Magazine** of May/June 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 17 January 1945 when he had flown 36 sorties (158 hours 15 minutes), 22 May to 21 November 1944. Sortie sheet is exceptionally detailed, as follows:

22 May 1944 - Orleans (5.20)
24 May 1944 - Colline Beaumont (3.20)
31 May 1944 - Trappes (5.05) - Fighter opposition
2 June 1944 - Haringzelles (3.10)
5 June 1944 - Maisy (5.10) - "D' Day
6 June 1944 - St.Malo (4.20) - Attack target at 2,500 feet. Landed away short of petrol.
8 June 1944 - Alencon (5.40) - Fighter opposition.
11 June 1944 - Massy Palaiseau (4.50)
14 June 1944 - Evrecy (5.05)
22 June 1944 - Laon (3.45) - Determined fighter opposition. Port outer unserviceable; returned on three engines.
24 June 1944 - Noyelles (2.45) - Unable to make briefed hight or speed. Bombed four minutes after main stream and 4,000 feet under. Aircraft badly damaged by flak. Pilot wounded in head. Starboard outer feathered.
17 July 1944 - Boise de la Haie (3.30)
18 July 1944 - Vaires (Paris) (4.25)
20 July 1944 - Ardouval (4.05) - Electrical storms, heavy icing.
25 July 1944 - Wanne Eickel (4.15) - Aircraft damaged by flak; fighter opposition.
28 July 1944 - Foret de Nieppe (4.05)
30 July 1944 - Villers Bocage (3.55) - Turned back by Master Bomber.
3 August 1944 - Bois de Cassan (4.25)

5 August 1944 - Foret de Nieppe (3.00)
6 August 1944 - Foret de Nieppe (3.25)
8 August 1944 - Belle Croix les Bruyeres (3.40)
24 August 1944 - Brest (5.05) - Heavy flak
27 August 1944 - Homburg (4.25) - First large attack by RAF heavies in daylight on Germany.
3 September 1944 - Venlo (4.30) - Flak accurate at target. Gee unserviceable. Bad weather conditions on return. Flak damage to aircraft.
9 September 1944 - Le Havre (2.50) - Army co-operation, unable to bomb; bomb sight unserviceable.
10 September 1944 - Le Havre (3.55)
7 Oct 1944 - Cleves (4.00)
9 Oct 1944 - Bochum (5.20) - Fighter opposition.
14 Oct 1944 - Duisburg (5.00)
28 Oct 1944 - Cologne (6.10)
2 November 1944 - Dusseldorf (5.30) - Heavy fighter opposition.
4 November 1944 - Bochum (4.30) - Fighter and flak opposition.
16 November 1944 - Gelsenkirchen (4.40) - Aircraft damaged by flak.
18 November 1944 - Munster (4.35)
21 November 1944 - Sterkrade (6.15) - Starboard outer engine feathered 70 miles before target. Gee unserviceable; bombed target 7,000 feet below briefed height.

Flying Officer King, navigator, has completed an operational tour of 36 sorties involving 158 hours, during which he has made sorties to a wide variety of targets in Germany and occupied territory. His targets have included many heavily defended targets such as Duisburg, Cologne, Gelsenkirchen and Munster.

On all his sorties he has carried out his duties as navigator in a most efficient manner, and has been largely responsible for the success of his crew's operational tour.

I consider that his fine record throughout his tour of operations fully merits for him the award of the Distinguished Flying Cross.

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KING, F/L Frederick Cosford (C3210) - **Air Force Cross** - RCAF Station Rockcliffe (since retired) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Home in Toronto; enlisted there 28 November 1940. Promoted Flight Lieutenant 15 April 1942. Had flown 1,496:25 hours to date, much of it as test pilot, 272 hours in past six months. Retired 14 August 1944. Award sent by registered mail 15 October 1945. Photo PL-21996 has the following caption: "The log books of these test pilots at No.1 Test and Development Establishment at Rockcliffe show they have flown 91 types from

Tiger Moths to Lancasters - F/C F.C. King (Toronto, S/L H.R. McLaughlin (Winnipeg), F/L J.P. Culliton (Fort William), F/L J.C. Snyder ((Waterloo), F/L R.L. Davis (Burnaby).”

This officer has been engaged as a test pilot for over three years. His devotion to duty has been evidenced by his readiness and desire to undertake any flying duty, however hazardous, tedious or exacting. He has flown a great many hours and has covered every phase of the work at the Test and Development Unit. By his energy, co-operation and the unfailing good performance of his unit he has set a very high standard for all test pilots.

Note: Diary of No.124 (Ferry) Squadron, Rockcliffe, has the following entry for date of 12 June 1943:

C3210 F/L F.C. King of Test and Development Establishment as pilot and C4804 F/L C.N. Raven of this Squadron as co-pilot with C23181 F/L A.E. Hill, Medical Officer, proceeded by air at 1800 hours in a Norseman Aircraft on mercy flight to Cleaver Lake, P.Q., a remote fishing camp approximately 75 miles NW of here, to give first aid and bring out to hospital Dr. Lloyd G. Dunlop, prominent New York State physician of Madrid, N.Y., U.S.A., seriously stricken at an early hour this morning. After considerable difficulty in placing the stricken Doctor on board, the aircraft took off from this small lake and arrived at Rockcliffe at 2015 hours. Dr. Dunlop was admitted to the Station Hospital.

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KING, W/C Harry Edward (C1630) - **Air Force Cross** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 January 1916 in Weyburn, Saskatchewan. Educated there and University of Manitoba, summers of 1937 and 1938. Teacher, 1936-1939 at Ogema and Weyburn. Enlisted 29 January 1940 at Regina. To No.2 ITS, Regina, 4 May 1940. To Trenton, 31 May 1940. To Camp Borden, 17 June 1940. To Trenton, 5 October 1940 for flying instructor course. To No.4 SFTS, Saskatoon, 26 November 1940. To No.20 EFTS, Oshawa, 30 July 1941 (instructor). Promoted Flight Lieutenant, 1 July 1942. To No.1 SFTS, 31 July 1942 (Flight Commander and Squadron Commander). Promoted Squadron Leader, 1 October 1942. To No.12 EFTS, Goderich, 10 December 1942(Chief Flying Instructor and Chief Supervisory Officer). To No.1 Training Command, 7 May 1943. To No.1 Flying Instructor School, Trenton, 15 August 1943 (Squadron Commander). To No.1 Training Command, 14 June 1944. To AFHQ, 27 July 1944. To Courses Abroad, 28 July to 5 December 1944 (Empire Central Flying School, see below). To Trenton, 22 December 1944. To AFHQ, 14 January 1945 (Air Member Training Division). Promoted Wing Commander, 1 March 1945. To Release Centre, 13 November 1945. Retired 15 November 1945, intending to take an executive position with Toronto Transit Commission.. Died in Toronto, 2 February 1995 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of May 1995. As of award had completed 2,220 flying hours, 1,735 hours as

instructor, 160 hours in past six months. Eventually served overseas as war's end. Award presented 22 June 1949.

This officer has established an excellent record in the field of flying training throughout the past four and a half years. He has held all positions from instructor to Chief Instructor in both Service and Elementary stages of training as well as serving as an Examining Officer at a Flying Instructors School. During his tour at Central Flying School he developed a planned lesson technique which has since been adopted for flying training. On the training staff of Royal Canadian Air Force Headquarters, he has carried out his duties in an exemplary manner.

Recommended 20 July 1945 by G/C G.P. Dunlop, AFHQ as follows:

Wing Commander King has established an enviable record in the field of flying training throughout the past four and one-half years. He has held all positions from Instructor to Chief Instructor in both Service and Elementary stages of training as well as serving as an Examining Officer at a Flying Instructors School. During his tour at Central Flying School he developed a planned lesson technique which has since been adopted for flying training. On taking the Empire Centra Flying School Course in England, Wing Commander King was posted in January 1945 to his present position on the training staff of RCAF Headquarters where he has carried out his duties in an exemplary manner.

There is no doubt that through his devotion to duty, this Officer has contributed a great deal towards the high standard of flying training in the RCAF. He is strongly recommended for the award of the Air Force Cross.

This was endorsed on 21 July 1945 by A/V/M Albert de Niverville (Air Member for Training). The AFHQ Honours and Awards Committee (Air Commodore A.L. James and Air Commodore M. Costello) approved the recommendation on 20 November 1945.

Training: EFTS trained on Gypsy Moth - 27.30 dual, 24.55 solo.

Intermediate course at No.1 SFTS was 17 June to 13 August 1940. Flew Anson (6.30 dual, 50 minutes solo) and Harvard (22.45 day dual, 25.00 day solo, 1.40 night dual, 1.15 night solo). "An above average pilot with a very smooth touch for his experience." (S/L W.E. Kennedy). Ground courses in Airmanship (152/200), Armament, written (55/100), Armament, practical (60/100), Air Navigation (83/100, failed) and Signals (40/50). Placed 37th in a class of 45. "Average type of young officer, keen and alert." (S/L W.E. Kennedy).

Intermediate course at No.1 SFTS was 12 August to 5 October 1940. Flew single engine aircraft (5.30 day dual, 41.20 day solo, 2.10 night dual, 40 minutes night solo). Assessed in Navigation

(155/200), Reconnaissance and Photography (74/100), Armament (138/200). Rated 208/300 in Qualities as Officer and 190/300 in Qualities as Pilot. Placed 24th in class of 40. Recommended for Fighters.. "Steady, patient pilot. Quick in his training," (S/L D.B. Blaine).

First Instructor course was 7 October to 25 November 1940. Flew single engine aircraft (59.35 dual, 93.55 solo) and twin engine aircraft (7.10 dual, 50 minutes solo). Experienced Moth, Fleet, Harvard, Lockheed, Anson, Battle and Yale. "General flying, aerobatics and instrument flying average. Knowledge of sequence very good and delivers it in convincing and confident manner. Hard working and keen. Good instructor, keen type." (F/L J.G. Twist). Ground school courses were Airmanship (90/100), Meteorology (85/100), and Air Navigation (92/100). Tested on 25 November 1940 in Lockheed 12 by F/L Davoud who rated him as follows - Sequence (Very good), Voice (Good), Manner (Confident), Ability to impart knowledge (Very good), Ability as pilot (Average). "Demonstrates and flies well. Should do very well with experience." Awarded Category "C" as instructor.

Instructor Category raised to "B" following Visiting Flight evaluation of 10 April 1941.

Instructor Category raised to "A-2", 23 October 1942 following examination by F/L A.E. Dahl and W/C F.C. Carling-Kelly. By then he had flown 1,100 instructional hours at No.4 SFTS, No.20 EFTS and No.1 SFTS.

Course at Empire Central Flying School was 23 August to 22 November 1944. Flew 99 hours 35 minutes - flew Oxford, Master, Havoc, Spitfire, Harvard, Hotspur, Reliant, Mosquito, Magister, Wellington, Hurricane, Stirling, Ventura and Gladiator. "A keen and conscientious officer who has given of his best while on the course. He has sound ideas and has made a good contribution to debates and discussion. His knowledge and all round ability are up to the standard expected. Hard working though not brilliant." (W/C A/C Kerhode). "Has all round knowledge and some excellent training ideas. Not always as good in practical exercises as he is doing administration. A very suitable type for duty as a Chief Flying Instructor or Chief Instructor. Worked very hard throughout the course and contributed in an above average manner." (W/C A.J. Shelfoon, RCAF). "A sound, reliable officer whose all round work during the course has been better than the course average. He should prove to be an asset in any training post. A good mixer." (G/C H.A.V. Hogan). "Keen and conscientious, good pilot and able instructor. Has taken prominent part in all activities of the School. Good in debate with sound ideas, Has done well on the course." (Commandant).

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KING, F/L Jack Albert (J22963) - **Distinguished Flying Cross** - No.357 Squadron - Award effective 9 October 1945 as per **London Gazette** dated 19 October 1945 and AFRO 1822/45 dated 7 December 1945. Born 15 December 1914 in Hamilton, Ontario (RAF Ferry Command crew cards); home there (clerk and salesman). Enlisted in Toronto, 4 April 1941. Granted Leave Without Pay until 15 May 1941 when posted to No.1 Manning Depot. To "K", 26 May 1941. To

No.3 ITS, 14 July 1941; graduated and promoted LAC on 20 August 1941; posted that date to No.11 EFTS; graduated 10 October 1941 when posted to No.8 SFTS; graduated and promoted Sergeant, 2 January 1942; posted on 17 January 1942 to No.13 SFTS. To Trenton, 14 February 1942. To No.12 EFTS, 21 April 1942. Promoted Flight Sergeant, 10 October 1942. Subsequently commissioned with effect from 10 November 1942. To No.5 OTU, 11 July 1944. To RAF Ferry Command, 21 November 1944. To No.111 OTU, 24 November 1944. Taken on strength of No.3 PRC, Bournemouth, 22 December 1944. Repatriated 3 December 1945. To Central Flying School, 24 January 1946. To No.1 Air Command, 28 March 1946. To Composite Training School, 12 April 1946. To No.1 Air Command, 10 June 1946. Retained in postwar RCAF, holding rank of Flight Lieutenant as of 1 October 1946 (number 20161). To Central Flying School, 16 March 1947. Promoted Squadron Leader, 1 January 1951. Retired 19 December 1962. Award presented 20 August 1949. Photo PL-128357 is a portrait taken at St. Hubert, 1960 when he was a Squadron Leader.

Flight Lieutenant King has completed his first tour of operations over Burma, French Indo-China, Siam and Malaya. He has shown outstanding determination throughout and has successfully completed many sorties in adverse weather. Five of these missions to Malaya have been over twenty hours duration. As deputy flight commander he has set a fine example.

KING, F/L Jack Albert, DFC (J22963) - **Croix de Guerre with Palm (France)** - Overseas (Now No.1 ACHQ) - Award as per AFRO 866/46 dated 6 September 1946.

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KING, F/O James Leonard (J25379) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 19 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born in Toronto, 26 August 1922; home there. At age 15 he was working on Great Lakes cargo boats. Enlisted in Galt, Ontario, 14 February 1941 as an Aero Engine Mechanic (although obituary says he joined as a mechanic in 1939). Posted to No.1 Manning Depot on enlistment. To No.6 Repair Depot, 17 March 1941. Promoted AC1, 14 May 1941. Promoted LAC, 1 October 1941. Remustered to aircrew and posted to No.5 ITS, 18 July 1942; may have graduated 12 September 1942 but not posted to No.13 EFTS until 10 October 1942; may have graduated 11 December 1942 but not posted to No.2 SFTS until 27 December 1942; graduated and commissioned 16 April 1943. To "M", 30 April 1943. To "Y" Depot, 12 June 1943. To United Kingdom, 12 June 1943. Repatriated 14 May 1945. To No.1 Air Command, 27 May 1945. To No.16 SFTS, 27 June 1945. To Release Centre, 2 August 1945. Retired 7 September 1945. Award sent by registered mail 4 May 1950. Postwar he attended University of Toronto and University of British Columbia Law School, graduating in 1953. Moved to Whitehorse, 1954 and practiced law there until mid-1960s. He was also active in hotel and mining business. In 1974 he moved to Vancouver. Died there 5 December 2003. RCAF photo PL-40886 (ex UK-17330 dated 9 December 1944) has following caption: "Discussing their recent adventure when the entire crew of a Halifax bomber, with the exception of the pilot, were forced to bale out

southwest of Aachen during an attack on Dusseldorf, are these two airmen from the Tiger Squadron of the RCAF Bomber Group in England. On the left is F/O J.L. King, Toronto, Ontario, who crash-landed the aircraft at Laon, France, and walked away from it, and F/O T.G. Tustin, Big Valley, Alberta, his navigator, who 'hit the silk' with the rest of the crew and were returned safely to England."

This officer was the pilot and captain of an aircraft detailed to attack Dusseldorf one night in November 1944. The target was successfully bombed but later, on the return flight, the aircraft was badly hit by an explosive shell which caused a fire in one of the port wing petrol tanks. Attempts were made to quell the flames but without much success. Flying Officer King thereupon changed course and, displaying great determination, reached friendly territory by taking the shortest possible route. By this time the fire in the petrol tank was burning fiercely. Flying Officer King ordered his crew to leave the aircraft by parachute. He himself remained at the controls to keep the aircraft level while his comrades jumped. As they got clear, the burning tank fell away. Flying Officer King, therefore, remained at the controls and searched for a likely place to land. Finally he brought the aircraft down in a field, aided solely by his landing lights. This officer displayed the greatest possible coolness and skill throughout and was undoubtedly responsible for saving a valuable aircraft.

The original recommendation dated 20 November 1944 is found in DHist file 181.009 D.2611 (RG.24 Vol.20627) when he had flown 19 sorties (100 hours 30 minutes). Sortie list and submission as follows:

25 August 1944 - Brest (5.25)
6 September 1944 - Emden (4.50)
11 September 1944 - Le Havre (4.55)
12 September 1944 - Dortmund (5.55)
17 September 1944 - Boulogne (4.40)
20 September 1944 - Calais (3.10)
23 September 1944 - Domburg (3.35)
25 September 1944 - Calais (4.15)
27 September 1944 - Sterkrade (5.40)
28 September 1944 - Cap Gris Nez (4.25)
9 October 1944 - Bochum (6.35)
14 October 1944 - Duisburg (6.10)
15 October 1944 - Kattégatt (6.35)
23 October 1944 - Essen (6.10)
25 October 1944 - Homburg (5.10)
28 October 1944 - Cologne (6.00)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (6.40)

2 November 1944 - Dusseldorf (4.00, crash landed in France)

This officer, captain of a heavy bomber, was detailed to attack Dusseldorf on the night of November 2, 1944. The mission successfully accomplished, Flying Officer King was on the homeward journey when the aircraft was struck heavily by flak which started a fire in one of the port wing petrol tanks. Realizing the danger to which his crew was exposed, the officer asked his navigator for a course into friendly territory by the shortest possible route. When the alteration was made the aircraft ran into dense cloud and Flying Officer King ordered his crew to abandon the aircraft. By this time the fire in the petrol tank was blazing severely and the danger of explosion or wing crumbling was imminent. The pilot fought the controls to keep the aircraft level until the crew had safely baled out. When certain that all were clear of the aircraft he lost height to get out of the cloud, the tank still blazing fiercely. He levelled at 4,000 feet at which time the burning tank fell out of the wing and the fire went out. Knowing he could not get back to base, Flying Officer King then looked for a safe place to land the aircraft and finally brought it down in a field, aided solely by his landing lights.

Flying Officer King, by his cool courage, determination and presence of mind, saved the lives of the members of his crew, and by extremely skilful flying was able to prevent his aircraft and equipment from becoming a total loss. In view of this pilot's exceptional performance, I strongly recommend him for the immediate award of the Distinguished Flying Cross.

The website "Lost Bombers" gives a slightly different account as follows:

Halifax MZ922, No.424 Squadron (QB-F), 2 November 1944. This was one of two aircraft of No.424 Squadron lost on an operation to Dusseldorf (the other was LW131). Airborne at 1612 hours, 2 November 1944 from Skipton-on-Swale. Bombed the aiming point at 1929 from 20,000 feet, reducing height soon after to 16,000 feet. At 1938 the Halifax was struck by flak which severely damaged the port rudder and elevators and started a fire behind the port outer bulkhead. As ordered, six baled out over Allied held territory, but then the blaze died down and with the aid of his landing-lights F/O J.L. King (later awarded DFC) force-landed in a ploughed field near Grandlup-et-Fay (Aisne), 14 km NE of Laon. F/O W.E. Harris (RCAF) was treated at the 98th American General Hospital. Most of the crew were home within a week and F/O Harris was not badly injured. Others in crew were Sergeant M.McI W.Grant (RCAF), F/O T.G.Tustin (RCAF, awarded DFC), F/O F.H.Moss (RCAF), Sergeant A.D.Jopp (RCAF), and Sergeant J.L.Warwicker (RCAF).

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KING, F/L (now S/L) Robert Bruce (J7596) - **Distinguished Flying Cross** - No.160 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO

2684/44 dated 15 December 1944. Born 19 November 1917. Home in Dunnville, Ontario. Enlisted in Niagara Falls, 14 November 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. To No.3 Training Command, 14 January 1941 and thence, same date, to No.21 EFTS (apparently for non-flying duty but promoted LAC, 27 March 1941). To No.3 ITS, 2 April 1941; graduated 27 May 1941 when posted to No.12 EFTS; graduated 15 July 1941 when posted to No.5 SFTS; graduated and commissioned 25 September 1941. To No.6 (BR) Squadron, 24 December 1941. Attained rank of Flight Lieutenant, 1 April 1943. To No.160 Squadron, 12 May 1943. Promoted Squadron Leader, 1 August 1944. To Release Centre, 14 May 1945; retired 18 May 1945. Award sent by registered mail 31 November 1949. Died in Dunnville, Ontario, 20 August 2002 as per **Legion Magazine** of March 2003. As of award had flown 1,557:25 hours, 1,004:20 operational hours, 166 sorties.

This officer, as captain and pilot on anti-submarine operations in the North Atlantic, over a long period of time, has displayed keen determination and devotion to duty. At all times he has completed the most difficult tasks under adverse weather conditions with resourcefulness and courage. His leadership as a flight commander has contributed greatly to the efficient operation of his squadron.

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KING, WO1 (now P/O) Wilfred Herbert (R146659/J88850) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 21 January 1918 in Gravenhurst, Ontario; home there (transport driver). Enlisted in Toronto, 9 December 1941 for General Duties and posted to No.1 Manning Depot. Classified as Guard and posted to No.34 SFTS, 21 January 1942. Promoted AC1, 23 April 1942. Remustered to aircrew and posted to No.8 BGS, 4 July 1942. Promoted LAC, 9 September 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 24 October 1942; to RAF overseas, 22 November 1942. Further trained at No. 1659 Conversion Unit (Leeming). Commissioned 5 September 1944. Flew two tours. Repatriated 23 September 1944. To No.9 BGS, November 1944. To Release Centre, 15 April 1945; retired 7 May 1945. Award presented at Esquimalt, 21 July 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 2/8823 has recommendation dated 20 August 1944 when he had flown 54 sorties (227 hours five minutes) as follows:

First Tour

4 April 1943 - Kiel (6.15)
6 April 1943 - GARDENING (6.25)
10 April 1943 - Frankfurt (7.20)
23 May 1943 - Dortmund (4.55)

25 May 1943 - Dusseldorf (4.10)
27 May 1943 - Essen (5.00)
11 June 1943 - Munster (5.00)
12 June 1943 - Bochum (5.00)
19 June 1943 - Le Creusot (5.50)
21 June 1943 - Krefeld (4.15)
22 June 1943 - Mulheim (4.20)
24 June 1943 - Wuppertal (4.45)
28 June 1943 - Cologne (4.35)
3 July 1943 - Cologne (5.35)
15 July 1943 - Mont Beliard (7.00)
24 July 1943 - Hamburg (5.45)
25 July 1943 - Essen (4.25)
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (5.20)
2 August 1943 - Hamburg (MISSING)

Second Tour

27 April 1944 - Laon (4.10)
8 May 1944 - Haine St.Pierre (2.30)
10 May 1944 - Ghent (2.35)
11 May 1944 - Boulogne (2.35)
19 May 1944 - Mount Couple (3.00)
21 May 1944 - Duisburg (4.00)
24 May 1944 - Aachen (3.35)
5 June 1944 - Longues (3.10)
7 June 1944 - Foret de Cerisy (3.20)
9 June 1944 - Rennes (4.10)
11 June 1944 - Tours (5.00)
15 June 1944 - Lens (2.10)
24 June 1944 - Middel Straete (1.50)
27 June 1944 - Oisemont (2.30)
28 June 1944 - Metz (5.20)
1 July 1944 - Villers Bocage (2.30)
2 July 1944 - Oisemond (2.10)
5 July 1944 - Wizernes (1.50)
6 July 1944 - Coquereaux (2.35)
7 July 1944 - Caen (2.35)
9 July 1944 - L'Hey (1.45)
10 July 1944 - Nucourt (2.45)
12 July 1944 - Paris (3.15)
15 July 1944 - Nucourt (2.35)

17 July 1944 - Cagny (2.30)
19 July 1944 - Rollez (2.55)
20 July 1944 - Courtrai (2.05)
23 July 1944 - Kiel (5.20)
24 July 1944 - Stuttgart (7.05)
25 July 1944 - Stuttgart (7.10)
28 July 1944 - Stuttgart (6.20)
30 July 1944 - Battle area (2.55)
12 August 1944 - Russelheim (4.35)
16 August 1944 - Stettin (5.10)
18 August 1944 - Bremen (4.50)

Warrant Officer King is a very capable Air Gunner in a highly successful crew on their second tour of operations. This Warrant Officer has participated in 54 sorties, many of which have been directed against such heavily defended enemy targets as Hamburg, Essen and Dusseldorf. Underneath a cheerful and calm disposition, he possesses a fine fighting spirit, which has served as inspiration to his crew. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Public Record Office WO 208/3318 has MI.9 report based on interview of 3 February 1944. He was mid-upper gunner of a Lancaster, the crew of which baled out over Sweden on 3 August 1944. The men were turned over to Swedish soldiers and interned. Leaving Stockholm on 1 February 1944 and arriving back in Britain on 2 February 1944.

Website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york43/11apr43.html> provides the following:

UNIDENTIFIED HALIFAX DAMAGED BY FLAK, RETURNED TO LEEMING AIRFIELD

On the night of 10th / 11th April 1943 this aircraft was one belonging to 405 Squadron that had carried out an operational flight to bomb Frankfurt, this crew set out from Leeming airfield at 23.30hrs and bombed the target area. On their return near the coastline the aircraft sustained flak damage to the bomb doors. The crew made a safe return to base landing at Leeming at 06.57hrs. The aircraft carried the 405 Squadron code "LQ-L" but I have not yet identified it to a specific serial number. Crew was - Pilot - Sgt John Alwyn Phillips RAF (1339011), of Swansea, Wales; Flight Engineer - Sgt Herbert C McLean RCAF (R68504 ?); Navigator - F/O Hugh Thompson Huston RCAF (J13071), of Vancouver, British Columbia, Canada; Bomb Aimer - Sgt Vernon Alfred Knight RAF (1416022); Wireless Operator - Sgt Ronald A Andrews RAF (1294715); Air Gunner - Sgt Wilfred Herbert King RCAF (R.146659), of Gravenhurst, Ontario, Canada; Air Gunner - Sgt Lloyd D Kohnke RCAF (R107109), of Dunblade, Saskatchewan,

Canada.

Many of this crew would be interned in Sweden in 1943. Alwyn Phillips would write the book "Valley of the Shadow of Death" about the 1943 bombing operations of Spring and Summer 1943. John Phillips was known by his middle name of Alwyn, he was born in Swansea in 1922 and enlisted into the RAF in 1941. He was flying with 405 Squadron on the night of 3rd / 4th July 1943 when his aircraft was badly damaged on Ops to Cologne, he managed to bring the aircraft and his crew back to England safely and for his actions he was awarded the DFM. Notification of his DFM was printed in the London Gazette on 17th August 1943.

On the night of 2nd / 3rd August 1943 all of the above crew apart from F/O Huston were flying Halifax HR871 tasked with an operational flight to Hamburg, outbound the aircraft flew into a thunderstorm, before they reached the target the aircraft control surfaces became effected by icing on them. Controlling the aircraft became difficult, fearing that if they should be attacked by a night-fighter or flak the pilot would not be able to take evasive action the crew opted to abandon the task of dropping the target markers. The aircraft was also struck by lightning in the forward section of the fuselage which blinded the crew. The aircraft went out of control and although the pilot recovered his sight and some control, the engines and radio had been damaged. Flying back across the North Sea was deemed impossible given the damage so the crew opted to try to head north to Sweden, on reaching the Swedish Coast the crew baled out. Phillips landed on a cow in a field! All were then interned until being repatriated in January 1944. The aircraft was discovered by chance by a team scanning the sea bed off Sweden in 2011 and funds are being sought to raise the wreckage. The notification of Phillips' DFM being granted was not printed in the London Gazette until 17th August 1943 after he was interned in Sweden.

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KING, P/O William Edward (J8441) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 17 September 1942 as per **London Gazette** dated 2 October 1942 and AFRO 1659/42 dated 16 October 1942. Born Alton, Ontario, 9 August 1921; home there. Enlisted in Toronto, 18 October 1940. To No.1 BGS, 8 November 1940 (guard duty). To No.1 ITS, 8 February 1941. Graduated and promoted LAC, 16 March 1941; to No.7 EFTS, on that date. Ceased training and posted to No.1 Manning Depot, 5 April 1941; to No.1 AOS, 26 May 1941; to No.1 BGS, 17 August 1941; graduated 27 September 1941 when promoted Sergeant and posted to No.2 ANS. Graduated and commissioned, 27 October 1941. To "Y" Depot, 5 November 1941; to RAF overseas, 20 November 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 27 October 1943. Repatriated with No.428 Squadron, 1 June 1945; to Halifax, 8 August 1945; to Greenwood, 11 October 1945; to Release Centre, 26 February 1946; retired 12

March 1946.

One night in September 1942, Pilot Officers Watt and King were captain and navigator respectively of an aircraft detailed to attack Dusseldorf. When nearing the target area the aircraft was held by a concentration of searchlights and hit by anti-aircraft fire. The intercommunication was rendered unserviceable and Pilot Officer King was wounded in the leg and stomach. Despite this he bravely continued his duties. His subsequent navigation was of the greatest assistance to Pilot Officer Watt, who succeeded in flying his damaged aircraft back to this country. These officers, both of whom have completed many operational sorties, displayed outstanding devotion to duty in difficult circumstances.

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KING, LAC William Wallace (R159607) - **Mention in Despatches** - No.434 Squadron (No.64 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 29 September 1915. Home in Lachute, Quebec; enlisted in Montreal, 20 March 1942 as "Tradesman" and posted to No.1 Manning Depot. Classified as "Armourer/Bombs", 30 May 1942 and posted to Mountain View. Promoted AC1, 10 July 1942. To No.10 AOS, 6 July 1942. Promoted LAC, 1 January 1943. To "Y" Depot, February 1943; to RAF overseas, 8 March 1943. Repatriated 7 June 1945. Date of release uncertain. Rejoined RCAF in Armament, 3 April 1951 in rank of LAC; promoted Corporal, 1 April 1954; promoted Sergeant, 1 April 1956. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 26 July 1944.

This airman enlisted on 20th March, 1942, and has served in the United Kingdom since 17th March, 1943, and is at present employed as an Armourer in the squadron. The performance of his duties has been most commendable. His devotion to duty and relentless efforts to provide ways and means of improving Armament servicing have been most invaluable in the production of electric Bombing-up winches which have reduced man-hours of work and the hard manual labour required in the Bombing-up of aircraft.

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KINGSLAND, F/O Robert Ross (J25139) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Montreal, 22 February 1922. Educated in Montreal (Westhill High School, Wellington School, McGill University). Enlisted in Montreal, 26 January 1942 and posted to No.5 Manning Depot, Lachine. To No.5 ITS, Belleville, 6 June 1942; graduated and promoted LAC, 1 August 1942 but not posted to No.20 EFTS, Oshawa, until 12 September 1942; graduated 6 November 1942 and posted next day to No.1 SFTS, Camp Borden; graduated and commissioned 2 April 1943. Wings pinned on by his father, W/C W.R. Kingsland (veteran of First World War and then at AFHQ as Director of Postings and Careers). To No.1 GRS,

Summerside, 16 April 1943; to No.31 OTU, Debert, 19 June 1943. Promoted Flying Officer, 2 October 1943. To "Y" Depot, 9 October 1943. Embarked from Halifax, 22 October 1943. Disembarked in Britain, 30 October 1943. Attached to ACOS (whatever that is), 22 November to 18 December 1943. To No.18 (Pilots) AFU, 4 January 1944. To No.24 OTU, 7 March 1944. To No.61 Base, 16 June 1944. Attached to Dalton Battle School, 16-26 June 1944. Attached to No.1664 Conversion Unit, 26 June to 29 July 1944. To No.429 Squadron, 29 July 1944. Promoted Flight Lieutenant, 10 September 1944. To RCAF Overseas Headquarters, 19 February 1945. Attached to No.5 Group Headquarters, 19 February to 2 July 1945. Attached to Headquarters, FLTR (whatever that is), 2-30 July 1945 when returned to Overseas Headquarters. To Topcliffe, 3 April 1946. Repatriated 8 May 1946. Retired 27 May 1946. Died at Cheltenham, Gloucestershire, England, 29 July 1989. Invested with award by King George 30 October 1945. RCAF photo PL-33719 (ex UK-15642, 7 October 1944) is captioned as follows: "Adrift in the North Sea for 13 hours before sighted by searchers from their own squadron, P/O J.H.R. Courtois, wireless air gunner from Victoriaville, Quebec, and F/L R.R. Kingsland, pilot from Westmount, Quebec, do a spot of dinghy drill just to keep their hand in at the game. Members of the Bison Squadron of RCAF Bomber Group, little did they think that the hours of dinghy drill in this pool would pay off when their Halifax had two engines shot up by flak and they were forced to ditch." Photo PL-41521 (ex UK-18373 dated 22 January 1945) shows him on occasion of visit to No.6 Group by John Bracken (Leader of the Conservative Party); Colonel A.J. Brooks (MP for Royal, New Brunswick) chats with Mills. Photo PL-44584 (ex UK-22073 dated 12 June 1945) shows him with his WAAF bride, the former Flight Officer Toni Daniels of Manchester. Caption states he was the son of G/C W.R. Kingsland. Photo PL-46227 shows him after investiture with wife and mother-in-law. Pilot, cited with P/O Joseph H.R. Courtois (RCAF WOP); see for citation. DHH file 181.003 D.2611 (Library and Archives RG.24 Volume 20627) has the original recommendation drafted approximately 27 September 1944 when he had flown 14 sorties (62 hours 10 minutes):

This pilot has taken part in fourteen attacks on enemy targets. On all occasions he has displayed a keen desire to come to grips with the enemy, a fine fighting spirit and a coolness under fire which has been most praiseworthy. He is a good and conscientious captain of aircraft who has trained and controlled his crew well both in the air and on the ground. On a recent mining operation over Oslo on his first run over the target it could not be visually identified. He orbited and made a second run. His aircraft was hit by heavy predicted heavy flak and the starboard outer and port outer engines damaged. Undeterred he completed his run and dropped his mines before taking evasive action. It became necessary to feather the starboard outer but the propellor would not feather. Fire broke out and could not be extinguished by the Gravinor for some time. It was eventually put out but at the same time the starboard propellor came off, tore about one foot of the starboard inner propellor, passed over the fuselage and tore away most of the port fin and rudder. Over the sea fire broke out in the starboard inner and was extinguished but the propellor had to be feathered. Height was lost gradually and it was almost impossible to hold a course. Eventually ditching was carried out

successfully and the whole crew was saved by dinghy, Lindholme gear and A.S.R. Launch. Throughout the whole operation, Flying Officer Kingsland displayed a remarkable coolness and courage and inspired his crew. It is felt that his actions while in grave danger combined with the excellent training he had given his crew was the means of saving the lives of all his crew.

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

This was endorsed on 28 September 1944 by G/C W.F. M. Newson (Commanding Officer, Leeming) and on 1 October 1944 by Air Commodore J.G. Bryans (Commanding Officer, No.63 Base).

The website "Lost Bombers" provides the following information about the above sortie. Halifax MZ864 (AL-B), Gardening Oslo Fiord, was airborne at 1945 hours, 12 September 1944 from Leeming to lay mines off. Hit by Kriegmarine Flak in the target area which damaged the outer starboard engine, causing the propellor to sheer off. As the airscrew fell away, so it struck the starboard inner engine. With two engines on the same side unserviceable, ditching was inevitable and this was duly accomplished at 0135 hours, the entire crew being able to get into their dinghy. All were rescued at 1327 hours, 13 September 1944 by RAF High Speed Launch 2721, more or less unscathed. Full crew was F/O R.R.Kingsland (RCAF), Sergeant D.R.Russell, F/O R.A.Thorne (RCAF), Sergeant R.J.McCallum (RCAF), P/O J.H.R.Courtois (RCAF), Sergeant J.A.Deney (RCAF), Sergeant P.Nabozniak (RCAF).

Notes: Application for Operational Wing dated 6 February 1945 stated he had flown 30 sorties (163 hours ten minutes), 29 July 1944 to 31 January 1945.

Training: Course at No.5 ITS was 8 June to 1 August 1942. Courses in Mathematics, L.D.A.O. (whatever that is), Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology. Scored 810 of a possible 1,000 points. Placed 30th in a class of 146. "An excellent type, assured, clever, well-spoken, well-educated, capable, good aircrew material."

Course at No.20 EFTS was 14 September to 6 November 1942. Tiger Moth aircraft - 10.25 dual to first solo, total 33.15 day dual, 46.30 day solo, 3.45 night dual, 15 minutes night solo. Was 10.05 on instruments; logged 10.30 in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft recognition and Signals (practical). Scored 563 of a possible 700 points. Placed 15th in a class of 31. "Coordination and ability to absorb instruction good, but tends to over-confidence. Had trouble to maintain precision on Instruments."

Course at No.1 SFTS was 9 November 1942 to 2 April 1943. Anson aircraft - 7.35 dual to first solo, total 67.00 day dual, 55.00 day solo, 4.00 night dual, 8.00 night solo; 4.15 in formation, 24.00 on instruments, 25 hours in Link. Ground courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition, Signals (written and practical) and Meteorology.

Scored 590 of a possible 700 points. Placed 24th in a class of 57. "An average pilot who tends to be over confident. Character and discipline good. Training progressed satisfactorily."

Course at No.1 GRS was 19 April to 18 June 1943. Anson aircraft - 35 hours 45 minutes, all by day. Ground course in DR Navigation Intermediate (64/100), DR Navigation Final (261/300), DR Navigation Air Work (239/300), Reconnaissance (159/200), Reconnaissance Air Work (73/100), Astro Navigation (130/200), Compasses and Instruments (130/200), Meteorology (153/200), Signals (77/100), Coding (73/100), Ship Recognition (153/200), Photography (72/100) and Visual Signals (Pass). Placed sixth in a class of 22. "Good average in ground and air work. Keen, conscientious, works hard. Good discipline."

Course at No.31 OTU was 12 July to 21 September 1943. Hudson aircraft - 16.55 day dual, 59.20 day as first pilot, 12.00 day as second pilot; 2.25 night dual, 11.00 night as first pilot, 1.45 night as second pilot. Was 4.05 on instruments, logged 16 hours in Link. Dropped a total of 30 bombs in level and dive approaches; fired 800 rounds air-to-air and 2,400 rounds air-to-sea. Ground courses in Mathematics (69 percent), Signals (65 percent), Armament (79 percent), Airmanship (63 percent), Ship Recognition (66 percent), Meteorology (50 percent), Photography (81 percent), Intelligence (82 percent), and Tactics (56 percent). "A good average pilot and crew captain, but tends to overconfidence."

Course at No.18 (Pilots) AFU was 4 January to 7 March 1944. Oxford aircraft - 3.35 day dual to first solo, 4.25 total day dual, 6.05 day solo, 1.35 night dual to first night solo, total 7.10 night dual, 15.30 night solo. Was 10.30 in formation, 11.00 on instruments. Flying tests in General Flying (270/400), Applied Flying (135/200), Instrument Flying (160/250), Night Flying (65/100); no Link mark. "A keen pilot of good average ability who has gained all round knowledge of which he will benefit."

Course at No.24 OTU was 8 March to 4 June 1944. Whitley aircraft - 5.35 day dual to first day solo, 6.45 total day dual, 6.40 at controls by day with a captain, 30.00 at controls by day on his own, 3.00 night dual to first night solo, total 4.25 night dual, 8.25 night at controls with a captain, 31.20 at night on his own. Logged 15.00 in Link. Flew four day and five night cross-country trips, no Nickel or Bullseye exercises. Did four day and one night fighter affiliation exercises. Flying tests in General Flying (195/400), Applied Flying (115/200), Instrument Flying (115/250), Night Flying (55/100) and Link (33/50). Ground examinations in Airmanship (267/300), Navigation (150/200) and Signals (88/100). "An ex-AFU pilot who experienced some difficulty converting to the type; as the course progressed he improved and is now an average pilot. An average captain who has managed his crew well."

Crew at No.1664 Conversion Unit were himself (pilot), J27139 F/O R.A. Thorne (navigator), R188770 Sergeant R.J. McCallum, R120241 Flight Sergeant J.H.R. Courtois (WOP, later DFC), 1584256 Sergeant D.R. Russell (flight engineer), R156647 Sergeant J.A. Denley (mid-upper gunner) and R222293 Sergeant P. Narboniak (rear gunner).

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KINGSLEY, F/O Alan (J13926) - **Mention in Despatches** - No.10 Operational Training Unit (now POW) - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 17 July 1923. Home in Saskatoon, Saskatchewan; enlisted there 6 August 1941 but not posted to No.2 Manning Depot until 8 September 1941. To No.2 BGS (guard duty), 9 November 1941. To No.2 ITS, 21 December 1941; graduated and promoted LAC, 14 February 1942 but not posted to No.5 EFTS until 28 February 1942; graduated 9 May 1942 and posted to No.3 Manning Depot. Appears to have gone to an SFTS (number undecipherable) on 11 May 1942 but ceased training on 12 June 1942 and gone to No.3 BGS on 17 June 1942, followed by No.2 AOS on 18 July 1942. Graduated and promoted Sergeant, 28 August 1942; subsequently commissioned with effect from that date. To "Y" Depot, 29 August 1942; to RAF, 22 October 1942. Promoted Flying Officer, 28 February 1943. Reported POW while with No.10 OTU, 14 June 1943. Promoted Flight Lieutenant in captivity. Reported Safe in United Kingdom, 11 May 1945. Repatriated 7 July 1945. Released 24 September 1945. No citation.

Directorate of History and Heritage file 181.001 D.24 had his "Loss of Bomber Aircraft" questionnaire with account based on interrogation of 11 May 1945. It states that he had flown seven sorties. From this and the RAF Commands website his aircraft can be identified as BD220, letter "G".

At 0800 hours, June 14th, 1943, we took off on normal patrol. At approximately 1430 hours sighted two German submarines about 100 miles N.W. of Spanish coast. Carried out orders and shadowed subs till 1745 hours - received orders to attack. Attacked from the sun and flak gunners (37 and 13 mm) hit aircraft three times as we approached (altitude 50 feet), I.A.S. 160 m.p.h.. Dropped charges, two on west side of No.1 sub, four in between No.1 and No.2. Sank both. Photographed, flak gunners killed by machine gun fire and small group of survivors. Turned for home. All hydraulics became unserviceable about ten minutes after attack; at approximately 1915 hours starboard fuel ran dry, starboard motor stopped. Flew on on port motor. Starboard prop would not feather completely and dragged machine down slowly (altitude 10,000 feet), jettisoned all guns, ammo, cameras, parachutes etc. At approximately 2000 hours skipper ordered crew to take up ditching positions. Wireless Operator sent S.O.S. - we were in touch with base by W.T. from 1430 to 2000 hours and all messages were received. At 2000 hours plus tanks ran dry. Port motor cut (altitude 1,200 feet), glided down to perfect landing on the water (position approximately 60 miles from Brest - 100 miles from Lands End). Dinghy had been holed (not by flak); we stopped the leak and inflated by hand. During this time some emergency equipment was lost (navigator bag, aldis lamp and RCCS 1 ration case (water). Pushed off from aircraft at 2025 hours. Aircraft floated out of sight; released pigeon. Sailed Q type dinghy north NW all day. On the 15th at approximately

[blank] destroyer passed 800 yards away. Ignored signals. At 0930 hours 16th of June Mosquito patrol passed (altitude 100 feet about 1,000 yards away). Very cartridges proved inadequate again; at 1200 hours the patrol passed again. Same result. On morning of 17th visibility nil due to sea fog. Fog cleared at approximately 1300 hours. French mackerel fisher sighted about one mile distant. Attracted attention with whistles and Very cartridges. French refused to sail to England and took us to Camaret on Peninsula near Brest. German harbour police boarded boat before it reached shore. Very cartridges were the small red ones.

The website "Wartime Memories Project" provided the following account from Sharon Benson, daughter of the pilot:

My father, Arthur Benson is now 88 years old, and living in Australia. He was part of the Empire Air Training Scheme and was sent to Dauphin, Canada, completing his training at St. Eval in England, as a pilot.

On 14 June 1943, he was attached to 19 Group of Coastal Command and equipped with a twin-engined Whitley aircraft (10 OTU), was sent to help Coastal Command hunting submarines out over the Bay of Biscay. The crew consisted of Fellow Australian Sergeant R.L. "Bob" Rennie (second pilot), Pilot Officer Tom J.L. Lee (navigator) RAF, F/O Alan Kingsley (Rear Gunner) RCAF, Sergeant George T Graves (Wireless Operator) RAF. They had seven trips in all and on what was to be their last trip with Coastal Command, spotted two German submarines. After shadowing the U-boats for two hours the crew was given the instructions to attack. As they commenced their descent, they were fired upon and the Whitley was hit in the port fuel tank. But by now they were well committed, so they continued with their attack, and sank one submarine, U 564. This submarine had already sank 33 Allied ships. With the loss of the hydraulics and fuel, and with the damaged engine about to stop, it was obvious that they were going to struggle to return to base. My father successfully ditched the Whitley and the crew managed to evacuate into the dinghy, even though the dinghy had been damaged when the Whitley was fired upon. They had lost the dinghy pack, containing food and water, but still had 12 one-pint tins of water. The crew had carried a homing-pigeon on these trips and had managed to bring the cage into the dinghy. They attached a message to the bird's leg and attempted to launch it in the direction of base. After several attempts to get the bird to leave the dinghy it finally disappeared in the right direction. Unfortunately the pigeon did not make it back to base. Dad and his crew spent the next two days and three nights drifting on the Bay of Biscay. On the evening of the third day they were rescued by the crew of a French fishing boat. Unfortunately, the crew could not help them get back to England by boat or put them in contact with the Resistance as they were expected by the Germans to be back in their port by a certain time or there would be serious consequences for themselves and their families. The fishing boat

returned to Morgat, a small fishing village south of Brest, and Dad and his crew were captured by the Germans.

They were sent to Paris by train and then sent to Frankfurt for interrogation. After eight days in solitary confinement, the crew were separated and Dad, George and Tom were sent to Stalag Luft 6 at Hyderkrug in East Prussia. Tom and Alan were sent to Stalag Luft III. Dad has many stories of this time as a POW. He talks of the efficient Escape Committee and the several attempts that were made whilst he was in Stalag Luft 6. He also talks of the boredom, the theatre, the sport played to keep fit. He tells his grandchildren that he "played rugby for Australia" as there were many matches between the English and Australian and other Empire countries during this time.

The website "U-Boat Net" provides a more complete account of what was really a two-day battle which culminated in the destruction of **U-564**.

13 June 1943: Aircraft attack, aircraft shot down: British Sunderland (228 Sqdn RAF/U, pilot F/O L.B. Lee). At 18.59 hours, a group of five outbound boats (U-185, U-358, U-564, U-634 and U-653) were attacked by the Sunderland northwest of Cape Finisterre. The aircraft singled out U-564, dropped its bombs and crashed in flames after being hit by the intense AA fire, all 11 crew members were killed. The badly damaged boat turned back under escort by U-185, but was sunk by aircraft the next day.

(Sources: Franks/Zimmerman)

14 June 1943

Aircraft attack, aircraft shot down: British Whitley Mk.V BD220 (No.OTU RAF/G, pilot Sgt A.J. Benson) . **The sinking of U-564.** At 14.39 hours, two inbound boats were spotted by the Whitley in the Bay of Biscay and shadowed. U-564 was unable to dive after the air attack of the day before and was being escorted back to France by U-185. At 16.45 hours, the fuel of the aircraft was running low and the pilot decided to attack U-564. Both boats opened fire and hit the bomber, but its depth charges caused more damage on the boat and she sank at 17.30 hours. The hydraulics and the starboard engine of the Whitley were damaged, so the crew was forced to ditch and ended up as German prisoners after being picked up by a French trawler.

The commander and 17 crewmen were picked up by U-185, which transferred them to the German destroyer **Z-24** two hours later and then continued her patrol. A Canadian Hampden aircraft X2961 (No415 Squadron ,RCAF, pilot S/L J.G. Stronach and crew) arrived in the area around the time of the air attack, but was shot down by a German Ju88C fighter (15./KG 40, Hptm Hans Morr) with the loss of all four crewmen. *(Sources: Franks/Zimmerman/Goss).*

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KINGSTON, F/O William George (J85588) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 1 April 1920 in Toronto; home there (clerk). Enlisted in Toronto, 23 July 1941. Granted Leave Without Pay until 4 August 1941 when posted to No.1 Manning Depot. To No.13 Explosives Depot, 20 August 1941 (guard duty). To No.1 ITS, 27 October 1941; graduated and promoted LAC on 19 December 1941 when posted to No.2 EFTS; ceased training 6 February 1942 and posted to "E" (Trenton); to No.4 BGS, 28 March 1942; graduated and promoted Sergeant, 27 April 1942. To "Y" Depot, 28 April 1942; to RAF overseas, 31 May 1942. Promoted Flight Sergeant, 27 October 1942. Promoted WO2, 27 April 1943. Promoted WO1, 21 December 1943. Commissioned 11 April 1944. Flew two tours. Repatriated 27 January 1945. To No.1 Air Command, 2 February 1945. To Mountain View, 19 March 1945. Retired 18 May 1945. Award presented in Toronto, 30 November 1949. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 14 December 1944 when he had flown 22 sorties (130 hours 40 minutes), 12 September to 4 December 1944.

This officer has shown a high degree of courage, skill and initiative and has proved himself to be an outstanding member of a gallant crew. His coolness, determination and great devotion to duty have been exceptional.

On his second tour he has taken part in twenty-two sorties on heavily defended targets such as Dortmund, Wilhelmshaven, Kiel, Domburg, Bottrop, Duisburg, Stuttgart, Essen, Cologne, Oberhausen, Dusseldorf, Bochum, Hagen and Karlsruhe. On each his obvious ability and calm confidence have helped to create a high standard of morale in his crew.

The sortie list (identical to that of F/O John Albert Hemsley) was as follows:

12 September 1944 - Dortmund (5.30)
14 September 1944 - Wilhelmshaven (4.35, recalled)
15 September 1944 - Kiel (6.15)
17 September 1944 - Boulogne (4.00)
18 September 1944 - Domburg (4.55)
19 September 1944 - Domburg (2,00, recalled)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (3.35)
27 September 1944 - Bottrop (6.10)
28 September 1944 - Cap Gris Nez (3.40)
14 October 1944 - Duisburg (5.15)

14 October 1944 - Duisburg (6.25)
15 October 1944 - Wilhelmshaven (4.40)
19 October 1944 - Stuttgart (7.00)
23 October 1944 - Essen (6.50)
28 October 1944 - Cologne (5.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Oberhausen (6.15)
2 November 1944 - Dusseldorf (6.10)
4 November 1944 - Bochum (5.25)
16 November 1944 - Julich (6.01)
30 November 1944 - Duisburg (6.50)
2 December 1944 - Hagen (7.25)
4 December 1944 - Karlsruhe (6.25)

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KINNEAR, F/L Samuel (J10566) - **Distinguished Flying Cross** - No.159 Squadron - Award effective 26 February 1945 as per **London Gazette** dated 5 March 1946 and AFRO 418/46 dated 18 April 1946. Born in Downpatrick, County Down, Northern Ireland on 22 August 1920 (RAF Ferry Command crew cards); home in Toronto; enlisted there 27 May 1941 and posted to No.1 Manning Depot. To No.31 BGS (guard), 20 June 1941. To No.5 ITS, 8 August 1941; graduated and promoted LAC, 24 September 1941; to No.3 EFTS, 30 September 1941; graduated 22 November 1941 when posted to No.14 SFTS; graduated and commissioned, 13 March 1942. Attached to Ferry Command. Posted to No.5 OTU for course. Departed Montreal, 8 November 1944 in Liberator KH389, arriving at "B" that date [Bermuda?]. To Lagens, 10 November 1944; to Rabat, 12 November 1944; to Castel Benito, 13 November 1944; to Cairo, 15 November 1944. To Shaibath [?] and Karachi, 16 November 1944. Finally repatriated from overseas, 3 December 1945. To No.1 Flying Instructor School, 17 January 1946. Retired 12 April 1946. Award presented in Toronto, 30 November 1949. Postwar pilot with Trans-Canada Airlines, manager with Eatons and then Argus Corporation, retiring at age 65. Died in Toronto, 5 June 1999. RCAF photo PL-60380 (ex UK-19918 dated 12 April 1945) shows four Ontario men in the tropical setting of Bengal as members of a Liberator squadron - left to right they are F/O Sam Kinnear (Hamilton), P/O Jack Farr (Brantford), P/O Ralph Weaymouth (Hamilton) and P/O Dick Sharpe (St. Catharines). All are described as pilots.

This officer has completed a successful tour of operations. At the commencement of it he participated in one of the longest missions of the war to mine Penano Harbour, a flight lasting over twenty hours. He also made many low level attacks against the Bangkok-Singapore railway, all of them with great success. He has flown throughout the monsoon period, forcing his way through most adverse weather and never failing to reach his objective. Flight Lieutenant Kinnear has always shown courage, a high degree of skill, and great devotion to duty.

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KIPFER, F/O Colin William (J86565) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 17 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born in Buffalo, New York, 10 November 1923. Educated at Memorial Public School (Hamilton), Hamilton Technical High School and Westdale Collegiate, Hamilton; home in Hamilton, Ontario where he was employed by Canadian Westinghouse. Enlisted there, 27 November 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.31 OTU, 5 February 1942. To No.3 ITS, 28 March 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.4 EFTS until 4 July 1942; graduated 28 August 1942 when posted to No.5 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943. To RAF overseas, 25 January 1943 and taken on strength of No.3 PRC. To No.9 EFTS, Anstry, 5 April 1943. To Bournemouth again, 19 April 1943. To No.14 (Pilots) AFU, Ossington, 28 April 1943. To No.14 OTU, Cottesmore, 3 June 1943. Promoted Flight Sergeant, 18 June 1943. To Station Scampton, 5 February 1944. To No.1654 Conversion Unit, Wigsley, 3 April 1944. To No.5 Lancaster Finishing School, 14 April 1944. Commissioned 10 May 1944. To No.106 Squadron, Netheringham, 24 May 1944. To No.24 OTU, Honeybourne, 4 October 1944. Promoted Flying Officer, 10 November 1944. To No.3 Flying Instructor School, Lulsgate Bottom, 22 February 1945. To No.24 OTU, Honeybourne, 28 March 1945. To No.1659 Conversion Unit, Topcliffe, 24 July 1945. Re-engaged for Interim Force in United Kingdom, 8 March 1946 (service number 20444). Repatriated 18 April 1946. To No.1 Air Command, 27 April 1946. To Trenton, 28 May 1946. To No.2 Composite Training School, 16 June 1946. To No.1 Air Command, 1 September 1946. To No.1 Technical Training School, 9 January 1947. To Station Toronto, 7 August 1947 to attend the Air Force School of Administration for Junior Officers. To Summerside, 29 January 1949. Award sent by registered mail 13 November 1949. Resigned commission, 30 September 1951. Died in Willowdale, Ontario, 19 October 1981 as per **Legion Magazine** of February 1982. Cited with F/O W.N. Redman (RAF, awarded DFC).

Flying Officer Kipfer and Flying Officer Redman as pilot and air bomber respectively have completed many operational sorties. On a recent mine-laying mission, although their aircraft was hit and severely damaged by anti-aircraft fire, Flying Officers Kipfer and Redman displayed exceptional skill and determination in pressing home their attack and bringing the damaged aircraft safely back to this country. The co-operation and devotion to duty have been of a high order.

NOTE: Public Record Office Air 2/9160 has recommendation drafted by G/C W.N. McKechnie, 18 August 1944, when he had flown 24 sorties (118 hours 25 minutes). See also DFC to F/O H.E. Sayeau for same mission.

Flying Officer Kipfer, as captain of aircraft, has carried out 24 successful operational sorties. His flying has, at all times, been marked by a fine determination to reach and bomb his targets successfully. He gave an outstanding

example of his resolution and courage when, on the night of 16/17th August 1944, he was detailed to lay mines in the channel leading from Stettin to Sweenemunde. This operation called for low-level flying of extreme accuracy.

Exactly what opposition would be faced was unknown, but it was assumed that the entrances to the channel would almost certainly be heavily defended by light guns and searchlights. On reaching the target area, it was found that this was the case, and that searchlight beams were being played almost horizontally along the length of the channel and the anti-aircraft opposition was fierce. Undeterred, Flying Officer Kipfer made his bombing run from one end of the channel - exactly as he had been briefed. The flak and searchlights made this run extremely difficult, and dangerous, but two mines were dropped successfully before he found he was unable to hold the aircraft on course. By this time his aircraft had been hit and severely damaged by flak. Flying Officer Kipfer still had two mines to lay and he then flew round and started a second run over the target, again meeting the same intense searchlight and anti-aircraft activity. He succeeded in dropping the remaining two mines in their allotted positions, but in so doing his aircraft was hit and further damaged.

Flying Officer Kipfer then set course for base and completed the long return journey successfully, landing his crew and crippled aircraft without any further damage.

This officer displayed courage and determination of the highest order in returning to make a second bombing run under such trying and hazardous conditions. His fine offensive spirit set a magnificent example to his crew and I consider his exceptional fearlessness and resolution fully merit the immediate award of the Distinguished Flying Cross.

Notes: Submission for operational wing dated 13 October 1944 stated he had flown 30 sorties (182 hours), 26 May to 4 October 1944.

As of 1 December 1950 he reported flying times and types as follows: Tiger Moth (69.30), Anson (247.10), Oxford (118.25), Wellington (213.45), Stirling (42.05), Harvard (1.00), Expeditor (3.00), Dakota (1,590.45), Lancaster (399.40).

Training: Course at No.14 AFU was 27 April to 15 June 1943 on Oxford aircraft (5.55 day dual to first day solo, 29.25 day dual total, 16.05 day solo, one hour night dual to first night solo, 3.40 total night dual, 4.05 night solo). While there he flew 8.45 on instruments and logged 8.25 in Link. Assesses in General Flying (240/400), Applied Flying (120/200), Instrument Flying (140/250), Night Flying (54/100), and Link (28/50). "Has made fair progress but not shown sufficient keenness. In inclined to be temperamental and requires careful handling." While at No.14 AFU he was attached to No.1520 Beam Approach Training Flight, 18-23 May 1943,

flying eleven hours on Oxford aircraft (all day dual, beam flying).

His training was interrupted for several months by throat problems culminating in surgery for tonsillitis.

Course at No.14 OTU was 17 November 1943 to 2 February 1944. In this time he flew Wellington IC aircraft - 12.05 day dual to first day solo, 17.40 total day dual, 26.55 day solo, 3.30 night dual to first night solo, 10.10 total night dual, 26.55 day solo, 3.30 night dual to first night solo, 10.10 night dual, 29.50 night solo. Of this, three hours were in formation and 21.05 on instruments. Logged 29.30 in Link. He had one accident, 21 December 1943 (repairable at unit) following engines failure; he handled it well enough to earn a Green Endorsement in his logbook. Ground courses in Airmanship (217/300), Armament (205/300), Meteorology (75/100), Navigation (145/200), Signals (65/100); flying tests in General Flying (280/400), Applied Flying (130/200), Instrument Flying (200/250), Night Flying (70/100) and Link (39/50). "As a pilot, average. Recommended for heavy bombers. Although his work has been good, this captain is very young and has a good deal to learn about captaincy. He has an excellent bomb aimer who is a steady type and who has had a balancing influence on the crew. However, with more flying and experience Kipfer will be a good captain. Not recommended at this stage for a commission." (Report dated 7 February 1944).

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KIPP, S/L Robert Allan (J4743) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 26 May 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born in Kamloops, British Columbia, 12 October 1919; home there. Educated at Stuart Wood School, Kamloops, Kamloops Junior High School and Kamloops Senior High School. Employed by Kamloops Lawn Tennis Club as manager and caretaker. Enlisted in Vancouver, 27 June 1940. Trained at No.1 ITS (graduated and promoted LAC, 14 October 1940), No.7 EFTS (14 October 1940 to 30 November 1940) and No.31 SFTS (1 December 1940 to graduation as pilot, 25 March 1941 when commissioned. To Station Trenton, 27 March 1941; to No.11 SFTS, Yorkton, 26 June 1941. Promoted Flying Officer, 10 November 1941. To "Y" Depot, Halifax, 25 January 1943. Embarked 8 March 1943; disembarked in Britain, 17 March 1943. Promoted Flight Lieutenant, 25 March 1943. Further trained at No.12 (P) AFU (25 May to 3 August 1943) and No.60 OTU (3 August to 2 November 1943). With No.418 Squadron, 2 November 1943 to 29 June 1944. Promoted Squadron Leader, 25 February 1944. To Air Defence Great Britain, 29 June 1944; to RCAF Overseas Headquarters, 7 September 1944. Attached 9th Air Force, USAAF, 7 September to 7 December 1944. Station Ford, 8 December 1944 to 23 July 1945 for duty with Central Fighter Establishment. DSO and DFC presented at Buckingham Palace, 13 July 1945. To Canada, 23 July 1945; released 10 October 1945. Rejoined at Sea Island, 1 October 1946 (service number 19563) and employed in recruiting, lecture tours and liaison with USAF recruiters. As of 1 August 1946 he was with Western Air Command Composite Flight. To No.123 Flight, Sea Island, 1 March 1947. To Northwest Air Command Headquarters, 1 April 1948. Struck off strength of Western Air Command, 23 August 1948 on

assignment to London, England. Returned to Canada, 30 November 1948. On strength of Northwest Air Command Headquarters, 1 December 1948 to 31 January 1949. Taken on strength of Station St. Hubert, 4 January 1949. Killed in crash of Vampire 17084 while performing aerobatics at about 200 feet at St. Hubert, 25 July 1949, while practising aerobatics. Commanding officer of No.410 Squadron at time. A letter on file to the Canadian Pension Commission (4 November 1949) states that "There was no infringement of flying regulations contained in CAP.100", adding, "The previous flight on Vampire 17084 (the aircraft in which S/L Kipp lost his life) had been an aerobatic display on July 22nd, 1949, by F/L R.D. Schultz, and the aircraft had been found in all respects serviceable." It concluded, "Squadron Kipp was on duty at the time, and in no way to blame for the accident, since he was acting in the interest of the RCAF." Photo PL-26811 shows him (on left) with his brother. PL-28612 is same subject. Aerial victories as follows: **12 December 1943**, one He.111 destroyed (shared with F/L J.R.F. Johnson) plus one He.111 probably destroyed (also shared with Johnson); **15/15 January 1944**, one Me.210 damaged; **18/19 February 1944**, two Me.410s destroyed; **22/23 March 1944**, one unidentified enemy aircraft damaged on ground; **14 April 1944**, two minesweeping Ju.52s destroyed in air, two Do.217s destroyed on ground, one Do.217 damaged on ground; **28 April 1944**, one unidentified enemy aircraft damaged on ground; **3 May 1944**, four FW.190s destroyed; **15 May 1944**, one He.177 damaged; **14 June 1944**, one He.111 destroyed. **23 March 1945**: two Ju.88s destroyed, one FW.190 destroyed, three unidentified enemy aircraft damaged, one Ju.290 damaged (see Combat Report below); **12 April 1945**: one Me.410 destroyed, one Ju.88 destroyed, one Ju.88 damaged (see Combat Report below). Photo PL-26811 shows him on left, with his brother. See H.A. Halliday, **The Tumbling Sky**.

This officer has completed numerous sorties, most of them at night. He is a skilful and tenacious pilot whose determination to complete his mission successfully has been most commendable. On a recent occasion Squadron Leader Kipp flew one of a small formation of aircraft detailed for a mission far into enemy occupied territory. Success was achieved and by his careful planning and audacious tactics, Squadron Leader Kipp played a prominent part in the results obtained. He has destroyed three enemy aircraft, two of them in one sortie at night.

NOTE: Public Record Office Air 2/9156 has recommendation drafted by Commanding Officer, No.418 Squadron, 29 February 1944; he had flown 13 sorties (40 operational hours) and was a Flight Lieutenant at the time:

Flight Lieutenant Kipp has completed 13 operational sorties with this squadron since November 1943, eleven of which have been by night and two by day. Of the night sorties, four have been in support of Bomber Command's major effort and Kipp's support has been exceptional. During one of these trips he continued on in extremely bad weather and although many crews did not reach their targets Flight Lieutenant Kipp not only reached his target at Juvincourt but also shot down two Messerschmitt 410 night fighters. This audacious pilot has shown

remarkable keenness for daylight Rangers and is to a great extent responsible for the latest squadron successes, in that he was one of a section to carry out the first daylight sortie. His careful planning and tree-top height flying proved highly successful and he was rewarded with the destruction of a Heinkel 111 and the sharing of another Heinkel 111 probably destroyed. This sortie carried Flight Lieutenant Kipp 250 miles into France and the hazards of such a long sortie were no deterrent to the officer's determination to press home his attacks. His drive and enthusiasm have been of invaluable assistance and his keenness and devotion to duty have been a great contributory factor to the remarkably high morale of the squadron.

KIPP, S/L Robert Allan, DFC (J4743) - **Distinguished Service Order** - No.418 Squadron - Award effective 7 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944.

This officer continues to display the highest standard of skill and gallantry in air operations. He has completed very many sorties and his careful planning, tactical ability and iron determination have brought him much success. In April 1944, he led a section of aircraft on a sortie over enemy territory during which four enemy aircraft were shot down, two of them by Squadron Leader Kipp. On another occasion, one night in May 1944, Squadron Leader Kipp destroyed four hostile aircraft in combat. His genius for leadership has always been apparent and his example has been most inspiring.

Public Record Office Air 2/9157 has the recommendation drafted on 9 May 1944 by W/C A. Barker. At that time, Kipp had flown 26 sorties (90 operational hours). Barker specifically requested a DSO for Kipp, and was clearly unaware that a DFC was coming through for earlier exploits. The Commanding Officer wrote:

Since being recommended for the Distinguished Flying Cross on 29 February 1944, this pilot has destroyed a further eight enemy aircraft and has damaged three more. Squadron Leader Kipp has completed a further 13 operational sorties of which eleven have been Intruders and two Day Rangers. His successes have been due to his unflinching keenness and devotion to duty of the highest order. This outstanding officer has invariably chosen the more difficult targets to patrol and with few exceptions has located the target often in extremely bad weather.

On the night of March 22nd, whilst carrying out a Bomber Support sortie to Bonn, Squadron Leader Kipp attacked and damaged an enemy aircraft at Stratum. On April 27th, while intruding to Evreux he sighted five enemy aircraft but was unable to engage them. Finally he attacked and damaged an enemy aircraft taxiing across the aerodrome. On the night of May 2nd, Squadron Leader Kipp carried out a Night Ranger against German Air Force training bases in the Munich

area. To be successful, this sortie called for very careful planning. Flying deck level in bright moonlight to avoid RDF [radar] detection as much as possible, Squadron Leader Kipp reached his target area. His careful planning rewarded him with a Focke-Wulf 190 carrying out a searchlight cooperation. While this aircraft was coned in searchlights, Squadron Leader Kipp attacked and shot it down in flames. After a short interval Squadron Leader Kipp found another Focke Wulf 190 burning navigation lights. This aircraft was attacked and destroyed. Towards the end of his patrol period this audacious pilot found two Focke Wulf 190s flying in close formation. These he attacked at very close range and destroyed. Debris from the exploding enemy aircraft damaged Squadron Leader Kipp's aircraft causing it to stall. By superb flying skill, Squadron Leader Kipp regained control at a very low altitude and brought his damaged aircraft back to a base in this country.

This officer has not only shown great initiative in his attacks by night but also has taken great interest in, and been largely responsible for, the inception of Day Rangers in this squadron. His leadership and personal participation in these operations has contributed largely to the success this squadron has recently enjoyed.

On April 14th, this officer planned and led a highly successful day sortie to Denmark. Flying at tree top height, Squadron Leader Kipp led his section to Copenhagen. While crossing the Pomeranian Sea he attacked and destroyed two Focke Wulf 52s [sic] carrying mine detecting equipment. He then proceeded to Karstrup where he destroyed two Dornier 217w and damaged a third on the ground. By skilful handling of his aircraft and his section, he successfully evaded the thoroughly aroused ground defences and the hostile intentions of two Focke Wulf 190w on the return flight. Squadron Leader Kipp brought his section back to base without injury to either crew or damage to his aircraft.

Squadron Leader Kipp has commanded a flight in this squadron since February 1944 and has proved an exceptional leader and officer. His unbounded enthusiasm for operations day and night, his personal drive, fighting ability and very pronounced powers of leadership have resulted in an extremely high standard of efficiency in the flight he commands and the squadron as a whole.

This recommendation was endorsed on 20 May 1944 by the Group Captain commanding the local sector, on 3 June 1944 the Air Officer Commanding recommended that an immediate Bar to the DFC should be awarded. On 15 June 1944, Air Marshal Roderic Hill (Air Officer Commanding, Air Defence of Great Britain) wrote:

Although the Group Commander has recommended the award of a Bar to the Distinguished Flying Cross, I agree with the recommendation of the Station and

Squadron Commanders that the Distinguished Service Order is more appropriate. I therefore recommend this as an immediate award. Squadron Leader Kipp has now completed 35 sorties and has destroyed 13 enemy aircraft.

Finally, on 16 June 1944, Air Chief Marshal Sir Trafford Leigh-Mallory approved award of a DSO.

While copies of most of his Combat Reports are filed with the Directorate of History and Heritage, CFHQ, Ottawa, the following two, submitted during service at the Fighter Experimental Flight (Ford), were not. His navigator, F/L R. Oldham, was awarded a DFC. All material found in Public Record Office, AIR 50/466.

23 March 1945: Time of attack was 2114 hours, vicinity of Muhldorf. Weather described as "Excellent visibility, bright moonlight, no cloud". Claim was two Ju.88s destroyed, one FW.190 destroyed, three unidentified enemy aircraft damaged, one Ju.290 damaged.

GENERAL REPORT:

One Mosquito VI, F.E.F., Pilot: S/L Kipp, R.A., DSO, DFC. Navigator: F/L R. Oldham were airborne from Ford at 1710 hours, on the 23rd March 1945 for a Night Ranger to Muhldorf. They flew to an advance base at St. Dizier and left there at 1945 hours for the trip. They flew at zero feet, arriving south of Muhldorf at 2112 hours. S/L Kipp pulled the nose up to 4,500 feet and dropped three flares over the centre of the airdrome at 2114 hours.

S/L Kipp continues:-

"I then turned sharp port losing height down to about 100 feet making an attack on the South Dispersal where many aircraft were seen (25 approximately) and gave a three-second burst of cannon and machine gun, and saw a Ju.88 commence to burn. I also saw strikes on a Ju.290 parked in front of a hangar. I then pulled away to the North of aerodrome and made a run from North-South attacking first the North dispersal where I saw strikes on two unidentified single engine enemy aircraft. I also hit a FW.190 which immediately started burning (2116 hours). I pulled the nose up slightly and then down again as I revisited the South dispersal where a further Ju.88 was attacked and left smoking and also further strikes on the Ju.290. I made a final attack from North-South and fired my remaining rounds of cannon into the second Ju.88 which became a mass of flames. I also saw strikes on an unidentified twin-engine enemy aircraft along side. On the third run from North-South moderate inaccurate flak opened up. The airdrome was not illuminated and as we left at 2118 hours, my Navigator saw the three enemy aircraft burning on the ground."

On the way home near Kaufbeuren at 2144 hours a goods train was observed

going West. S/L Kipp released three flares and made three attacks from very close range with .303 only. Many strikes seen on the engine and the first two wagons and the train was left stationary emitting clouds of steam and smoke. 10 miles further West a solitary M/T proceeding East was strafed and strikes were seen (2149 hours). Base (Ford) reached at 2359 hours.

Camera gun automatically exposed.

Ammunition used:

340 rounds H.E.I. 20 mm
340 rounds S.A.P.I. 20 mm
120 rounds incendiary .303
120 rounds A.P. .303

12 April 1945: Time of attack was 2327-2334 hours, vicinity of Kircham. Weather described as "Clear but very dark.". Claim was one Me.410 destroyed, one Ju.88 destroyed, one Ju.88 damaged.

GENERAL REPORT:

One Mosquito VI, F.E.F., Pilot: S/L Kipp, R.A., DSO, DFC. Navigator: F/L R. Oldham were airborne from Ford at 1640 hours on the 11th April 1945 for Night Ranger to Kircham. They landed at Toul-Ochey at 1810 hours where they refuelled and set course for target at 2205 hours.

S/L Kipp continues:-

"The trip to the target was uneventful and on approaching target area from South I saw the airdrome lit (2320 hours). We were flying at 2,500 feet and I pulled to starboard and orbited to South-East of airdrome for five minutes to see if there was any activity in the air. I saw nothing so climbed to 4,500 feet on a North-West heading and dropped three flares (2327 hours) on the South-East corner of airdrome. I made two runs searching for aircraft and spotted a 410 in South-West corner of airdrome. I turned in on a heading of about 045° and attacked head-on with cannon and machine gun. The aircraft immediately burst into flames and burned furiously. I turned hard to port and made a fresh attack on a heading of 150° on a Ju.88 which was about 300-400 yards from the 410. This enemy aircraft also exploded and burned furiously. I made a 180° turn to port and coming in again saw strikes from an attack I made on a Ju.88 parked in front of a hangar on South-West edge of airdrome (I claim this damaged). During these attacks there was no flak reaction. We left the airdrome at 2336 hours and on way back to Juvincourt to refuel I attacked two M.T. proceeding West in the Memingen area

and saw strikes on the,. I claim these damaged. We landed and refuelled at Juvincourt and set course for Ford landing there at 0420 hours.

Camera gun automatically exposed.

100 m.p.h. gun-sight.

Ammunition Used:

300 rounds 20 mm S.A.P.I and H.E.I.

600 rounds .303

Further notes on career: Applying for operational wings (23 June 1944) he claimed 35 sorties (130 operational hours) with sorties from 2 November 1943 to 15 June 1944.

On a form dated 3 July 1945 he claimed 43 sorties (last one on 22 April 1945), 170 operational hours and (overseas) 350 non-operational hours. He also listed aircraft and times which differ from that below - Mosquito (392), Spitfire (42), Blenheim (36), Mustang (20), Tempest, Meteor, Beaufighter, Proctor, Hurricane, halifax, etc (30).

On 25 November 1945, following repatriation, he gave his flying times to date as 734.30 single-engine non-operational, 1,092.15 twin-engine non-operational, and 163.25 twin-engine operational. In listing aircraft, he mentioned the following types and hours flown - Mosquito (370.10), Meteor (2.10), Spitfire (40.20), Mustang (32.15), Blenheim (41.00), Harvard (531.20), Crane (832.50) and Battle (121.35).

Two documents on his career make interesting reading. One is a memo drafted 18 March 1948 by W/C E.B. Hale; the other is Kipp's own description (10 December 1947) of some periods of his work:

With the inception of the V-1 raids on England, June 1944, S/L Kipp was posted to Fighter Command HQ, at which point he controlled the laying on of targets, tactics, etc. for twelve squadrons in Bomber and Fighter Commands in connection with the counter-measures these Commands carried out against the V-weapons.

(Hale)

Fighter Command Headquarters, Bentley Priory, London, 17 June 1944 to 15 September 1944. Intruder Controller. Controlled 12 squadrons laying on targets, tactics, etc in conjunction with Bomber Command and Fighter Command. Controlled during height of V-1 and V-2 campaigns. Visited squadrons in Spitfire. **(Kipp)**

In September 1944, following the successful termination of the war against the

rocket weapons [sic], S/L Kipp liaised with the USAAF 9th Air Force in UK and throughout the liberated Continental Countries. He made a study of the 9th Air Force Fighter and relevant supply problems and drew up a report on these studies in precis form. **(Hale)**

Headquarters, USAAF IX Air Force, England, France, Belgium, Luxembourg, 16 September 1944 to 6 December 1944. Liaison Officer. Liaised with Embassies and Allied Air Forces. Attached to USAAF. Wrote precis on IX Air Force Fighter Squadrons and supply problems. Flew with 424 P-61 Night Fighter Squadron. **(Kipp)**

On 7 December 1944 he joined the Central Fighter Establishment. At this time he was responsible for the formation of a Fighter Experimental Unit, devising low level tactics used by Mosquitos in combatting single engine enemy fighters. In addition, his unit devised flare dropping operations for use against enemy airfields. The success of these tactics can be judged by the fact that in seven operations, S/L Kipp destroyed five enemy air craft, damaged four, destroyed four trains and 16 motor transport vehicles. During this tour S/L Kipp had the interesting assignment of interviewing German enemy fighter aces after VE Day, with a view to learning the latest German fighter tactics. The high standard of S/L Kipp's work during this tour was recognized by a recommendation for a Bar to the DSO. **(Hale)**.

Central Fighter Establishment, Fighter Experimental Unit, Ford and Tangmere, Sussex, 7 December 1944 to 2 July 1945. Squadron Commander of FEU (RAF) (Ops) (Mosquitos, Meteors, Tempests, Spits, Beaus, Fireflies, Mustangs, Hurricanes, Ju.88, He.111, Austers). Interviewed German fighter aces after VE Day for new tactics. Formed this Unit from scratch. Experimental work on fighter tactics at low levels. Devised tactics for combatting single engine fighter with Mosquitos. Devised flare dropping operations for use by Mosquitos against enemy airfields. Completed 7 ops. Destroyed 5 e/a, damaged 4, destroyed 4 trains and 16 MT. Assesses exceptional. Recommended for Bar to DSO. **(Kipp)**).

Selected Assessments:

14 December 1941: "Capable and intelligent flying instructor. Displays a keen interest and carries out his duties with efficiency and good judgement. Well mannered and conduct very good. Well liked. Continued employment in the RCAF is recommended." (G/C G.R. Howsam).

27 February 1944: "This pilot has proved to be exceptionally keen in all his work and as my deputy he has carried out the responsibilities of the flight most diligently." (F/L C.C. Scherf, concurred in by W/C R.J. Bennell).

17 July 1944: He was reported to have flown 1,762 hours, 151 in previous six months. "An outstanding flight commander and an exceptional operational pilot who has completed a remarkably fine tour." (W/C A. Barker, concurred in by G/C John Cunningham).

26 June 1945, Fighter Experimental Flight, Ford, where he was a Flight Commander: "An officer of outstanding ability in every respect." (W/C G.H. Goodman). To this, Air Commodore R.L.R. Atcherley adds, "I agree. Squadron Leader Kipp has shown outstanding qualities of leadership in the air and on the ground. He has an exceptional operational record."

Mentioned in letter of thanks and commendation, 4 June 1947, President of TCA to Minister of National Defence for cooperation received following an "unfortunate accident to one of our planes on April 28th, 1947." Kipp was then in charge of Air-Sea Group, 12 Group Headquarters, Vancouver.

Report of attendance on Course No.8 at Fighter Leader's School, Central Fighter Establishment, 15 September to 19 November 1948. Before reporting was described as having flown four hours on Meteors. Flew Meteor and Spitfire aircraft. Assesses on following points: Leadership, Air ("Good Average"), Leadership, Ground ("Above Average"), Tactical Ability ("Average"), Planning Ability ("Average"), Briefing Ability ("Good Average"), Flying Ability, General ("Good Average"), Flying Ability, A.I. (not applicable), A.I. Reporting Ability (not applicable), Navigation Ability ("Average"), Marksmanship, Air to Air Firing ("Average"), Marksmanship, Air to Ground Firing ("Average"), Bombing (not applicable), R/P ("Good Average"), Technical Knowledge ("Above Average"), Discipline, Air ("Good Average") and Discipline, Ground ("Good Average"). Assessed by W/C G.A. Brown (?), Commanding, Fighter Leaders School as follows: "After a prolonged absence from flying, this officer was not altogether happy, at first, on the Meteor. However, he quickly regained confidence and was able to derive considerable benefit from the course." The report was also signed (without further comment) by Air Commodore D.F.W. Atcherley.

On 25 November 1948, A/V/M Ken Guthrie recommended Kipp for promotion to Wing Commander as an officer of "considerable energy and initiative and marked leadership ability." He went on to write: "His character is sound, and his private life is certainly above reproach". Kipp's assignment to Staff College was delayed by his course in Britain, and a letter on file indicates that he wanted such a Staff College posting. Thus, he was both capable and ambitious.

Personal Account: RCAF Press Release 2733 dated 31 January 1944 (issued 9 February 1944) is the account of the action of 12 December 1943 by himself and F/O J.R.F. Johnson:

F/L R. Kipp

Frequently, during the time I spent as an instructor at No.11 Service Flying Training School, Yorkton, Saskatchewan, I wondered what I would do a Hun

should suddenly cross my sights. At that time, in the peaceful Canadian skies, the possibility seemed very remote. But I still couldn't resist speculating. Would I freeze on the controls ? Would I pretend I didn't see the Jerry; or would I go in boldly like a seasoned ace ?

It certainly never occurred to me that the first Hun I saw would be the first one I should see go down in flames, another Jerry swept from the skies with lead from my own guns following machine-gun and cannon fire from the guns of my friend, Flying Officer Johnny Johnson, of Omemee, Ontario.

During two tours instructing at Yorkton, I watched young Canadians graduate as pilots, receive their wings and get posted overseas. They went away with young men from England going home to seek revenge for what the Germans had done to London. With them went hardy sons of Australia, New Zealand and other parts of the British Empire as well as Americans who had joined the RCAF.

I began to feel like a soldier who carried a rifle through a war without ever firing a shot, but finally the longed-for overseas posting came through. The visions I had in my training days, of activity over enemy territory, returned.

Throughout operational training in England and four operational trips I never saw an enemy aircraft. I began to think that perhaps Pete [Huletsky] and I were too late, that those before me had swept the skies clear, or that the Luftwaffe only flew on Hitler's birthday.

But my worries were soon dispelled. December 12th, 1943 will always mean more to me than just thirteen days until Christmas. It will always be remembered as the day I saw my first Jerry, not only saw him, but watched him go down in flames.

On that Sunday afternoon, Johnny was accompanied by his navigator, the husky, dependable Jimmy Gibbons of Vancouver. With me, Flying Officer Pete Huletsky of Montreal, a pair of Easterners with a pair from the West. We crossed the coast at low level and headed inland at a healthy clip. Pete was busy checking courses and keeping a keen watch for unfriendly aircraft. The visibility was good as we went over France. It was interesting to see the farmers below us as they went about their work, clearing freshly-fallen snow, carrying in wood and doing other tasks. Some waved at us as we went racing by; others gave us a casual glance and then went on with their work, only to turn quickly again as though startled at seeing aircraft without swastikas on the wings.

In places the country appeared rough and the farms did not look too prosperous. After all, I thought, how could they under German domination ? But we did

notice cattle grazing, and some of those T-bone steaks on the hoof made our mouths water.

With Johnny and Gibby leading, we cruised some distance over France, steering clear of danger areas, hitting our turning points on the button, thanks to the excellent navigation of Gibby. We hadn't seen a sign of enemy aircraft, and it was very similar to an ordinary training flight.

Suddenly the silence of the afternoon was broken. Over our radio came the voice of Johnny in the leading aircraft. "There's one", he said.

Looking ahead and slightly above us, I saw my first German aircraft. It was a Heinkel medium bomber. To try and explain my feelings, and I'm sure those of Pete, is difficult now. I'm certain that my pulse rate trebled in those brief seconds. I remember I was amazed at the fact that instead of having the "bags of panic" I had anticipated, the excellent training we'd had made it almost second nature to expect enemy bandits.

It didn't take long for our Mosquitos to overtake the Jerry, and Johnny went in on the attack while we lagged back, protecting the rear. What a show! And we had a ringside seat, as did a few Frenchmen below us. They were gathered in a small group to witness the destruction of another unit of Goering's Luftwafge that had helped despoil France.

Here we were, standing by, taking in a performance that would make a Stanley Cup final loom like a Sunday School picnic from the viewpoint of thrills. We saw the first Mosquito belch fire from machine gun and cannon and the Hun seemed to shake all over. Then its port motor caught fire and we knew that Johnny and Gibby had really scored.

As suddenly as they had attacked, Johnny and Jummy broke away and I realized that we were expected to go to work. I felt like a ball player who sits on the bench all season and then suddenly, in the final game, gets pushed into action by the coach with instructions to "Go get 'em."

I don't know who pushed us, unless it was intuition, training and Johnny. As we went in, we heard Johnny's voice coming over the radio. He was saying . . . "Go get him, Kipp, give him the works."

Before I realized it, I was doing just that. As we attacked, there were parts of the enemy port engine and fuselage flying past our Mossie. I saw strikes, and suddenly the enemy starboard motor caught fire, then the fuselage, and more parts than you'll find in a dollar watch started to fly off the Heinkel. I couldn't help wondering what kept the aircraft in the air. But it didn't stay for long. In less

time than it takes to tell, it was all over. Jerry started to go down in a slow dive. We followed, so close that we could see the black crosses on the fuselage very plainly. He hit the ground and a great belch of flame shot skywards.

We later learned that the Heinkel was undoubtedly on a training trip and I can't help but think of the difference in training conditions at home and in Europe. At home the training is carried out through the British Commonwealth Air Training Plan, with no fear of enemy aircraft interrupting. Hitler is up against a different proposition in the training of his aircrew.

Pete and I were mighty happy at seeing the Heinkel crash, more so I imagine than Johnny and Gibby. This was our first; they had already destroyed one and badly damaged another on a previous trip.

We reformed and continued on the course we had plotted. A few minutes later, Johnny's voice again came over the radio. "There's another one Kipp, straight ahead," he said. Once again, with Johnny leading the way, we repeated the tactics we'd used on the first Jerry. We saw strikes, then smoke, and the Heinkel started towards the ground. We had reached a position almost immediately above the enemy airfield, and considered it high time to start scampering. We were therefore unable to determine whether or not we had got a double just a single for the afternoon's work. But Pete and I were certainly convinced it was a great Sunday afternoon. What say, Johnny ?

F/L John Johnson, RCAF

You're right, Kipper, it was, and I'm sure you'll agree that we should hand out a bouquet to Jimmy Gibbons, my navigator, and a might fine one too. Jimmy is a genius at navigation, coupled with six foot two of perfectly conditioned and coordinated manhood. I'm only the chauffeur. Jimmy figures out the course and tells me what to do, and I do it.

The little job that Kipp has told you about was an operational one, slightly different from those we were accustomed to. I suppose that's what made it so interesting. However, we had careful briefing, perfect weather and our trip to the first landmark was more or less uneventful. Thank's to Jimmy's perfect navigation we were exactly on course. The French countryside passed below us in such a manner that it almost had a lulling effect.

I suppose I must have sounded excited when I sighted the Heinkel and we passed the word to Kipp. As we advanced the throttles and closed in dead astern, the cannon and machine guns commenced their muttering bark at the touch of my finger and little pieces, about the size of dollar bills, started to fly off the enemy

aircraft. We saw fire break out in the Hun's port motor and then my sight ceased to function and I peeled off. I looked at Jimmy and he was grinning, which I knew was a good sign.

We watched Kipp and Pete get in their bursts and saw the starboard motor break into flames. Then there were flames from the fuselage and Kipp, as he peeled off, let go a shout of glee that came over the inter-com. No wonder ! Jerry had gone down, crashed, cartwheeled and burst into flames in a snow-covered field.

In a happy voice Jimmy gave me the correct course and we moved on, until we came on the second Jerry about five minutes later. With my sight unserviceable, I just had to let go and trust to luck, in the longest burst I ever fired. One again Jimmy was grinning as we got out of the way to allow Kipp to come in. I understood the reason for his grin, when he announced strikes on the wings and fuselage of the second Heinkel.

As Jimmy and I circled, after Kipper had made his attack, we couldn't see a sign of any other aircraft in the air but ourselves. So it would seem that Kipp's point-blank three second burst had finished the job on Jerry No.2.

Jimmy gave me the course for home, and that was that. Tonight, I watched him play hockey, a defenceman on the station team. If the game had finished in time, I'll bet he would have been back at the camp playing a trumpet with the station orchestra for a small dance being held. What a guy and what a navigator - husky and somewhat bashful Jimmy, who just grins when we knock down one Jerry, grins again when we get a "probable" on a second, and does the same thin as he says, "Thank you Sir" when congratulated by the Commanding Officer on the success of our little sortie.

You're right, Kipper; it was quite a Sunday afternoon.

* * * * *

KIRBY, F/O Girdard Ritchie (J88505) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 22 May 1945 and AFRO 1147/45 dated 13 July 1945. Born 30 August 1923. Enlisted in Vancouver, 20 July 1942 and posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 11 September 1942. To No.4 ITS, 29 October 1942; graduated and promoted LAC, 30 December 1942; not posted to No.5 EFTS until 23 January 1943; may have graduated 19 March 1943 but not posted to No.3 SFTS until 3 April 1943; graduated and promoted Sergeant, 23 July 1943. To "Y" Depot, 6 August 1943; to United Kingdom, 25 August 1943. Commissioned 6 July 1944. Promoted Flying Officer, 6 January 1945. Repatriated 4 February 1945. To Western Air Command, 13 March 1945. To No.8 Release Centre, 8 April 1945; retired 11 April 1945. Died in Kelowna, British Columbia, 8

September 2009. Award presented 29 January 1947. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 18 January 1945 when he had flown 34 sorties (176 hours 15 minutes) from 18 July to 4 December 1944.

This captain has completed thirty-four heavy operational bombing attacks against the enemy. His work in general has been outstanding and the successful completion of many of his flights was due to the initiative, resourcefulness and skilful airmanship of this officer.

The sortie list was as follows:

18 July 1944 - Wesseling (5.35)
20 July 1944 - Ferme de Grande Bois (4.00)
1 August 1944 - L'Hey (5.55)
3 August 1944 - Foret de Nieppe (4.10)
4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St. Leu (4.35)
7 August 1944 - L'Hogue (5.15)
8 August 1944 - Chantilly (5.05)
9 August 1944 - La Neuville (4.45)
12 August 1944 - La Breteque (4.30)
14 August 1944 - Aisy (4.35)
16 August 1944 - Kiel (5.35)
18 August 1944 - Connantre (6.45)
31 August 1944 - Cezembre (5.30)
3 September 1944 - Volkel (3.35)
6 September 1944 - Emden (4.30)
11 September 1944 - Le Havre (4.20)
12 September 1944 - Dortmund (5.05)
15 September 1944 - Kiel (6.00)
20 September 1944 - Calais (2.55)
24 September 1944 - Calais (4.15)
25 September 1944 - Calais (4.30)
27 September 1944 - Sterkrade (5.25)
28 September 1944 - Cap Gris Nez (4.15)
6 October 1944 - Dortmund (6.30)
22 October 1944 - Gardening (6.40)
23 October 1944 - Essen (5.50)
25 October 1944 - Homburg (5.00)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.45)

4 November 1944 - Bochum (5.35)
30 November 1944 - Duisburg (6.15)
2 December 1944 - Hagen (7.00)
4 December 1944 - Karlsruhe (6.15)

RCAF Press Release No. 8121 dated 6 January 1945 from F/L H.W. Eggleston reads:

WITH THE RCAF BOMBER GROUP IN GREAT BRITAIN: - A low level attack on Calais, France, soon after D-Day was the most exciting experience in a full tour of operations on Halifax bombers for F/O G.R. Kirby, Vancouver, B.C. (274 East 39th Avenue), a pilot with the Lion squadron of the RCAF Bomber Group. The 21-year-old skipper, who left high school to join the RCAF in the spring of 1942 has completed many sorties on enemy targets such as Duisburg, Bochum, Karlsruhe, Kiel and Emden. During his tour, he logged more than 17 major targets.

Relating his experience during the attack on Calais, F/O Kirby told how he went into the target at a height of 1,800 feet. Right over the target area, flak and cannon shells from the enemy defences flew around the aircraft he was piloting. One cannon shell blasted through the front of the rear gunner's turret without injuring him. It exploded in the fuselage and went right through in the opposite direction to where he was sitting. Other damage to the bomber included rudder and elevator controls cut and a hole about 12 inches in diameter through the fuselage. Unable to fly the aircraft straight and level, the pilot called on the flight engineer to assist him. Realizing that something must be done in a hurry to secure the elevator controls, the flight engineer tore the straps off his Mae West and fastened the controls, enabling the pilot to fly the aircraft back to England.

A husky six-footer, F/O Kirby arrived overseas in September, 1943. Before he donned the air force blue, he was prominent in rowing circles with the Vancouver Rowing Club. An older brother, F/S Walter Kirby, was reported missing two years ago during an attack on Milan, Italy.

Release No. 8189 dated 12 January 1945 reads:

WITH RCAF BOMBER GROUP IN BRITAIN: - Quick thinking by the English Flight Engineer, and his complete disregard for his personal safety should his aircraft ultimately crash, enabled the Canadian pilot of a crippled Halifax bomber to fly it safely back to England after an attack on Calais soon after D-Day. The Halifax, piloted by Flying Officer G.R. Kirby, of Vancouver, B.C., had made a low-level attack on Calais, with the Lion Squadron of RCAF Bomber Group.

Flak and cannon shells from enemy defences swirled around the bomber, and one cannon shell blasted through the rear-gunner's turret, without injuring him. It exploded in the fuselage. Other damage to the Halifax included the severing of the rudder and elevator controls, and a hole about 12 inches in diameter through the fuselage. Unable to fly the aircraft straight and level, Kirby called on Sergeant (now Pilot Officer) A.W.J. Chapman, the flight engineer, of 13 Hero Street, Bootie, Liverpool 20, for assistance. Realizing something must be done in a hurry to secure the elevator controls, Chapman tore the straps off his Mae West and fastened the controls, enabling the Canadian to fly the aircraft to England. Had the Halifax been forced to "ditch" in the Channel, the Liverpool boy's Mae West would have been useless and his life would have been seriously endangered.

F/O Kirby is a husky, six-foot lad of 21, who left high school in Canada to join the R.A.C.F. in 1942. Operations with Canadian Bomber Group have taken him to 17 major enemy targets, including Duisberg, Bochum, Karlsruhe, Kiel and Emden, but the trip to Calais stands out as his most exciting experience. Kirby's elder brother, Flight Sergeant Walter Kirby, was reported missing two years ago during an attack on Milan.

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KIRK, F/L Alan Thomas (J10713) - **Mention in Despatches** - No.145 Squadron (Canada) - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 31 December 1907. Home in Toronto; enlisted in North Bay, 5 March 1941. To No.1 Manning Depot, 14 March 1941. To Trenton, 28 April 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.4 EFTS; ceased training 7 August 1941 and posted to Trenton; to No.6 AOS, 25 September 1941; to No.5 BGS, 3 January 1942; graduated and promoted Sergeant, 14 February 1942 when posted to No.1 ANS; graduated and commissioned, 19 March 1942. To Eastern Air Command, 1 June 1942. To No.145 (BR) Squadron, 9 June 1942. Promoted Flying Officer, 1 January 1943. Promoted Flight Lieutenant, 1 November 1943. To "Y" Depot, 24 August 1944; taken on strength of No.3 PRC, 29 August 1944. Repatriated 3 December 1945. Retired 21 January 1946.

This officer has an outstanding record on anti-submarine and convoy escort operations in the North Atlantic. As navigation leader he has produced excellent results and earned the high respect of his associates.

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KIRK, F/O Earl Edward (J23788) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1085/45 dated 29 June 1945. Born 5 August 1920, Dayton, Minnesota; home in Fort Francis, Ontario (labourer,

1936-1938, stenographer, 1938-1941); enlisted there, 12 September 1941. Granted Leave Without Pay until 9 November 1941 when posted to No.3 Manning Depot, Edmonton. To No.32 EFTS, Bowden, (guard duty), 20 December 1941. To No.4 ITS, Edmonton, 14 March 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.5 EFTS, High River until 1 August 1942; graduated 25 September 1942 and posted next day to No.10 SFTS, Dauphin; graduated and commissioned, 19 February 1943. To No.1 Flying Instructor School, Trenton, 5 March 1943. To "Y" Depot, 6 March 1943. To RAF overseas, 26 March 1943; disembarked in Britain, 10 April 1943. Attached to No.50 Group Pool, 30 April to 14 May 1943 (20 hours refresher on Tiger Moths). To No.15 (Pilots) AFU, 1 June 1943 (Oxford aircraft, 100 hours). Promoted Flying Officer, 19 August 1943. To No.22 OTU, 24 August 1943 (Wellington aircraft, 80 hours). To No.61 Base, 19 November 1943. Attached No.1664 Conversion Unit, 4 December 1943 to 12 January 1944 (Halifax V, 50 hours). To No.425 Squadron, 13 January 1944 (350 hours, operational and non-operational). Reported missing, 16 June 1944; reported safe, 13 September 1944. Repatriated 18 October 1944. To No.5 Release Centre, Winnipeg, 3 February 1945. Retired 22 February 1945. Award sent by registered mail 2 May 1947. Employed postwar as Employment and Claims Officer, National Employment Service, Fort Francis, Rejoined RCAF as pilot, Winnipeg, 24 February 1953 (213670). Reclassified as Personnel Officer, 25 February 1953. Remained on strength of Winnipeg Recruiting Unit until transfer to Supplementary Reserve, 15 November 1957, having trained intermittently. . Died in Fort Frances, Ontario, 20 February 1983 as per **Legion Magazine** of February 1984. RCAF photo PL-26883 (ex UK-8358 dated 29 February 1944) shows (left to right) F/O E.E. Kirk (pilot, Fort Francis), Sergeant Clarence Robertson (tail gunner, Montreal), Sergeant Don McEvoy (mid-upper gunner, Lindsay, Ontario) and F/O Fred Hagen (wireless operator, London, Ontario).

Flying Officer Kirk has completed numerous attacks against the enemy. Throughout his fine airmanship has materially contributed to the successful completion of many missions. His aircraft has often been attacked by enemy fighters and he has participated in the destruction of at least one enemy aircraft. This officer's dogged determination, skill and devotion to duty have set an inspiring example to all.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Vol. 20607) has original recommendation drafted 29 October 1944 by W/C Hugh Ledoux when he had flown 23 sorties - three unsuccessful - (114 hours 45 minutes) as follows:

date and target unknown - six hours as second pilot
24 February 1944 - Schweinfurt (4.40, duty not carried out)
25 February 1944 - Augsburg (7.00)
1 March 1944 - Stuttgart (4.00, duty not carried out)
15 March 1944 - Stuttgart (8.35)
30 March 1944 - Nuremberg (7.35)
9 April 1944 - Villeneuve St. George (5.20)

10 April 1944 - Ghent (3.25)
18 April 1944 - Noisy-le-Sec (4.50)
20 April 1944 - Lens (4.00)
22 April 1944 - Dusseldorf (5.00)
26 April 1944 - Essen (2.40, duty not carried out)
27 April 1944 - Aulnoye (4.30)
30 April 1944 - Somain (4.35)
1 May 1944 - St. Ghislain (4.05)
19 May 1944 - Mouliez (4.20)
22 May 1944 - Le Mans (5.25)
27 May 1944 - Boulogne Leopold (4.05)
31 May 1944 - Au Fevre (4.55)
5 June 1944 - Houlgate (4.30)
7 June 1944 - Acheres (4.30)
8 June 1944 - Mayenne (5.40)
12 June 1944 - Cambrai (5.10)

A bombing pilot of outstanding skill and highly commendable courage, Flying Officer Kirk has completed twenty offensive sorties to enemy territory. These operations included attacks on the heavily defended targets of Stuttgart, Nuremberg, Dusseldorf and Augsburg.

In all these sorties, his superb capacity and airmanship contributed in a large measure to his success. Many times, when far in enemy territory, he was menaced by fighter opposition. Members of his crew have been credited with one aircraft destroyed and two probable.

Under a calm and quiet manner, Flying Officer Kirk has a fine offensive spirit in action. His dogged determination, skill and devotion to duty are an example and an inspiration to others. I strongly recommend that this exceptionally devoted pilot be awarded the immediate Distinguished Flying Cross.

Prior to going missing he was involved in an earlier loss of aircraft, described on website "Lost Bombers". Halifax LW413, No.425 Squadron (KW-Q), target Stuttgart, 15/16 March 1944. Aircraft was airborne at 1905 hour, 15 March 1944. On return, abandoned out of fuel and crashed 0340 onto property in Adelaide St, Brierley Hill on the northern side of Halesowen in the western suburbs of Birmingham. Three homes were demolished and three others were badly damaged. One civilian died and another was injured. Crew was F/O E.E.Kirk, RCAF; Sergeant C.Adams; F/O H.G.Facey, RCAF; P/O K.F.Bush; F/O H.D.Hagen, RCAF; Sergeant C.E.Robertson; Sergeant D.R.McEvoy.

The website "Lost Bombers" has the following on his going missing. Halifax LW615 of No.425 Squadron (KW-O), target Boulogne, 15/16 June 1944. The aircraft was airborne at 2045 hours,

15 June 1944 tasked to attack enemy shipping in Boulogne Harbour. Cause of loss not established. Crashed at Devres (Pas-de- Calais) 20 km SE of Boulogne. Crew consisted of F/O E.E.Kirk, RCAF (evaded), Sergeant C.Adams (killed), F/O H.G.Facey, RCAF (POW), F/O D.Stubbs, RCAF (POW), F/O F.D.Hagen, RCAF (evaded), Sergeant D.R.McEvoy, RCAF (killed), Flight Sergeant Furneaux, RCAF (evaded), P/O O.R.Collins, RCAF (evaded).

Notes: On baling out of burning aircraft, 15/16 June 1944, he struck the aircraft with his left arm. It was considerably bruised and he was unable to move it for about a month; the elbow was quite swollen. On return to England he was treated with massage; recovery needed another month.

Training: Interviewed 12 September 1941 - "Should be good material as pilot or observer."

Attended No.4 ITS was 13 April to 5 June 1942. Courses in in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill and Signals (written). Scored 697 points of a possible 1,000. Placed 47th in a class of 47. "Moderate sports interest. Inclined to be nervous. Brother overseas with CASF. Airman has very good spirir and determination. Alternative, WAG."

Attended No.5 EFTS, 3 August to 25 September 1942. Tiger Moth aircraft - eleven hours dual to first solo, 35.00 total day dual, 35.10 day solo, 4.45 night dual, 30 minutes night solo. Was eleven hours on instruemnts. Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 517 of a possible 700 points. Placed 32nd in a class of 41, "Just average ground school, could improve Mavigation and Airmanship. Good average flying ability. Good worker, no outtanding faults. Conduct fair."

Attended No.10 SFTS, 28 September 1942 to 22 January 1943. Crane aircraft - 61.45 day dual, 74.05 day solo, 8.55 night dual, 9.10 night solo. Was 25.25 on instruments. Logged 22.30 in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical) and Meteorology. Scored 557 points of a possible 750. Placed 47th in a class of 49. "A good average student who can be relied on to complete any order to the best of his ability." This is a fair assessment given that he was grounded for 30 days and transferred back one course following a taxying accident on 7 January 1943 - taxied aircraft 8047 in a negligent manner resulting in collison with Crane 8656, resulting in damage to both aircraft.

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KIRKBY, FS Robert Lott (Can 4122) - **Mention in Despatches** - No.113 Squadron (Canada) - Awarded 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Calgary, 26 March 1920 (RCAF press release 4907 reporting award). Home in Calgary; enlisted there 10 May 1939. Remained in postwar RCAF, retiring 1 February 1968 to North Bay. Settled in Calgary in 1969 where he began a new career in Real Estate appraisal for the next twenty-five years. Died in Calgary, 3 November 2008.

This non-commissioned officer, while with this squadron, not only organized and capably directed his own wireless section, but assumed control and efficiently established the unit radar section, which lacked non-commissioned officer material, enabling his squadron to perform operations successfully. He is a non-commissioned officer of exceptional ability and efficiency, whose devotion to the service has at all times been outstanding.

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KIRKEY, FS Theo Burns (R62594) - **British Empire Medal** - AFHQ - Awarded 1 January 1943 as per **London Gazette** of that date, **Canada Gazette** dated 9 January 1943 and AFRO 55/43 dated 15 January 1943. Born in Cornwall, Ontario, 24 February 1913. Educated there plus night courses in shorthand and typing. Employed as a clerk and driver, 1930 onwards. Enlisted in Cornwall, 7 February 1940 as Clerk. To Camp Borden, 1 February 1940 (equipment section, general duties, issuing stationary). Promoted AC1, 7 May 1940. Promoted LAC, 1 October 1940. To No.118 (Fighter) Squadron, 16 January 1941 (stenographer, records clerk, DRO clerk, and NCO in charge of Orderly Room). Reclassified as Clerk/Stenographer, 1 March 1941. Promoted Corporal, 15 March 1941. Promoted Sergeant, 1 June 1941. To Director General Personnel Services, 8 July 1941 (responsible for maintenance of seniority rosters for LAC and Corporal ranks; then for more senior NCO ranks; organized and conducted trade tests for clerks. Promoted Flight Sergeant, 1 March 1942. Promoted WO2, 1 November 1943. Promoted WO1, 1 December 1944. Remained in postwar RCAF (20537), reverting to Sergeant; to No.11 Equipment Depot, Calgary, 18 March 1947. To No.2 Composite Training School, Aylmer, 1 June 1950. Promoted Flight Sergeant, 1 October 1950. To Training Command Headquarters, Trenton, 10 April 1951. Promoted WO2, 1 October 1953. To Station Portage la Prairie, 26 September 1954. To Central Navigation School, Winnipeg, 14 May 1956. To Station Gimli, 3 June 1957. To Camp Borden, 1 August 1961. To AFHQ, 1 August 1963. Retired 21 September 1965. Died in Stormont, Dundas and Glengarry County, 1986; buried in Cornwall, Ontario. Award presented 16 April 1943.

This Flight Sergeant has attained the highest proficiency group in his trade (Clerk Administrative). During his complete service this airman has consistently set a fine example to his comrades by his outstanding devotion to duty and his cheerful discharge of all tasks assigned to him. He is a good disciplinarian. In addition to his regular duties he has assumed responsibility for extra duties which he has carried out with extraordinary zeal.

Recommendation raised 25 November 1942; sponsors signature illegible; text as follows:

This airman enlisted 7th of February 1940, and has since risen to the rank of Flight Sergeant and to the highest proficiency group in his trade (Clerk Administrative). During his complete service this airman has consistently set a fine example to his comrades by his outstanding devotion to duty and his cheerful discharge of all

tasks assigned to him. He is a good disciplinarian. He was worked untiringly for long hours over a protracted period and has always subjugated personal interests for the benefit of the Service.

Selected Assessments: "Flight Sergeant Kirkey is a dependable, hard working NCO who is above average in appearance and bearing. Always displays a very good service attitude and can be depended upon for loyal support. I recommend that he be commissioned in the Administrative Branch." (S/L M.G. Holdham, No.2 Composite Training School, 28 February 1951).

"WO2 Kirkey has been employed as an instructor for the past year at SSTS. During this time he has instructed the subjects Service Writing, Pay and Pensions, and Citizenship and Government. He has proven to be an above average instructor with a vigorous hard working approach. His sincere helpful attitude in dealing with students together with his flexibility has prospered both staff and students alike. He is a leader in the community and takes an active part in the youth and social activities. WO2 Kirkey has a pleasant personality and with his willing manner is a strong asset to SSTS staff." (F/L W. Strathy, Camp Borden, 16 June 1960).

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KIRKHAM, FS Gordon Mertz (R57875) - **Mention in Despatches** - No.432 Squadron (identified in AFRO as No.62 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 625/45 dated 12 April 1945. Born 15 April 1915. Home in Vancouver; enlisted there 18 May 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 14 June 1940. Promoted AC1, 18 August 1940. To No.2 BGS, 12 October 1940. Promoted LAC, 9 January 1941. Promoted Corporal, 1 September 1941. To "Y" Depot, 1 December 1941. To RAF overseas, 12 December 1941. Promoted Sergeant, 1 October 1942. Promoted Flight Sergeant, date uncertain. Repatriated 21 December 1944. To No.3 Repair Depot, 31 December 1944. To No.8 Release Centre, 19 February 1945. Retired 12 March 1945. DHist file 181.009 D.1719 (RG.24 Vol.20606) has recommendation forwarded to No.6 Group HQ, 31 July 1944, when he had served 19 months in Canada, 31 months overseas; trade shown as Fitter IIE.

As NCO in charge of a Servicing Flight, this airman has been instrumental in maintaining the high percentage of serviceable aircraft at this unit, mainly due to his skilful direction and personal efforts, infusing a high spirit in the groundcrew under his control.

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KIRKPATRICK, F/O Clarence Joseph (J20662) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 26 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born 7 August 1918, Kindersley, Saskatchewan; home in Hamilton, Ontario.

Attended school in Glidden, Saskatchewan as well as Bedford Road Collegiate in Saskatoon. Following graduation, he took a business course and in 1936 entered the College of Accounting at the University of Saskatchewan, graduating with distinction in May of 1938, at which time he commenced articles with J.R. Fewster, C.A. Auditor and chartered accountant; militia service, January 1941 until he enlisted in the RCAF at Saskatoon, 19 January 1942. To No.2 Manning Depot, 8 February 1942. To No.5 BGS (guard), 11 April 1942. To No.4 ITS, 23 May 1942; graduated and promoted LAC, 17 July 1942 (14th in a class 85; described as "alert, intelligent, well-educated, clean, upright, smart). Posted next day to No.2 AOS (graduated 7th in a class of 20, 6 November 1942; described as "A steady, quiet navigator"). Commissioned 6 November 1942. To "Y" Depot, 20 November 1942; to RAF overseas, 10 December 1942, arriving in Britain on 18 December 1942; attended No.62 OTU for Navigation/Radio course, 4 May to 1 June 1943; promoted Flying Officer, 6 May 1943; attended No.54 OTU, 15 June to 15 September 1943; with No.406 Squadron, 15 September 1943 to 17 April 1945; promoted Flight Lieutenant, 6 November 1944. On 15 January 1945, doing night fighter training at 20,000 feet, the roof blew out and a piece of perspex penetrated his helmet, lacerating his scalp. He felt faint but did not pass out; released from hospital on 17 January 1945. Served at No.62 OTU, 17 April to 18 June 1945; repatriated to Canada; 2 August 1945; released 20 September 1945. RCAF photos PL-32512 (ex UK-14019) and PL-32513 (ex UK-14014), both dated 8 August 1944, show him at a party thrown for evacuated British children. Following demobilization he returned to the accounting practice with J.R. Fewster and upon obtaining the designation of Chartered Accountant in 1948, entered into partnership with Mr. Fewster. In 1958, upon Mr. Fewster's semi-retirement, J.A. (Jack) MacDonald came into the partnership and in 1960, A. G. (Bert) Ayers joined the partnership. The practice operated from that time under the name Fewster, Kirkpatrick, MacDonald & Ayers, merging in 1968 with Price Waterhouse with Kirk continuing as Partner in Charge until his retirement in 1978. Died in Saskatoon, 7 October 2004. Award presented 2 May 1947. On one form he claimed 706 hours 15 minutes flying time (116 hours 25 minutes operational), but on another form he claimed only 652 hours 35 minutes flown. He listed his sorties (11 September 1943 to 14 March 1945) as consisting of the following: Intruder - 8, Day Ranger - 8, Night Ranger - 1, Scrambles - 15, Defensive Patrols - 11.

As observer this officer has participated in a large number of sorties. Several of them were over the Normandy beachhead and three locomotives, two heavily laden barges and some trucks were effectively attacked. Throughout these operations, Flying Officer Kirkpatrick displayed a high degree of skill and co-operation and played a good part in the successes obtained. In air fighting he has assisted in the destruction of four enemy aircraft.

NOTE: Public Record Office Air 2/9159 has recommendation drafted 23 July 1944 by W/C R.C. Fumerton. He had flown 29 sorties (52 operational hours).

Since joining the squadron on 14 September 1943 the above mentioned officer has proved to be a keen and capable Navigator Radio, diligently pursuing and keeping abreast of his duties and by great application, he and his pilot (S/L D.J.

Williams, DFC, pilot) have rapidly become an extremely efficient crew.

On the night of March 19/20, 1944, he, as Navigator Radio, aided in destroying in combat a Heinkel 177.

On the night of April 29/30 1944, he, as Navigator Radio, aided in destroying two Dornier 217s in the vicinity of Plymouth. To attack one of these necessitated flying through a heavy flak barrage.

All of these aircraft were destroyed under conditions of extreme RDF interference.

In addition to this, Flying Officer Kirkpatrick as navigator has completed six Day Ranger sorties over enemy occupied territory, all of which necessitated a double sea crossing of 130 miles. On one of them his aircraft destroyed two lorries, on two of them damaged trains, on another blew up two oil cars on a train which he left burning as well as damaging the locomotive. On this flight also two heavily laden barges were attacked and left burning, one with the stern blown out.

On 21st July 1944, with his pilot, S/L Williams, DFC, and outstanding performance was put up, when the crew were ordered of on to patrol as air cover to a convoy of destroyers operating 30 miles southwest of the Brest peninsula. This patrol involved a double 160 miles sea crossing in very bad weather which was deteriorating all the time. Soon after the patrol had started two Dornier 217s were sighted flying at 200 feet and about to attack the destroyers. The pilot opened fire at them at 1,000 yards range which upset the attack on the destroyers. This attracted return fire from the Dornier 217s which hit and knocked out the starboard engine. Despite this the pilot closed on each aircraft in turn and shot them down, the second one with the starboard engine feathered. The return flight was made in very bad weather on one engine and necessitated very accurate navigation. Throughout the flight Flying Officer Kirkpatrick remained cool and was of great assistance to the pilot.

RCAF Photo PL-31938 (ex UK-14112 dated 19 August 1944) is captioned as follows: "Saskatchewan is well represented in the aircrews of the City of Saskatoon Squadron, flying Mosquitos and Beaufighters on day and night patrols. Pictured above under one of the squadron's new Mosquitos are F/L Dick Burgess of Biggar, P/O R.L. Green of Vanguard, F/O Tommy Gordon, now of Edmonton but formerly of Saskatoon, F/O C.J. Kirkpatrick of Saskatoon, and F/O B. Redfern of Qu'appelle, squadron radio officer. Sitting in front is Flight Sergeant Bill Anaka of Conora." RCAF Photo PL-31939 (ex UK-14113 dated 19 August 1944) shows F/O C.J. Kirkpatrick climbing down from his Mosquito. RCAF Photo PL-31940 (ex UK-14114 dated 19 August 1944) shows F/O C.J. Kirkpatrick (left), W/C Dave Williams (centre) and Air Vice-Marshal Cole-Hamilton who is congratulating them for a double victory scored the

day the squadron had been adopted by the city of Saskatoon.

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KIRKWOOD, WO (now P/O) Lloyd (R87872/J85136) - **Mention in Despatches** - No.423 Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 18 November 1920. Home in Winnipeg; enlisted in Vancouver, 25 January 1941 and posted to No.2 Manning Depot. To No.2 Training Command, 24 February 1941. To No.1 Manning Depot again, 16 April 1941. To No.2 WS, 27 April 1941. Promoted LAC, 28 May 1941; graduated 12 September 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 13 October 1941. To Embarkation Depot, 19 October 1941. To RAF overseas, 2 November 1941. Promoted Flight Sergeant, 13 April 1943. Commissioned 23 September 1943. Promoted Flying Officer, 23 March 1944. Repatriated 8 December 1944. Retired 22 March 1945. Died in Vancouver, 18 March 2013. No citation in AFRO which give unit only as "Overseas". DHist records identify unit. He had been in squadron 26 July 1942 to 29 December 1943 when recommendation submitted; described as "the best Radar Operator in the squadron".

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KIRKWOOD, WO1 (now P/O) Walter Gordon (R121850/J87765) - **Distinguished Flying Cross** - No.409 Squadron - Award effective 3 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 6 December 1922 in Vegreville, Alberta; educated in Bonneyville, Alberta, 1928 to 1941; summer time creamery worker; enlisted in Edmonton, 21 August 1941. To No.3 Manning Depot, Edmonton, 2 October 1941. To Station Calgary, 11 November 1941. To No.4 ITS, Edmonton, 22 December 1941; graduated and promoted LAC, 27 March 1942; to No. 18 EFTS, Boundary Bay, 12 April 1942; to No.19 EFTS, Virden, 26 April 1942; may have graduated 3 July 1942 but not posted to No.4 SFTS, Saskatoon until 19 July 1942; graduated and promoted Sergeant, 6 November 1942. Disembarked in UK, 18 December 1942 and posted to No.3 PRC. Attended No.12 (P) Advanced Flying Unit, 4 March to 15 June 1943 (promoted Flight Sergeant, 6 May 1943); at No.54 OTU, 15 June to 14 September 1943; No.409 Squadron, 14 September 1943 to 31 July 1944 (promoted WO2, 6 November 1943; commissioned 3 April 1944). At "R" Depot, supernumerary, 31 July to 18 September 1944. With No.406 Squadron, 18 September 1944 to 3 April 1945 (promoted Flying Officer, 3 October 1944). At No.54 OTU, 3 April to 1 August 1945. To Canada, 2 August 1945; released, 21 September 1945. Served again as a pilot in RCAF Primary Reserve (209993) 21 September 1953 to 31 March 1958 (instructor at Edmonton Flying Club). RCAF photo PL-33650 (ex-UK-15932, 20 October 1944) shows F/O C.N. Matheson on left talking to his pilot, F/O W.C. Kirkwood. Died in Smith Falls, Ontario, 19 November 1982 as per **Airforce Magazine** of June 1983. Aerial victories as follows: **24/25 June 1944**, one Ju.188 destroyed; **28/29 June 1944**, one Ju.188 destroyed; **18/19 July 1944**, one Ju.88 destroyed north of Caen; **30/31 July 1944**, one Ju.88 destroyed, Vire; **31 December 1944/1 January 1945**, one Ju.88 destroyed, Ahlhorn. Cited with WO2 Colin N. Matheson (RCAF observer, also awarded DFC).

Award presented 11 September 1946.

As pilot and observer respectively, these officers have completed many night fighter sorties. They have displayed praiseworthy keenness and skill throughout and have destroyed three enemy aircraft.

NOTE: Public Record Office Air 2/9159 had recommendation drafted 25 July 1944.

Warrant Officer Kirkwood, night fighter pilot, has completed 30 operational sorties over enemy territory. He has at all times shown courage and determination in pressing home attacks, and has successfully intercepted and shot down four enemy aircraft during these sorties. His courage and coolness in action is particularly reflected in the successful interception and destructions of a Junkers 188 on the night of June 28/29th. In this engagement after following hard evasive action, through extremely difficult conditions, he attacked from 200 yards, observing strikes on the port engine, which exploded covering his windshield with oil and debris. Despite the fact that his victim was impaired through the oil-splattered windscreen, he observed that the enemy pilot had regained control of his aircraft and despite the return fire, Warrant Officer Kirkwood pressed home a second attack from short range hitting the enemy aircraft dead centre, causing it to explode in the air and crash to the ground.

Training: Interviewed 31 July 1941 as which time he was described as "Good type of young man, keen, clean and educationally qualified."

At No.4 ITS he was described as having scored 65 % on Visual Link. "Average sports ability. This airman is responsible and tried hard but he is weak in his classroom delivery. He is considered below average material but he has a record here which justifies his being sent on for further training. Alternative, WAG."

At No.19 EFTS he flew Tiger Moths (38.10 day dual, 48.55 day solo, 3.00 night dual) Of this, 11.35 was on instruments; also logged 12.45 in Link. "Good average. Keen and learns quickly. Retains instruction and is a capable pilot. No bad flying habits and instrument flying is a good average. Has very good ability in Ground School and is naturally bright. Deportment and discipline very good."

At No.4 SFTS he flew Cranes (74.40 day dual, 75.45 day solo, 8.50 night dual, 8.35 night solo). Of this, 33.05 was on instruments. Also logged 20.45 in Link. "Generally a very sound pilot and with a little more experience should become above average. Fine operational material." (S/L A.E. Thompson, Chief Instructor). "Clean cut appearance, quiet and well mannered. Generally a very good type and is fine officer material." (W/C C.F. Newcombe).

Course at No.54 OTU was 15 June to 1 September 1943. Exposed 207 feet of film and carried

out six air firing exercises; deemed average to above average. Flying times listed as follows: Beaufort (12.15 hours dual, 7.05 spent dual before going solo), Beaufighter (34.35 day solo and 21.35 night solo; five hours on instruments). Also logged 25 hours 15 minutes in Link. He attended all lectures (Airmanship, Armament, Meteorology, Navigation, Signals). Flying tests as follows: General Flying (260/400), Applied Flying (156/200), Instrument Flying (178/25), Night Flying (63/100), Link (33/50).

Notes: Upon repatriation to Canada he filled out a form (7 July 1945) stating he had flown one operational tour and four months non-operational tour. Overseas flying had been 164 hours 25 minutes operational, 508 hours ten minutes non-operational. He had flown 55 sorties, the last on 21 March 1945, after which he had been an OTU instructor. Aircraft types and hours flown listed as follows: Beaufighter (257.45), Mosquito (338.40), Blenheim (39.20), Oxford (19.40), Beaufort (15.40), Lancaster (1.30). On another form he listed his flying times with two squadrons as follows: No.409 Squadron, 25 September 1943 to 18 September 1944, 95 hours 35 minutes, and No.406 Squadron, 18 September 1944 to 2 April 1945, 74 hours 15 minutes.

RCAF Press Release No. 8079 dated 4 January 1945 from F/L Fred Jackson reads:

WITH THE RCAF IN BRITAIN: -- Pilot Officer Walter Kirkwood, DFC, 22-year-old, City of Saskatoon, Lynx Squadron Mosquito pilot, can tick off the number of his "kills" on the five fingers of his right hand.

Kirkwood, of Edmonton, Alberta (10747-104th Street) was out on his fourth trip with his RCAF squadron recently when he and Navigator P/O Neill Matheson, DFC of Winnipeg, Manitoba (123 Garfield Street) saw the navigation lights of a German aircraft twinkling at the far end of an airfield.

"The Hun had just turned the lights on and off after landing," explained Kirkwood. "We were cruising at about 1500 feet and went right after him. He turned off the end of the runway when we hit him with a couple of short bursts. He blew up when we were roaring over about 50 feet off the deck."

The Lynx team got out of there in a hurry. Searchlights went on and guns started firing but all too late to catch the Mosquito. On the trip home, this intrepid pair spied a German lorry lumbering along a highway. They went down to tree top height and blew it up. "Good thing it exploded," remarked Matheson. "The flash illuminated some trees dead ahead and we just managed to graze over the top of the branches."

Both Kirkwood and Matheson were with an RAF squadron before joining the Lynx squadron. They were on beach-head patrols after D-Day and Matheson teamed with his pilot to shoot down three German aircraft. Two were Ju88's and the other a Ju188. F/O Bill Ward, a Toronto, Ontario airman, was navigator with P/O

Kirkwood when he gave the chop to his other victim, a Junkers188. Kirkwood and Matheson were awarded the DFC for their share of the exploit.

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KIRSCH, F/L Lawrence Victor (J11048) - **Distinguished Flying Cross** - No.198 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 20 March 1918, Yorkton, Saskatchewan. Attended Public School there (1924-1932) and Yorkton Collegiate (1932-1937). Home there (machinist with a laundry company for 18 months and postal clerk for one year). Served in Saskatoon Light Infantry, March to April 1941 (Lance Corporal). Enlisted in RCAF in Regina, 25 June 1941 and posted to No.2 Manning Depot, Brandon. To No.2 BGS, Mossbank, 6 August 1941 (guard duty). To No.2 ITS, Regina, 2 September 1941; graduated and promoted LAC, 26 October 1941; to No.2 EFTS, Fort William, 27 October 1941; graduated 19 December 1941 and posted next day to No.2 SFTS, Uplands; graduated and promoted Sergeant, 10 April 1942. Subsequently commissioned with effect from that date as of Air Force Orders dated 20 June 1942. To Station Rockcliffe, 19 April 1942. To No.132 (Fighter) Squadron, Sea Island, 4 June 1942. Moved with that unit to Patricia Bay, 19 July 1942, and to Tofino, 16 October 1942. Promoted Flying Officer, 10 October 1942. Posted to "Y" Depot, Halifax, 15 May 1943. Embarked from Canada, 23 June 1943. Disembarked in Britain, 1 July 1943. Taken on strength of No.3 PRC, Bournemouth, 2 July 1943. To No.164 Squadron, Warmwell, 9 July 1943.. Moved with that unit to Manston (5 August 1943) and Fairlop (22 September 1943). Promoted Flight Lieutenant, 10 April 1944. Struck off strength of No.164 Squadron, 5 July 1944 and attached to No.84 Group. Attended Fighter Leaders School, Milfield, England, 17 July to 7 August 1944. Taken on strength of No.198 Squadron, 14 August 1944. Attached to No.18 Armament Practice Camp, 5-21 November 1944. Struck off strength of No.198 Squadron, 16 December 1944 as tour expire. To No.3 PRC, 17 December 1944. To No.56 OTU, 12 January 1945. Repatriated to Canada, 1 August 1945 via Scoudouc. To No.6 Release Centre, 13 August 1945. Classified as "Staff" and posted to No.2 Flying Training School, Yorkton, 15 November 1945. To No.1 Flying Training School, Centralia, 21 January 1946. To No.1 Instrument Flying School, Trenton, 4 May 1946 for Link Instructor Course. To No.124 Squadron, Rockcliffe, 2 June 1946. Killed 15 September 1946 at Estevan, Saskatchewan, in crash that took 21 lives. Award presented to his widow, 18 June 1949.

Flight Lieutenant Kirsch has participated in a large number of important missions against very heavily defended targets and has inflicted much damage on enemy motor transport. He has also taken part in sorties in close support of our troops, including the area around Caen and the Falaise Gap. He has also participated in attacks against Le Havre, Boulogne, Calais and Flushing. Flight Lieutenant Kirsch's gallant courage and devotion to duty have always been worthy of high commendation.

NOTE: Public Records Office Air 2/9048 has recommendation dated 26 November 1944 when

he had flown 92 sorties (115 operational hours):

This pilot joined No.164 Squadron in July 1943 from No.132 Squadron, RCAF, British Columbia. During the winter of 1943 and the spring of 1944, Flight Lieutenant Kirsch took part in the attack on NOBALL targets in the Pas de Calais area, flying 17 sorties in all against heavily defended targets. In March 1944 he took part in bombing missions, one against shipping at Morlaix, where the flak was very intense. In May 1944 the radar attacks began; Flight Lieutenant Kirsch was three times at Cap d'Antifer, twice at Boulogne, twice at Fruges, and once at Cap de la Hague, where the tremendous power of the flak defences was, of course, a byword. Since D Day he has taken part in 57 rocket projectile sorties against enemy rail and road transport, barges, gun positions, tanks and in close support of our troops. At least two of these are worthy of special mention - the successful attack on the German Headquarters southwest of Caen, through intense flak, at the end of June and the complete destruction by Flight Lieutenant Kirsch and one other pilot of an armoured command vehicle, three armoured cars and their attendant flak trucks a few days later. In August he was posted to No.198 Squadron as Flight Commander. He played his part in the Battle of the Falaise Gap and also took part in the famous attack led by Wing Commander Dring, DSO, DFC on the Vimoutiers Road on August 18th. On this occasion he was shot down but managed to make his way back to our lines. He has since taken part in the close support attacks on Le Havre, Boulogne and Calais, which drew a special praise from the Army, and the attacks on targets in the Breskens Pocket and Flushing.

Dates	Aircraft	Number of Op'l Sorties	Targets
Sept to Dec 1943	Hurricane	1	40-mm cannon attack on shipping and on shipping and Dieppe.
			- Hurricane 8 R/P attacks on shipping at Calais and Dunkirk and on NOBALL targets in the Pas de Calais area.
March 1944	Typhoon	2	Bombing attacks on shipping at Morlaix and a NOBALL target.
April to Oct 1944	Typhoon	81	R/P attacks against radar at Cap d'Antifer, Boulogne, Fruges, Cap de la

Hague and St. Valery; R/P attacks on rail and road transport, gun positions, barges and in close support of our troops. Targets at Caen, Villers Bocage, Falaise, Rouen, Lisieux, Argentan, Trun, Formerie, Vimoutiers, Le Havre, Boulogne, Calais, Dunkirk, Ghyvale, Sluis, Knocke sur Mer, Breskens, Flushing and many other targets.

Public Records Office Air 2/9048 has text when sent to Air Ministry Honours and Awards Committee. Text is more detailed than that published, less detailed than original submission:

Flight Lieutenant Kirsch has participated in a large number of important missions against very heavily defended targets and has inflicted much damage on enemy motor transport. He has also taken part in sorties in close support of our troops, including the area around Caen and the Falaise Gap. On one occasion in August 1944, during the attack on the Vimoutiers Road, his aircraft was shot down and he was forced to abandon it by parachute. With great determination and fortitude he made his way back to our lines. He has since participated in attacks against Le Havre, Boulogne, Calais and Flushing. Flight Lieutenant Kirsch's gallant courage and devotion to duty have always been worthy of high commendation.

On a form dated 30 September 1944, applying for Operational Badge, he stated he had flown 498 hours 40 minutes with No.132 Squadron (April 1942 to April 1943) and 211 hours 15 minutes with No.164 Squadron (July 1943 to July 1944). As of that date he claimed 200 hours on Kittyhawks, eight rocket sorties on Hurricanes, 50 rocket sorties on Typhoons.

On 9 July 1945, at Repatriation Depot, Warrington, he claimed 118 sorties (last one flown on 11 December 1944) with overseas flying hours listed as 121.25 (operational) and 390.55 (non-operational). His types and flying times were listed as follows: Tempest (69.55), Typhoon (215.15), Spitfire (1.35), Hurricane (82.50), Tiger Moth (5.30), Auster (45 minutes), Dominie (10.20) and Master (4.10). Other documents at Warrington indicate he wanted to enter University of Saskatchewan to take Mechanical Engineering although he lacked Latin. His other alternative was draughting at a Vocational School.

On 24 November 1945, at No.2 Flying Training School, he filled out a form giving his flying time as 750 hours five minutes single engine non-operational, 24 hours 30 minutes as multi-engine non-operational; and 121 hours 25 minutes as single engine operational.

Application for Aircrew Europe Star stated that his first sortie was 23 September 1943 (No.164 Squadron, "Strafing sweep to Dieppe with 40-mm cannon." Application for France and Germany Star indicated his first sortie with No.198 Squadron was 16 August 1944, "Strafing

sweep near Falaise.”

Notes on Training:

At No.2 ITS he placed 15th in a class of 253 and was described as follows: “This airman is self-assured, and shows good leadership qualities. He is aggressive and ready to go out after what he wants. He has made an exceptionally fine showing in his class, standing 15th out of 253. Should make an excellent pilot.”

At No.2 EFTS he flew 33 hours 20 minutes dual on Tiger Moths, 36 hours 40 minutes solo, of which 10.25 was instruments. He also logged ten hours in Link. Placed second in a class of 26. The CFI wrote, “He may be a bit foolhardy so should be watched. Should make a better than average pilot.”

At No.2 SFTS he flew Harvards - 58.05 day dual, 54.30 day solo, 4.25 night dual, 12.00 night solo. Flew 20.05 on instruments plus 25 hours in Link. Graded as above average in both air and ground subjects.

As overseas specialist courses he listed the following:

Armament, Rockets and Bombs, Acklington, 8 March to 15 March 1944

Armament, Rockets, Llambedr, Wales, 11 April to 22 April 1944

No.1 Fighter Leaders School, Milfield, 17 July to 7 August 1944

Rocket Firing Course, Fairwood Common, Wales, 4 November to 21 November 1944.

Napier Sabre Engineering Course, London, 22 January to 27 January 1945.

Note: RCAF Press Release 4199 dated 12 October 1944 reads as follows:

WITH AN ADVANCED AIRFIELD IN FRANCE - September 20 [1944] - One RCAF pilot in France who has proved that the rocket Typhoon is the most effective close army support weapon used in the war is Flight Lieutenant L. Victor Kirsch, Yorkton, Saskatchewan (174 Tupper Avenue).

In France, the deadly Typhoon has frequently operated under the “cab rank” system, by which aircraft fly up and down over an area until they are ordered to a specified target by radio telephone. Boulogne was one of the places where this system was used effectively. Kirsch was leading one of the formations in the attack.

“The army observation officers are quick”, he said on his return. “As soon as we appeared over the area they gave us our target. It was a longish house on a by-road. I went down and hit it with rockets. When I called on the radio telephone, ‘Was that the target you wanted?’, they replied, ‘O.K. That’s the one’ and then

the rest of the formation went down and banged their rockets into it.

“Then we went round again and sprayed it with cannon fire. We did not see any German soldiers because after the rockets exploded all you could see was flying roof timbers and a great cloud of smoke and dust. All the same, I guess we did plenty of damage.

“Anyway, the controller came on the radio to say, ‘Nice work, boys. Thanks a lot.’ which we all felt was ample reward for our efforts.”

This 26-year old Canadian pilot was recently promoted to his present rank and to the command of a flight in recognition of the work he has put in on rocket Typhoons. His squadron was one of the first to be fitted with the new weapon.

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KIRSTIUK, P/O Waldemir Alexander (J88375) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 13 November 1915, Theodore, Saskatchewan; home in Vancouver (clerk). Formerly in Royal Canadian Artillery; enlisted in North Bay, 3 May 1942. To No.5 Manning Depot, 26 July 1942. To No.6 SFTS (guard), 19 August 1942. To No.1 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943 but not posted to No.1 BGS until 20 March 1943; graduated 11 June 1943 and posted next day to No.9 AOS; graduated and promoted Sergeant, 6 August 1943. To “Y” Depot, 20 August 1943. To United Kingdom, 25 August 1943. Commissioned 22 July 1944. Promoted Flying Officer, 22 January 1945. Repatriated 13 August 1945. To No.8 Release Centre, 21 August 1945. Retired 4 October 1945. Died 19 August 1969 as per DVA letter dated 12 November 1969. Award presented in Vancouver, 22 October 1949. Photo PL-45015 shows him. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C C.W. Marshall dated 20 November 1944 when he had flown 34 sorties (165 hours 50 minutes), May 1944 to 25 October 1944.

Throughout a successful tour of operations, this Air Bomber's work has been outstanding. His radar navigation and standard of bombing have been well above the average and he has given much valuable assistance to the training of new crews. Many of the missions on which he has displayed outstanding ability and skill as an Air Bomber included heavily defended targets in Germany such as Stuttgart and Duisburg, mining in Oslo harbour and raids on pinpoint targets in enemy occupied territory.

I feel that this officer's exceptional work fully merits the non-immediate award of the Distinguished Flying Cross.

The sortie list was as follows:

May date uncertain - Gardening, Kattegat (5.30)

22 May 1944 - Le Mans (5.15)

May date uncertain - Aachen (4.40)

May date uncertain - Le Havre (3.50)

27 May 1944 - Bourg Leopold (4.30)

28 May 1944 - Angers (3.55)

9 June 1944 - Le Mans (5.40)

12 June 1944 - Arras (4.05)

14 June 1944 - Cambrai (4.35)

15 June 1944 - Boulogne (3.40)

16 June 1944 - Sautrecourt (3.50)

21 June 1944 - Ouisemont-Merville (4.45)

24 June 1944 - Bonnetot (4.15)

25 June 1944 - Gorenflos (4.10)

27 June 1944 - Wizernes (1.50)

28 June 1944 - Metz (7.10)

4 July 1944 - Villeneuve St. George (6.05)

6 July 1944 - Siracourt (4.00)

8 July 1944 - St. Nazaire (6.55)

24 July 1944 - Foret de Grand Bois (3.25)

24 July 1944 - Stuttgart (9.45)

25 July 1944 - Kiel (4.20)

31 July 1944 - Foret de Croc (4.00)

3 August 1944 - Foret de Nieppe (3.45)

5 August 1944 - St. Leu d'Esserent (4.25)

9 August 1944 - Prouville (5.55)

25 August 1944 - Ferfay (6.35)

12 September 1944 - Dortmund (5.00)

17 September 1944 - Boulogne (4.05)

23 September 1944 - Domburg (3.25)

25 September 1944 - Calais (4.15)

4 October 1944 - Bergen (6.20)

14 October 1944 - Duisburg (5.55)

28 October 1944 - Oslo (8.00)

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KITSON, F/O Murray Wilmer (J36333) - **Distinguished Flying Cross** - No.582 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 10 July 1913 in Toronto (obituary notice); home there

(chemist); enlisted there 23 June 1942. To No.1 Manning Depot, 18 August 1942. To No.9 SFTS (guard), 21 January 1943. To No.6 ITS, 6 February 1943; graduated and promoted LAC, 15 April 1943 but not posted to No.4 AOS until 15 May 1943; graduated and commissioned 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 1 April 1944. Repatriated 5 August 1945. To No.4 Release Centre, 9 August 1945. Retired 17 September 1945. Served in No.100 Squadron before transfer to No.582 Squadron. Flew two tours and had started a third when war ended. Award presented in Toronto, 30 November 1949. Died in Victoria, 15 December 2007. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 20 May 1945 when he had flown 41 sorties (203 hours 25 minutes), 12 August 1944 to 14 April 1945.

12 August 1944 - Falaise
15 August 1944 - Volkel
29 August 1944 - Stettin
10 September 1944 - Le Havre
12 September 1944 - Stuttgart
17 September 1944 - Westkapelle
20 September 1944 - Calais
12 October 1944 - Wanne Eickel
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
28 October 1944 - Cologne
30 October 1944 - Cologne
4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
8 November 1944 - Wanne Eickel
11 November 1944 - Dortmund
16 November 1944 - Julich
18 November 1944 - Munster
21 November 1944 - Worms
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
23 December 1944 - Cologne
27 December 1944 - Munchen Gladbach
28 December 1944 - Munchen Gladbach
30 December 1944 - Cologne
1 January 1945 - Dortmund
2 January 1945 - Nuremburg
6 January 1945 - Hanua
1 February 1945 - Ludwigshaven
9 February 1945 - Goch

13 February 1945 - Bohlen
14 February 1945 - Chemnitz
20 February 1945 - Mannheim
21 February 1945 - Duisburg
19 March 1945 - Hanua
22 March 1945 - Dulmen
24 March 1945 - Sterkrade
25 March 1945 - Hanover
11 April 1945 - Nuremberg
13 April 1945 - Kiel
14 April 1945 - Potsdam

Flying Officer Kitson is a very keen and capable navigator in a Visual Marker crew. Throughout his tour he has shown commendable courage and determination and is responsible to a great extent for the successes achieved by his crew. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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KJELLANDER, F/L Willis Everett (J7681) - **Air Force Cross** - No.12 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Galesburg, Illinois, 22 February 1921 (RCAF press release announcing award); educated at Wilcox, Saskatchewan. Enlisted in Regina, 8 January 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 15 February 1941. To No.2 ITS, 29 March 1941; graduated and promoted LAC, 15 May 1941 when posted to No.6 EFTS; graduated 2 July 1941 when posted to No.4 SFTS; graduated and commissioned, 13 September 1941. To Trenton, 14 September 1941. To No.12 SFTS, 15 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 March 1943. To No.6 OTU, 1 March 1945. To Halifax, 17 June 1945. To No.6 Release Centre, 13 September 1945. Retired 22 September 1945. Award presented 22 November 1945. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation. When recommended he had flown 1,778 hours, 1,442 as instructor, 160 in previous six months.

This officer has consistently rendered exceptional service as a flying instructor for a period of more than three years. Through concentrated effort and untiring devotion to duty he has discharged his responsibilities in an exceptional manner and has always displayed the keenest interest in raising the standard of flying instruction at this unit. He has always performed duties far in excess of those required by the service and has proved himself to be an inspiration and an example to his fellow officers.

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KLAPPSTEIN, Sergeant Francis Henry (R76879) - **British Empire Medal** - No.15 SFTS - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6th July 1945. Born at Wilmot, South Dakota, 2 April 1904 (RCAF press release announcing award). Attended technical school and was mechanic before war. Enlisted in Edmonton, 9 December 1940 as an Aero Engine Mechanic and posted to No.1 Manning Depot. To Technical Training School, 10 January 1941; promoted AC1, 7 June 1941; to No.15 SFTS, 11 June 1941. Promoted LAC, 1 October 1941; promoted Corporal, 1 October 1942. Promoted Sergeant, 1 October 1944. To No.23 EFTS, 16 May 1945; to No.7 Release Centre, 23 September 1945; released 25 September 1945. Award sent by registered mail 22 November 1945.

Sergeant Klappstein has been on strength of this station for three and a half years and is a most efficient, resourceful and sound non-commissioned officer. During each phase of his promotions, without exception, he has been, as he is today, filling the position of a higher rank and, in every case, with distinction. He devotion to duty and loyalty have been of the very highest order and the manner in which he has carried out his duties, despite all obstacles, has been a source of inspiration and admiration to all who have been associated with him.

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KLASSEN, F/L Wier Clayton (J15250) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born in Langham, Saskatchewan, 13 October 1917. Home in Lilac, Saskatchewan (clerk, store manager, truck driver); enlisted in Saskatoon, 4 June 1940. To No.1 Manning Depot, 7 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 and posted that date to No.6 EFTS; graduated 4 October 1940 when posted to No.1 SFTS; graduated and promoted Sergeant, 17 January 1941; posted on No.1 Manning Depot, 29 January 1941; to Embarkation Depot, 24 February 1941; embarked for overseas, 19 March 1941. With No.11 OTU, 6 May to 21 June 1941; with No.214 Squadron, 7 July 1941 to 7 March 1942. Promoted Flight Sergeant, 1 September 1941. Promoted WO2, 1 March 1942. Commissioned 10 March 1942. To No.22 OTU, 14 March 1942. Promoted Flying Officer, 1 October 1942. To No.424 Squadron, 20 October 1942, and proceeded with that unit to North Africa. Promoted Squadron Leader, 7 April 1943. To RCAF Overseas Headquarters, 28 August 1943. Embarked for Canada, 25 September 1943, arriving 5 October 1943. Embarked from Halifax, 16 November 1943, arriving in Britain 24 November 1943. Presented with DFC and Bar at Buckingham Palace, 7 December 1943. To No.24 OTU, 10 December 1943. To Headquarters, Transport Command, 18 September 1944. To No.525 Squadron, 19 September 1944. To No.108 OTU, 12 February 1945. To No.525 Squadron again, 23 May 1945. Much temporary duty to Cairo and Allahabad. To RCAF Overseas Headquarters, 29 September 1945, Repatriated 16 October 1945. Released 8 November 1945. To Northwest Air Command Headquarters 31 August 1946 for Interim Force. Accepted for postwar RCAF as Squadron Leader, 1 October 1946 (27116). Attended Seaplane Conversion and Refresher School, Vancouver, 26 January to 1 May 1948 to train on Canso aircraft in preparation for northern operations (flew 21 hours on land

and 63 hours on water). To Station Edmonton, 1 August 1948 and assigned next day to "K" Flight. To RCAF Staff College, Toronto, 3 September 1949. To AFHQ, 31 July 1950. Promoted Wing Commander, 1 September 1951. To No.408 Squadron, Rockcliffe, 31 May 1953. To Air Transport Command Headquarters, Lachine, 29 August 1953. To No.435 Squadron to command, 30 December 1953, with service at Namao and Naples. To No.114 Communications Flight, Capodichino, 22 January 1957. To No.435 Squadron, 3 March 1957. To AFHQ, 27 July 1957. To Station St. Hubert, 12 May 1957. To AFHQ, 17 July 1961. Retired 10 April 1967. Later with Department of Transport after the war. Died in North Battleford, Saskatchewan, 22 May 1986 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September 1986. Elsewhere reported to have died that date in Ottawa. RCAF photo PL-46132 (ex UK-23563 dated 22 October 1945) shows him buying Victory Bond at RCAF Reception Centre, Bournemouth.

On all his sorties, many of which have been over the enemy's most heavily defended targets, Flight Lieutenant Klassen has shown himself to be a courageous and determined pilot. He is a good leader and by his quiet, cheerful manner in the face of danger gives confidence to his crew. At all times he has displayed the utmost devotion to duty.

KLASSEN, S/L Wier Clayton (J15250) - **Bar to Distinguished Flying Cross** - No.424 Squadron - Award effective 20 September 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943.

Since being awarded the Distinguished Flying Cross, this officer has continued to display outstanding powers of leadership on every occasion. He has chosen the most difficult and hazardous work. His great personal courage has had an excellent effect on the squadron. During extremely difficult periods both in the air and on the ground he has displayed outstanding leadership, courage and disregard of danger.

KLASSEN, S/L Wier Clayton, DFC (J15250) - **Mention in Despatches** - No.24 Operational Training Unit - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

Note: Accident, 27 November 1944, Dakota III, serial FD945, Lynham, No.525 Squadron. Category "A" (repairable at nearest RAF unit). Night taxiing, struck a York transport. No proper flood lighting. A Corporal misdirecting traffic was largely blamed, but Klassen also judged to have been careless.

Course at No.108 OTU was 12 February to 8 May 1945. Dakota aircraft - 2.40 day dual to first day solo; total day dual 4.50; 31.25 day solo, 1.00 night dual to first night solo, 2.00 total night dual, 19.25 night solo. Flew 11.00 on instruments. Logged 15.00 in Link. Flying Test grades as follows: General Flying (360/400), Applied Flying (170/200), Instrument Flying (220/250), Night Flying (90/100) and Link (32/50). Ground courses in Airmanship (258/300), Armament

(210/300), Meteorology (79/100), Navigation (115/200) and Signals (76/100). "An outstanding pilot with a good crew who work well together." (W/C A.F. Powell, Chief Instructor).

No.4 OTU course, 28 June to 9 July 1954 trained him on C-119. Flying Test on 9 July covered the following - Pre-Takeoff (67/100), Asymmetric Circuit (60/80), Short Takeoff, IFR Departure (55/70), ADF and holding (53/70), Standard Range Approach (129/200), Short Field Landing (43/70), GCA (59/80) and Captain's Responsibilities (105/130). In all he logged 6.15 dual, 6.15 as first pilot, 2.15 as second pilot and spent 9.15 in simulator.

RCAF Public Relations Release (file 900-21, "Public Relations - Search and Rescue", National Library and Archives, RG.24 Volume 17882) has the following:

On January 10 [1950] an RCAF Dakota from North West Air Command's "K" Flight made an 11 ½ hour - 1,500 mile - mercy flight to the service's northern base at Sawmill Bay, Great Bear Lake, N.W.T. to remove LAC S.K. Johnston (of St. Thomas, Ontario) who was reported suffering from acute appendicitis. The aircraft, piloted by S/L W.C. Klassen, departed Edmonton at 5.30 a.m. and the sick airman was picked up and returned to Edmonton and an operation successfully performed the same day.

As of 31 December 1957 a review of his flying experience listed the following types and hours - Tiger Moth (30), Yale (30), Harvard (80), Wellington (780), Oxford (60), Warwick (20), Dakota (719), Expeditor (300), Canso (150), Norseman (80), Lancaster (50), Otter (35), North Star (37) and C-119 (1,276,.10)

Selected Assessments: Assessed 21 January 1943 as flying instructor, No.91 Group,, which he had joined 14 March 1942, when he had flown 837 hours (182 in past six months). "Above the average at all times, hard working and a very good type of officer." (W/C A.W. Oldroyd). "This officer has done a good job of work during his time here, and proved himself to be above the average in nearly all spheres of the service duties which he has been required to perform." (G/C R.B. Jordan)

Assessed 21 July 1943 for work in No.424 Squadron. Had flown 970 hours (135 in previous six months). "Very dependable, outstanding courage. Well above average. With more experience will make a good squadron commander." (W/C G.A. Roy). "Brains and judgement." (G/C C.R. Dunlap).

Assessed at No.24 OTU, 16 September 1944, having served there 12 December 1943 to date; had flown 1,050 hours (80 in previous six months). "S/L Klassen has carried out his duties thoroughly and conscientiously while at this unit. He is not altogether suited to the OTU work, however, but will do very well in any task with an operational flavour." (W/C H.H.J. Miller).

"W/C Klassen joined Air Transport Command at the end of 1953. He took a complete C-119

course at the OTU and then took over his squadron. Since that time the squadron has operated smoothly and efficiently and has met all its commitments without any serious trouble. He is a quiet, good natured and yet a very forceful officer who has the confidence and respect of those who serve under him. He is a solid, reliable operational commander. Recommended for promotion when he enters the promotion zone." (G/C Z.L. Leigh, Air Transport Command Headquarters, 23 August 1954)

"Wing Commander Klassen has carried out his duties as Air Staff Officer, United Nations Emergency Force, for the past six months in a very satisfactory manner. In solving air transport and communications problems of UNEF he has displayed sound sense, initiative and determination. He has a pleasant personality, and is well liked. He gets on well with all associates, of the several nationalities in UNEF. I consider him a sound, reliable officer, whose experience in air transport work and in air operations generally has been very valuable to UNEF. His work and attitude while in this appointment have been commendable in all respects." (Lieutenant-General E.L.M. Burns, UNEF, Gaza, 5 February 1958).

"Wing Commander Klassen has stepped whole heartedly into the task of Chief Administrative Officer, especially has he taken a particular interest in non-public fund activities. He is a tireless worker and can be relied upon at any time to tackle any task assigned him with determination. He maintains his proficiency as a captain of a C-119 by flying with the EMU [Electronic Warfare Unit] and make no bones about coming back to work on time following a long night operation. He has a very positive approach to his duties which are many and varied as one would expect at this station. He is completely reliable and does not shirk making decisions on his own as required and as appropriate. He has a happy home life, keen on hunting and enjoys camp life." (G/C J.M. Jardine, St. Hubert, 9 June 1959)

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KLASSEN, F/L Wilfred George (C9890) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Home in Toronto; enlisted in Ottawa, 16 January 1942 in Aeronautical Engineer Branch; commissioned as of 23 January 1942. Promoted Flying Officer, 16 July 1942. May have been at No.5 BGS. To Aero Engine School, 31 January 1943. To "Y" Depot, 11 July 1943; to United Kingdom, 2 August 1943. Promoted Flight Lieutenant, 4 October 1943. Repatriated with No.408 Squadron, 11 June 1945. To Greenwood, 12 June 1945 for Tiger Force training. To Release Centre, 21 September 1945. Retired 4 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1658 (PAC RG.24 Vol 20605) identifies unit with recommendation as follows:

This officer has been employed for the past several months as Officer in charge of a large operational station's daily servicing squadron. In the discharge of his duties, this officer has shown devotion and enthusiasm far above the normal call. Particularly in the months immediately preceding and in the period subsequent to the Normandy invasion, when maximum effort was being applied,

his efforts extended to his physical maximum. By his ability, his persistent cheerfulness and his example, he has made a most commendable contribution to our operational efforts.

KLASSEN, F/L Wilfred George (J8990) - **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 (PAC RG.24 Vol.20607) has recommendation dated 24 May 1945 when he was Engineering Officer at Station Linton:

Flight Lieutenant Klassen has been in charge of the Daily Servicing Squadron for nearly two years. During that time he has devoted himself unsparingly to the task of maintaining a high rate of serviceability on his station. Often working long arduous hours far beyond the normal call of duty, he has at all times remained cheerful and willing to do even more, if need be. His splendid leadership qualities and exemplary devotion to duty have inspired all those serving under him to carry on cheerfully and willingly under all circumstances, which is undoubtedly largely responsible for the high rate of serviceability which has always existed on this station.

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KLEIMAN, Corporal Irving (R136074) - **Mention in Despatches** - Station Wombleton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Born 9 February 1918. Home in Toronto; enlisted there 14 October 1941 as "Tradesman" and posted to No.1 Manning Depot. To technical Training School, 22 November 1941. Classified next day as Equipment Assistant. Promoted AC1, 3 January 1942 on posting to "K". To No.11 (BR) Squadron, date uncertain; promoted LAC, 1 September 1942. To "Y" Depot, 22 October 1942; to RAF overseas, 21 November 1942. Promoted Corporal, 17 June 1943. Repatriated 12 March 1946; released 12 April 1946. Recommendation stated he had served one year in Canada, two years seven months in UK as Equipment Assistant, Technical Stores. Certificate sent 9 October 1948. No citation in AFRO; recommendation of 16 May and 23 June 1945 (DHist 181.001 D.225) read:

This non-commissioned officer has been in the technical stores section at this station since 15th March 1944. During that time he has proved to be an extremely conscientious, efficient and willing worker. His enthusiasm for his work has been of the highest order and he has not hesitated to sacrifice leave and other personal pleasures in order to ensure the efficiency of his section.

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KLERSY, F/O William Thomas (J12199) - **Distinguished Flying Cross** - No.401 Squadron - Award

effective 5 September 1944 as per **London Gazette** of that date and AFRO 2373/44 dated 3 November 1944. Born in Brantford, Ontario, 30 July 1922. Educated at St. James School (1928-1936) and St. Michael's College, Toronto (1936-1941). He had worked briefly in a Link-Belt factory (war work), played hockey and football, and was an enthusiastic skuller. Enlisted in Toronto, 28 June 1941 and posted to No.1 Manning Depot. Trained at No.6 ITS (11 October to 6 December 1941), No.20 EFTS (7 December 1941 to 28 February 1942) and No.6 SFTS (1 March to 4 July 1942). Commissioned 19 June 1942. Retained in Canada for home defence duties (No.130 Squadron, 5 July 1942 to 14 May 1943, with attachment to No.1 OTU, Bagotville, 15-19 July 1942). Promoted Flying Officer, 19 December 1942. To "Y" Depot, 5 May 1943. To RAF Trainee Pool, 22 June 1943. Arrived in UK, 1 July 1943. With No.401 Squadron, 9 July 1943 to 17 September 1944 when posted to No.83 Group Service Unit. Had been promoted Flight Lieutenant, 3 July 1944 with effect from 19 June 1944. Promoted Squadron Leader, 3 January 1945. With No.401 Squadron again from 3 January to 22 May 1945; Killed in flying accident, 22 May 1945 (Spitfire XIV, RM785, YO-H). Aerial victories as follows: **7 March 1944**, one FW.190 destroyed; **7 June 1944**, one FW.190 destroyed; **28 June 1944**, two FW.190s destroyed; **2 July 1944**, one Bf.109 destroyed east of Caen; **13 July 1944**, one FW.190 destroyed southeast of Caen; **17 July 1944**, one Do.217 destroyed, northwest of Caen; **31 July 1944**, one FW.190 destroyed, Domfort; **12 January 1945**, one Ar.234 damaged plus one Ar.234 damaged with eleven others, Osnabruck; **1 March 1945**, one FW.190 destroyed, Dorsten plus two Bf.109s destroyed; **19 April 1945**, one FW.190 destroyed, Hagenow; **20 April 1945**, two FW.190s destroyed plus one Bf.109 destroyed plus one Bf.109 destroyed with another pilot; **1 May 1945**, one FW.190 damaged; **3 May 1945**, one Ju.52 destroyed on the ground plus one He.111 destroyed on the ground. Photo PL-22010 shows him with F/O H.R. Tew (back to camera), FS Bob Lawson, P/O F.B. Evans, F/O A.F. Halcrow, FS D.M. Wilson and F/O W.T. Klersy. All awards presented to next-of-kin, 10 December 1947. For additional details see H.A. Halliday, **The Tumbling Sky**.

This officer has displayed the greatest keenness for operations. He has participated in a large number of sorties, on many of which he has led the flight with distinction. He is most determined fighter and has shot down three enemy aircraft.

KLERSY, F/L William Thomas, DFC (J12199) - **Bar to Distinguished Flying Cross** - No.401 Squadron - Award effective 1 December 1944 as per **London Gazette** of that date and AFRO 239/45 dated 9 February 1945.

This officer is a keen and courageous fighter. He has completed a large number of sorties and his successes include the destruction of seven enemy aircraft and many mechanical vehicles. His example of determination and devotion to duty has been of a high order.

KLERSY, S/L William Thomas, DFC (J12199) - **Distinguished Service Order** - No.401 Squadron (deceased) - Award effective 20 June 1945 as per **London Gazette** dated 29 June 1945 and AFRO 1453/45 dated 14 September 1945.

Throughout two tours Squadron Leader Klersy has displayed outstanding leadership, courage and devotion to duty. Since the award of a Bar to the Distinguished Flying Cross he has destroyed or damaged a further ninety enemy vehicles, eight locomotives and eight good trucks. He has also destroyed three more enemy aircraft bringing his total to at least ten enemy aircraft destroyed. This officer has moulded his squadron into a powerful operational unit that by maintaining a consistently high standard in every phase of ground or air activity has set a magnificent example to the rest of the wing.

Training: At ITS he was 62nd in a class of 104. The Commanding Officer wrote, "Well built athletic type; confident; has splendid appearance; cheerful and cooperative. Has slight tendency to a nervous tenseness."

His course at No.20 EFTS was 8 December 1941 to 13 February 1942, during which he flew Tiger Moths - 38 hours 55 minutes dual, 30 hours solo and three hours night dual, plus 11 hours 30 minutes in the Link. In the air he was considered "High Average" - the CFI wrote, "This student's industry good. Instruments above average. Has good ability to absorb instruction." He was weaker in ground school (57th in a class of 77). At SFTS he logged 60 hours 55 minutes dual (day), six hours 40 minutes night dual, 74 hours 15 minutes day solo, nine hours 25 minutes night solo, spent 24 hours 45 minutes on instruments and an added 20 hours in the Link. He graduated 16th in a class of 48.

Accidents: He had two accidents in Canada. The first was 16 July 1942 while with No.130 Squadron, Bagotville. He was taxiing Harvard 3258 when the port wing hit an automobile parked six feet off the taxi strip. He damaged the wingtip and the car. "Placed uncharged [on charge ?] for negligently damaging one of His Majesty's aircraft."

The second was 22 July 1942, his first solo on a Kittyhawk (AL136). On landing he did not level out sufficiently and on hitting the ground the port wheel buckled, damaging the undercarriage and port wing

Assessments: On 26 November 1942, F/L G.E.L. (Or A.E.L.) Cannon, Bagotville, wrote, "This officer has many good qualities, but needs more discipline. He is easily influenced by others."

On 4 December 1942, S/L E.L. Neale wrote, "This man is an ideal fighter pilot. I would strongly recommend that this man be posted overseas, if possible, at the earliest opportunity. He has been with this unit for five months now and is beginning to lose interest..

On 13 April 1943, F/L A.E.L. Cannon, No.130 Squadron, wrote: "This officer is doing good work and I recommend his promotion to Flying Officer."

On 28 September 1943 he was assessed by S/L E.L. Neale - "Excellent fighter pilot type."

On 16 July 1944, S/L I.F. Kennedy wrote, "Is an above average fighter pilot and an excellent

flight commander, who shows qualities of leadership on the ground as well as in the air. Has a strong character and is well liked by other pilots." This was endorsed by W/C K.L.B. Hodson/

On 7 June 1945, W/C G.W. Northcott wrote of him, "Had an exceptional personality and character. His keenness, together with his outstanding leadership, proved him an outstanding officer in the RCAF."

Combat Assessments: His file included some remarkable assessments of combat film.

On 22 January 1945 (0950-1120) he attacked a train. He opened fire for 4.2 seconds, saw strikes, and the attack was graded "B" (A steady aim during part of the attack only; some hits scored on the target).

On 24 February 1945 (1200 hours) he attacked a train, maintaining fire for six seconds as assessed "J" (Opening range too great - more than 1,200 yards).

On 28 February 1945 (1030 hours) he attacked Motor Transport. He fired 2.1 seconds and was assessed as "J" and "K" (Opening range too great; duration of fire in attack too short).

On 26 March 1945 (0900 hours) he attacked Motor Transport on a road, firing 3.2 seconds in a sweep along the road. Strikes seen but no general assessment.

On 18 April 1945 he made two attacks on Motor Transport (1530 hours), firing 2.8 seconds (no visible results) and 5.1 seconds (strikes). However, both were assessed as "D"(Inaccurate shooting, with the sight sweeping across the target).

On 19 April 1945, 1600 hours, he attacked a FW.190. Fire lasted 3.9 seconds, opening at 500 yards and 35 degrees and ending at 300 yards and 40 degrees. The film assessor wrote, "Strike in region of fuselage causing smoke", first at 400 yards and then at 310 yards.

On 20 April 1945 (1200 hours) he reported four attacks on Motor Transport. The first was 1.9 seconds, strikes reported, assessed "B" (see above); the second was two bursts of 5.2 and 4.0 seconds, strikes reported, assessed "D"(Inaccurate shooting with the sight sweeping across the target), the third was 2.9 seconds and .9 seconds, strikes reported, assessed "D"; the fourth was 4 seconds and 1.7 seconds, no strikes seen and no assessment. He then attacked horse-drawn vehicles, fired three seconds, reported strikes but assessed as "M" (Wander of aim).

On 24 April 1945 (0715) he attacked a locomotive. He fired 3.1 seconds, reported strikes and was assessed "B" (see above)

On 25 April 1945 (1015 hours) he attacked a locomotive, firing 3.8 seconds and reporting strikes; assessed "B" (see above).

Circumstances of death: On 22 May 1945 S/L Klersy, S/L D.C. Gordon and S/L D.C. Laubman

took off from Tangmere (0850 hours) to fly to B.152. They checked weather which was generally favourable but uncertain east of the Rhine. Near Goch, at 1,800 feet, they suddenly entered a cloud bank. S/L Klersy, who was leading, called for a turn-about to starboard in the cloud. He commenced this turn to starboard, but reversed it without warning to port and the other two pilots lost him. The wreckage was discovered on 24 May one and one-half miles northwest of Udem, totally destroyed, with Klersy still in the aircraft. Evidence pointed to his having hit the ground in a steep dive or diving turn. There was no evidence of technical failure. The blame was placed on the pilot, although it was thought that he might have had an incorrect altimeter setting after so long a flight. He may also have lost control in a violent turn. At the time of the accident he had flown 1,003 hours, 624 on Spitfires. In the previous six months he had logged 230 hours. His total instrument flying time was 44 hours plus 41 hours in Link Trainer. W/C G.W. Northcott testified that he considered Klersy competent on instruments - "On many occasions during the winter months showed exceptional ability to lead his squadron accurately and safely, both under extremely bad weather conditions and darkness, without the need for ground control." S/L D.C. Gordon had climbed out of cloud, breaking clear at 5,000 feet; Klersy seemed to have gone down look for a clear spot.

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KLUCZNY, P/O Edmund George (J92663) - **Distinguished Flying Cross** - No.90 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born at Empress, Alberta, 14 November 1921; educated at Telfordville and Poplar Valley; home in Winfield or Alder Flats, Alberta (forestry camp cook at Buck Lake); enlisted in Edmonton, 4 June 1942 and posted to No.3 Manning Depot. To No.7 SFTS (guard duty), 24 July 1942. To No.4 ITS, 12 September 1942; graduated and promoted LAC, 6 November 1942; to No.5 EFTS on uncertain date; graduated 5 February 1943 and posted next day to No.15 SFTS; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943; to United Kingdom, 22 June 1943. Commissioned 28 November 1944. Repatriated 22 January 1945. To Edmonton, 8 February 1945. To Release Centre, 15 April 1945; released 21 April 1945. Ran Buck Lake store, studied at University of Alberta. Became an Edmonton teacher until the late '70s when he moved to Columbia Valley. Died at Invermere, British Columbia, 4 August 2013. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9050 has recommendation dated 14 December 1944 when he was a Warrant Officer (R159445) who had flown 35 sorties (178 hours 21 minutes); commissioned 23 December 1944 with effect from 23 November 1944.

* denotes daylight sortie
duty not carried out

15 July 1944 - Chalons (2.52)
18 July 1944 - Aulnoye (3.54)
20 July 1944 - Homberg (3.47)
23 July 1944 - Kiel (5.20)

24 July 1944 - Stuttgart (7.27)
28 July 1944 - Stuttgart (2.38)#
1 August 1944 - Coulons Villers (3.27)*
4 August 1944 - Bec d'Ambs (7.57)*
5 August 1944 - Bassens (7.46)*
8 August 1944 - Lucheux (3.11)
11 August 1944 - Lens (3.46)*
25 August 1944 - Russelsheim (8.21)
26 August 1944 - Kiel (5.09)
29 August 1944 - Stettin (9.36)
5 September 1944 - Le Havre (3.27)*
6 September 1944 - Le Havre (3.37)*
8 September 1944 - Le Havre (3.21)*
10 September 1944 - Le Havre (3.46)*
11 September 1944 - Kamen (4.11)*
12 September 1944 - Frankfurt (6.32)
17 September 1944 - Martet (2.45)
19 October 1944 - Stuttgart (6.04)
22 October 1944 - Neuss (4.19)*
23 October 1944 - Essen (5.06)
25 October 1944 - Essen (4.09)*

26 October 1944 - Leverkusen (4.23)*
28 October 1944 - Cologne (4.24)*
30 October 1944 - Cologne (4.57)
31 October 1944 - Cologne (4.05)
4 November 1944 - Solingen (4.41)*
6 November 1944 - Koblez (6.05)
20 November 1944 - Homberg (4.45)*
21 November 1944 - Homberg (4.02)*
23 November 1944 - Nordstern (4.14)*
27 November 1944 - Kilk-Kalk (4.30)*
28 November 1944 - Neuss (4.35)*

From a doubtful start, this pilot's operational career developed into one which was the essence of reliability. On every occasion he could be entirely depended upon to locate and bomb his target with accuracy, whatever opposition the enemy may have put up in the form of fighters or flak. The aggressive spirit which he displayed was reflected also in the performance of his crew who carried out their various functions with the same ardent devotion to duty as he

himself did. On several occasions successful encounters with enemy aircraft were reported, but at no time were captain and crew sidetracked from their main object of bombing the target. The whole-hearted manner in which this pilot and captain has applied himself has been a shining example of skilful operational technique. In recognition of this Warrant Officer's honest-to-goodness effort and undeniable courage, I recommend the award of the Distinguished Flying Cross.

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KLUFAS, F/L William James (J17067) - **Distinguished Flying Cross** - No.15 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943. Born at Radway, Alberta, 16 May 1915; home there. Obtained teaching certificate, 1936 and taught at Wayne, Alberta. Enlisted in Calgary, 21 April 1941 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 15 May 1941. To No.2 ITS, 20 June 1941; graduated and promoted LAC, 24 July 1941 and posted to No.5 AOS; to No.3 BGS, 12 October 1941; graduated and promoted Sergeant, 24 November 1941 and posted next day to No.1 ANS. Graduated 22 December 1941 and posted next day to "Y" Depot; to RAF overseas, 23 January 1942. Commissioned 22 January 1943. Promoted Flying Officer, 11 June 1943; subsequently promoted Flight Lieutenant from that date. Promoted Squadron Leader, 1 March 1944. Award presented 5 July 1944. Repatriated 3 December 1944. To No.1 Air Command, 16 January 1945. To Central Navigation School, 22 January 1945. To No.3 SFTS, 28 January 1945. To No.23 EFTS, 5 September 1945. To No.2 Flying Training School, 16 September 1945. To "K", 8 January 1946. Re-engaged, 26 April 1946; to No.1 Composite Training School, 13 June 1946; to Northwest Air Command, 13 August 1946. To Western Air Command, 20 September 1946. Released 25 September 1946. Education Officer, Station Edmonton, 21 April 1952 to 30 July 1964.

This officer has flown on operations against many of the heavily defended targets in western and southern Germany. As squadron navigation officer, he has always displayed outstanding keenness and ability, setting a splendid example to the other navigators in his squadron.

RCAF Press Release No. 4371 dated 30 March 1944 read:

WITH CANADIANS IN THE RAF. ---- Skyrocketing from pilot officer to squadron leader in just over a year, Squadron Leader William J. Klufas, DFC of Radway, Alberta, is now station navigation officer on an R.A.F. Lancaster bomber airfield in Britain.

Actually a “gen merchant” when it comes to bomber navigation, the RCAF airman is popularly known as “Clueless” Klufas because of his easy-going and disarming good-naturedness. Bluff and stocky, he hides behind a long and bushy handlebar mustache, stretching from cheek to cheek across his beaming features.

Klufas has gone a long way since his first operational flight in one of the original Wellington twin-engined medium bombers. “The trip was made from an operational training unit in Britain and the target was Dusseldorf in the Ruhr Valley,” said the Canadian navigator who has completed a tour and was recently raised to the rank of Squadron Leader.

“It was quite an exciting trip flying over such a heavily-defended target for the first time,” he added, “Everything went all right to the target area and back to Britain, but then, we got lost over our own country. Thank goodness the O.T.U. blokes gave us plenty of petrol in those days because I went to work on astro navigation and finally got the boys back to base safely.”

The statistics covering Klufas’ meteoric career make interesting reading. He enlisted in the RCAF in May 11, 1941, came overseas in February 22, 1942, and eventually did his tour with a Stirling squadron. Overseas as a Sergeant navigator, he was promoted to flight sergeant in September 22, 1942. Commissioned on January 22, 1943, he skipped the flying officer rank and jumped to flight lieutenant in June 11, 1943. In March of this year, he became a squadron leader. Now, almost as religiously as a crap shooter, he swears by 11 and 22 in everything he does.

A high school teacher in Wayne in the Drumheller Valley of Alberta before enlisting, this son of Ukrainian farmer parents was born on the prairies in Canada. In July 1943, he was awarded a Distinguished Flying Cross on the completion of several trips over some of the most heavily-defended target areas in Europe.

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KNAPP, P/O Kingdon Roger (J17037) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Chicago, Illinois, 5 December 1916. Lived in Jackson Heights (New York) and attended Mount Vernon School, Mount Vernon, New York. Took an accounting course, 1939-1940. Shipping clerk and tax clerk. Home in Pittsburg, Pennsylvania; enlisted in Hamilton,

17 June 1941 and posted to No.1 Manning Depot. To Technical Training School (guard), 27 July 1941. To No.5 ITS, Belleville, 20 August 1941; graduated and promoted LAC, 9 October 1941 but not posted to No.12 EFTS, Goderich until 26 October 1941; graduated 19 December 1941 and posted next day to No.5 SFTS, Brantford; graduated and promoted Sergeant, 10 April 1942. To "Y" Depot, 1 May 1942; to RCAF overseas, 8 May 1942; disembarked in Britain, 21 May 1942. To No.15 (Pilots) AFU, 23 June 1942. To No.14 OTU, 11 August 1942. To No.428 Squadron, 4 November 1942. Commissioned 19 January 1943. Attached to No.1535 Beam Approach Training Flight, 24 April to 1 May 1943. Transferred to USAAF, 1 June 1943 but completed his tour with No.428 Squadron (see notes below). Reported to have played a key role in OSS air missions over Germany. Invested with award by King George 21 November 1944. RCAF photo PL-41082 (ex UK-16874 dated 24 November 1944) shows him after investiture. Killed in action, 7 June 1951 (see notes below).

On one occasion while engaged in mine-laying the aircraft in which Pilot Officer Knapp was flying was engaged by anti-aircraft fire and searchlights. The pilot was temporarily blinded and the aircraft struck the water, damaging the port propeller and engine. Displaying great skill and fine airmanship, Pilot Officer Knapp regained control and flew the aircraft back to this country where a successful landing was made. Throughout his operational tour this officer has displayed courage and coolness of a very high order, always pressing home his attacks with the greatest determination in the face of intense opposition. He possesses great ability and presence of mind.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 24 May 1943 by Commanding Officer, No.428 Squadron, when he had completed 18 sorties (112 operational hours). Sortie list and submission as follows:

29 January 1943 - Lorient (6.10, second pilot)
5 February 1943 - GARDENING, Dutch coast (4.00)
7 February 1943 - Lorient (7.25)
19 February 1943 - Wilhelmshaven (6.20)
24 February 1943 - Wilhelmshaven (6.25)
26 February 1943 - Cologne (5.45)
3 March 1943 - Hamburg (6.40)
5 March 1943 - Essen (6.10)
12 March 1943 - Essen (5.20)
26 March 1943 - Duisberg (5.05)
28 March 1943 - St. Nazaire (7.20)
10 April 1943 - Frankfurt (8.45)
14 April 1943 - Stuttgart (7.25)

16 April 1943 - Mannheim (7.00)
4 May 1943 - Dortmund (5.55)
12 May 1943 - Duisberg (5.30)
13 May 1943 - Bochum (5.50)
18 May 1943 - GARDENING (4.55)

This officer has completed 18 operational sorties to some of the most hotly defended targets in Germany, including Essen, Duisburg, Cologne, Hamburg and Wilhelmshaven, and to U-boat bases in Northwest France. Showing courage and coolness of a very high order, he has always pressed home his attack with utmost determination despite intense flak opposition.

On one occasion, when mine-laying from a very low altitude, his aircraft was strongly engaged by flak and searchlights at close range. The intense glare from the searchlights momentarily blinded the pilot completely and during this time the aircraft struck the water. The port airscrew and engine were badly damaged and control was maintained with difficulty. Displaying great skill and fine airmanship, however, Pilot Officer Knapp flew the aircraft back to this country and made a successful landing at an aerodrome near the coast.

Notes: DFC action was 19 May 1943, Wellington X, serial HE911, 0148 hours with moon. Crew was himself (pilot), F/L L.A. Bourgeois (second pilot), P/O N.L Magnusson (navigator, later DFC), Sergeant S. Barnholden (air bomber), Flight Sergeant B.A. Nicholls (WOP/AG, RAF, awarded DFM), and Flight Sergeant J.G. Pilfold (air gunner). Knapp described it as follows: "After laying our mines at the appointed spot, I started out of Brest Bay at a height of 500 feet. We were almost immediately coned in about eight searchlights which shone down into the cockpit from the cliffs. Being so close to the water and because the flak didn't seem very accurate, I was doing very little evasive action. At a certain point the searchlights blinded me so that I had to fly entirely by the feel of the plane, which I endeavoured to put into a gentle climb. Suddenly a flak ship appeared up directly ahead of me. I pulled up sharply and hit either the ship or the water in front of it. The damage consisted of a broken pop prop, lost the port under-carriage doors; torn fabric due to flying wood; broken geodetic in the fuselage due to flak." Comments at base included, "The purpose of the sortie was the laying of mines in Brest Bay. This necessitates flying at a low level. The actual position of the water's surface is difficult to ascertain at the best of times but is impossible if the pilot is blinded by searchlights. The pilot was taking the best possible evasive action, i.e. flying low through a defended area."

Application for Operational Wing dated 13 December 1944 stated he had flown 31 sorties with No.428 Squadron (225 hours 40 minutes), 29 January to 10 August 1943.

Training: Interviewed by F/O M.F. Lawrence, June 1941. "Fair type of American applicant - rather small in stature [he was five feet six inches] but keen and well educated - should be OK with training."

Attended No.5 ITS, 20 August to 6 October 1941. Courses in Mathematics (55/100), Armament, practical and oral (83/100), Signals (90/100), Hygiene and Sanitation (32/40). Drill (38/60) and Law and Discipline (80/100). Placed 93rd in a class of 144. "Fine type of lad. Should make a good pilot."

Attended No.12 EFTS, 27 October to 19 December 1941. Finch II aircraft - 33.00 dual, 29.30 solo. Was ten hours on instruments. Logged 11 hours in Link. "This student was rather timid at first but has improved greatly since his 20-hour check. General flying and aerobatics are average, instrument flying good." (H.A. MacPherson, Chief Flying Instructor). Ground courses in Airmanship (147/200), Airframes (80/100), Engines (77/100), Signals (75/100), Theory of Flight (73/100), Air Navigation (157/200) and Armament, oral (147/200). Placed 20th in a class of 26. "An average student who is very dull at times almost to the point of stubbornness. His attitude and conduct have been satisfactory."

Attended No.5 SFTS, 22 December 1941 to 10 April 1942. Anson aircraft - 43.55 day dual, 57.45 day solo, 8.10 night dual, 8.10 night solo. Was 26.35 on instruments. Logged 25 hours in Link. "Slow to learn but has developed into a safe average pilot. Inclined to fly tensely but experience should overcome this. Link average 69 percent." Ground courses in Airmanship and Maintenance (136/200), Armament, written (79/100), Armament, practical (62/100), Navigation and Meteorology (129/200), Signals, practical (74/100) and Signals, written (35/50). Placed 39th in a class of 42. "Has better all round knowledge than marks imply. Inclined to take things easily."

Death in Korea: As AO885977, Captain K.R. Knapp, he was co-pilot of B-26C, serial 44-35277, 8th Bomber Squadron, Third Bomber Group based at Kunsan Air Force Base (K-8), Korea. On 7 June 1951, on a night intruder mission to attack a highway between Pyongyang and Sariwon, contact was lost and he was presumed dead.

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KNARR, F/L Oran (J26078) - **Commended for Valuable Services in the Air** - No.12 EFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 12 February 1917. Home in Kitchener, Ontario. Enlisted in Hamilton, 18 November 1940. To No.1A Manning Depot, 9 December 1940. To No.119 (BR) Squadron, general duties, 31 December 1940. To No.3 ITS, 21 April 1941; graduated and promoted LAC, 27 May 1941 when posted to No.12 EFTS; graduated 15 July 1941 when posted to No.5 SFTS; graduated and promoted Sergeant, 25 September 1941. To Trenton, 26 September 1941. To No.21 EFTS, 1 January 1942. To No.12 EFTS, 14 August 1942. Promoted WO2, 25 September 1942.

Commissioned 18 March 1943. Promoted Flying Officer, 18 September 1943. Promoted Flight Lieutenant, 18 March 1945. Released at uncertain date. Rejoined RCAF as pilot, 3 December 1951 (48194). To Flying Instructor School, 5 March 1952. To Flying Training School, 11 May 1952. To No.3 Advanced Flying School, 4 June 1954. To Station Trenton, 17 September 1955. Retired 24 April 1959.

As an examining officer, Flight Lieutenant Knarr has consistently carried out his duties in a most capable manner. Having considerable experience as an elementary flying instructor, he has presented many suggestions which have been useful in improving the standard of flying instruction at this unit. He has set an excellent example to the other flying instructors and has always cheerfully carried any extra duties required of him.

Notes: Accident at CFS Trenton, 15 December 1941, Harvard II 2513, S/L J.G. Twist (uninjured), R75845 Sergeant O. Knarr (uninjured). Left wing struck ground while landing, Pupil pulled control column back sharply causing aircraft to stall and drop wing. Error in judgement.

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KNECHTEL, F/L Elmer Edward (J12494) - **Mention in Despatches** - No.6 (BR) Squadron - Award effective 21 July 1945 as per **Canada Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Corona, Roberts County, South Dakota, 16 January 1921 (28 January 1921 by obituary). American citizen; home in Winslow, Washington; enlisted in Vancouver, 23 July 1941 and posted to No.2A Manning Depot. To No.3 Manning Depot, 20 August 1941. To No.3 SFTS (guard), 13 September 1941. To No.4 ITS, 27 October 1941; graduated and promoted LAC, 20 December 1941 when posted to No.5 EFTS; may have graduated 27 February 1942 but not posted to No.7 SFTS until 14 March 1942; graduated and commissioned, 3 July 1942 and posted that date to No.31 GRS. To No.1 GRS, 28 February 1943. Promoted Flying Officer, 10 July 1943. To No.3 OTU, 30 August 1943. To Western Air Command, 11 December 1943. To No.6 (BR) Squadron, 13 December 1943. Promoted Flight Lieutenant, 3 July 1944. To Trenton, 8 June 1945. To No.8 Release Centre, 8 September 1945. Retired 27 September 1945. Died at Bainbridge Island, Washington, 14 August 1984. Incident described occurred 8 February 1945 with Canso 11007. He was recommended in a letter from W/C R.R. Dennis (CO, Station Tofino) to the CO of Station Coal Harbour, dated 20 February 1945; Dennis suggested a George Medal.

This officer was an occupant of a Canso aircraft which crashed after a night take-off. A fire started in one of the engine nacelles and through bruised and suffering from shock, Flight Lieutenant Knechtel fearlessly climbed on the wing and extinguished the fire. Throughout this operation the danger of explosion was imminent. This officer's presence of mind and complete disregard for his

personal safety are most praiseworthy.

NOTE: For the above award, W/C Dennis' original letter (DHist file 181.009 D.2874, RG.24 Vol.20632) is more detailed. It reads:

Flying Officer Knechtel was a passenger on Canso aircraft No.11007 which crashed on the night of February 8th. On impact, the starboard engine caught fire and threatened to destroy the whole aircraft. Flying Officer Knechtel, despite the fact that he was dazed and bruised, grabbed the fire extinguisher, climbed on the wing of the aircraft and attempted to extinguish the blaze. The extinguisher proved inadequate and he called for a larger one which was passed up to him and he successfully put out the fire. During all this, Flying Officer Knechtel showed extreme coolness and presence of mind. His quick action in extinguishing the fire was responsible for the saving of the lives of his fellow crew members. During the whole operation, there was a great danger of exploding gas tanks but despite this he disregarded his own safety to save his more unfortunate fellow members who were trapped in the aircraft.

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KNELSON, Corporal Harry (R149596) - **Distinguished Flying Medal** - No.5 (BR) Squadron - Awarded as per **Canada Gazette** dated 5 October 1943 and AFRO 2258/43 dated 5 November 1943. Born 16 September 1918. Home in Bladworth, Saskatchewan. Enlisted in Regina, 29 December 1941 as Aero Engine Mechanic and posted to No.3 Manning Depot. To Technical Training School, 5 February 1942. Promoted AC1, 5 May 1942. To No.5 (BR) Squadron, 13 May 1942. To "K", 31 July 1942. To No.5 (BR) Squadron again, 15 September 1942. Promoted LAC, 1 January 1943. Promoted Corporal, 1 April 1943. To No.301 Conversion Unit, 3 September 1944. To No.3 Repair Depot, 9 December 1944. To No.8 Release Centre, 8 July 1945. Retired 14 July 1945. Took part in sinking of U-630 on 4 May 1943 (see S/L B.H. Moffit). Award presented 29 May 1947. Medals with Canadian War Museum (AN 19800465-001). See DFC entry for S/L B.H. Moffit for details of attack on **U-630**, sunk 4 May 1943.

This NCO, Second Engineer aboard an aircraft, was the first of the crew to sight an enemy submarine which was attacked and destroyed. His work has been of a high standard and his alertness and keenness have contributed to the morale and efficiency of the crew. His sighting and quick action in drawing attention to the target made possible the success of the attack.

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KNIGHT, S/L Barrie James (C7711) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Winnipeg; enlisted there 4 October 1941 in Administration Branch; granted rank of Flying Officer, 1 November 1941; to AFHQ, 2 November 1941. Promoted Flight Lieutenant, 1 August 1942. To "Y" Depot, 15 November 1942. To RAF overseas, 10 December 1942. Promoted Squadron Leader, 8 March 1944. Repatriated 23 July 1945. Retired 13 September 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol 20607) has list of MiDs this date with unit. No citation found that can be tied to this unit, but DHist file 181.009 D.1511 (RG.24 Vol.20600) has a recommendation for MiD submitted about July 1944 when he was Senior Administrative Officer as Station East Moor. Recommendation stated he had "carried out many duties connected with this position in a most capable manner. His tact and cheerful willingness to assist and guide in all Station activities has been commendable."

KNIGHT, S/L Barrie James (C7711) - **Member, Order of the British Empire** - East Moor - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Had been recommended as early as 20 June 1944. Award presented 17 January 1948. No citation in AFRO or biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation dated 2 May 1945 when he was Station Administrative Officer at Linton-on-Ouse:

Since arriving in England in 1942, Squadron Leader Knight has fulfilled [sic] a number of important appointments with distinction, latterly as Senior Administrative Officer of a two squadron heavy bomber operational station.

The leadership and organizing ability, together with the tireless energy and devotion to duty shown by this officer have been an inspiration to all, and directly responsible for the efficiency of the station. Squadron Leader Knight's cheerful manner and keen understanding of men and their interest have occasioned many hours of work beyond his normal duties, and has built up the fine esprit de corps which prevails.

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KNIGHT, WO David Holden (R145973 later J86592) - **Distinguished Flying Cross** - No.550 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 30 June 1944 and AFRO 1861/44 dated 25 August 1944. Born at Durham, Manitoba, 21 February 1913; home in Winnipeg; enlisted in Hamilton, 14 January 1942 and posted to No.1 Manning Depot. To No.8 SFTS (guard), 12 February 1942. To No.3 ITS, 9 May 1942; graduated and promoted LAC, 4 July 1942 when posted to No.8 AOS; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 23

April 1943. Promoted WO2, 23 October 1943. Posted from No.100 Squadron on formation of No.550 Squadron. Commissioned 26 March 1944. In the crew of P/O V.J. Bouchard (which see). To No.82 OTU, 28 May 1944. Promoted Flying Officer, 26 September 1944. Repatriated 25 January 1945. To No.1 Air Command, 26 January 1945. To No.5 Release Centre, 22 March 1945. Retired 26 March 1945. Award presented 30 October 1948. Died in Winnipeg, 27 January 2009 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9015 has recommendation dated 16 April 1944 when he had flown 23 sorties (164 hours), as follows:

* incomplete sortie; duty not carried out

26 November 1943 - Berlin (7.55)
2 December 1943 - Berlin (6.50)
16 December 1943 - Berlin (7.30)
20 December 1943 - Frankfurt (5.40)
23 December 1943 - Berlin (8.10)
29 December 1943 - Berlin (6.40)
1 January 1944 - Berlin (8.10)
20 January 1944 - Berlin (7.10)
21 January 1944 - Magdeburg (4.20)*
27 January 1944 - Berlin (8.00)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.20)
19 February 1944 - Leipzig (7.00)
20 February 1944 - Stuttgart (7.40)
24 February 1944 - Schweinfurt (8.35)
25 February 1944 - Augsburg (8.30)
1 March 1944 - Stuttgart (8.35)
15 March 1944 - Stuttgart (7.45)
18 March 1944 - Frankfurt (4.55)*
22 March 1944 - Frankfurt (5.55)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.15)
30 March 1944 - Nuremburg (8.00)
10 April 1944 - Aulnoye (5.05)
11 April 1944 - Aachen (4.05)

Warrant Officer Knight, as a Canadian navigator, has completed 23 operational

sorties against the enemy totalling 164 hours during his tour of operations. Many of the attacks in which he has taken part have been directed against heavily defended targets in the most important industrial areas of Germany.

On eleven important occasions he has attacked targets in Berlin and his excellent navigational ability has contributed very largely to the success of these attacks, and valuable photographic evidence obtained has testified to his ability. Although his aircraft has been bitterly engaged by the enemy's heavy defences his navigation has remained consistently accurate. His courage and determination in face of the enemy has always been a fine example to the squadron and he has done much to maintain morale at a very high level. He has consistently shown great devotion to duty and I consider him to be worthy of the award of the Distinguished Flying Cross.

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KNIGHT, S/L John Forbes (J5133) - **Distinguished Flying Cross** - No.514 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946. Born in Peterborough, Ontario, 14 October 1918; home in North Bay (audit clerk); enlisted there 14 September 1940. To No.2 Training Command, 10 October 1940. To No.2 ITS, 17 November 1940; graduated and promoted LAC, 22 December 1940 when posted to No.6 EFTS; graduated 9 February 1941 when posted to No.2 SFTS; graduated and commissioned, 18 May 1941. To No.14 SFTS, 11 August 1941. To Trenton, 23 March 1942. Promoted Flying Officer, 5 May 1942. Promoted Flight Lieutenant, 15 November 1942. Promoted Squadron Leader, date uncertain. To "Y" Depot, 31 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Repatriated 23 July 1945. Retired 14 September 1945. Died in Toronto, 25 March 2009. Award sent by registered mail 28 June 1949. RCAF PL-3330 taken 1941 shows LAC/Sergeants J.F. Knight (North Bay) and A.E. Miron (Sudbury) just after receiving wings from G/C F.S. McGill. RCAF photo PL-3359 shows a group of Ontario wings graduates - left to right (back row) are C.S. Buchanan (London), W.N. Tuele (Port Arthur), W.D. Hagyard (Perth), A.E. Miron (Sudbury); front row, D.A. McDonald (St. Thomas), N.W. Peat (Bright), G.H. Temple (Ottawa), J.F. Knight (North Bay), K.W. Hutchinson (St. Thomas). RCAF photo PL-45155 (ex UK-22706 dated 18 July 1945) is captioned as follows: "These three Canadian squadron leaders were with RAF Lancaster squadrons. Left is S/L H.C.G, Wilcox, formerly of Winnipeg, who joined the RAF in 1937. He did his first tour in Fairey Battles in RAF Coastal Command, his second tour on Lancasters. Centre is S/L Forbes Knight of Toronto and North Bay, Ontario, who with S/L Willcox were flight commanders on the same RAF squadron. Right is S/L N. Thorp, DFC, Winnipeg, who was navigation leader at an RAF base. The only Canadian in his crew, he flew on daylight raids against Le Creusot and Milan back in 1942."

This officer has completed a number of sorties as pilot and captain of aircraft against many varied targets in Germany and the Occupied Countries. Most of those targets were heavily defended and his aircraft was damaged on several occasions. In February 1943, while attacking Osterfeld, Squadron Leader Knight's aircraft was hit and the hydraulic pipes of the front turret severely damaged. Oil was released which blinded him. Nevertheless, guided by his air bomber, he continued to the target and completed a highly successful attack. In spite of these incidents, Squadron Leader Knight has always set a high standard of keenness and determination and his skill, courage and devotion to duty have been outstanding.

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KNIGHTS, P/O John Kingsley (J16251) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1078/43 dated 11 June 1943. Born in Strathmore, Alberta, 9 April 1916; home in Calgary. Educated at Glengary and Sunalts Public Schools (eight years) and Western Canada Technical School in Calgary (electricity and motor mechanics). Also took courses from National Institute of Music and Arts. Served in 91st Field Battery Signals, 1933-1936. Enlisted in Calgary, 6 November 1940 and posted to No.2 Manning Depot. To No.7 SFTS, Macleod (non-flying duties), 17 December 1940; to No.2 ITS, Regina, 21 January 1941; promoted LAC, 9 April 1941; to No.5 EFTS, Lethbridge, 10 April 1941; ceased training, 13 May 1941 and posted to Trenton; to No.3 AOS, Regina, 21 June 1941; to No.2 BGS, Mossbank, 16 September 1941; graduated and promoted Sergeant, 27 October 1941. To No.1 ANS, Rivers, 29 October 1941. Course completed 25 November 1941. Posted to "Y" Depot, 26 November 1941. To RAF Trainee Pool, 12 December 1941; taken on strength of No.3 PRC, Bournemouth, 26 December 1941. To No.1 AOS, 16 January 1942. To No.16 OTU, 13 March 1942. Promoted Flight Sergeant. 27 April 1942. To No.408 Squadron, 10 June 1942. Promoted WO2, 27 October 1942. Commissioned 30 October 1942. To No.1657 Conversion Unit, 10 March 1943. Promoted Flying Officer, 30 April 1943. Invested with award by King George 23 November 1943. Promoted Flight Lieutenant, 29 December 1943. Service at No.1659 CU described on 11 May 1944 by S/L J. Pennington as follows: "An excellent instructor and navigation leader. Highly recommended." Repatriated to Canada on special leave, 10 May 1944, arriving in that country on 18 May 1944. Emplaned from Canada 18 July 1944 and taken on strength of No.3 PRC that date. Taken on strength of No.61 Base, 8 August 1944. Attached to Dalton Battle School, 8-30 August 1944. Attached to No.1659 Conversion Unit, 30 August to 30 September 1944. Attached to Navigation Training Unit, 3-19 October 1944. To Gransden Lodge, 17 January 1945. To No.405 Squadron, 9 February 1945. Killed in action, 14 February 1945 (Lancaster PB183, "C", No.405 Squadron which collided with Lancaster PD232 of No.576 Squadron) on his second tour; name on Runnymede Memorial. RCAF photo PL-24855 shows him on arrival in Canada for special leave.

Since joining this squadron Pilot Officer Knights has taken part in attacks against some of the most heavily defended targets in enemy territory. These operations include sorties to Cologne, Dusseldorf, Lorient, Essen, Bremen, Hamburg and Turin, amongst others. Invariably this officer has shown a fine fighting spirit and courage of the highest order. At all times his efficient navigational skill and judgment have been an inspiration to the other members of his crew.

NOTE: Public Record Office Air 2/8950 has original recommendation dated 12 March 1943 when he had flown 29 sorties (168 hours 20 minutes) as follows:

30 May 1942 - Cologne (5.30)
1 June 1942 - Essen (5.20)
22 June 1942 - Emden (5.40)
26 June 1942 - GARDENING (5.40)
2 July 1942 - Bremen (5.50)
8 July 1942 - Wilhelmshaven (5.05)
12 July 1942 - St.Nazaire (5.05)
26 July 1942 - Hamburg (7.25)
29 July 1942 - Saarbrucken (7.00)
31 July 1942 - Dusseldorf (5.35)
5 August 1942 - Dinghy search (4.05)
5 August 1942 - GARDENING (6.20)
11 August 1942 - GARDENING (6.40)
12 August 1942 - Mainz (7.30)
28 August 1942 - Saarbrucken (6.45)
31 August 1942 - Dinghy search (4.20)
1 September 1942 - Saarbrucken (6.55)
2 September 1942 - Karlsruhe (3.55)
6 September 1942 - Duisburg (5.25)
7 September 1942 - Lorient (6.10)
15 January 1943 - Lorient (6.20)
29 January 1943 - Lorient (6.35)
3 February 1943 - Hamburg (6.40)
4 February 1943 - Turin (9.00)
13 February 1943 - Lorient (4.50)
14 February 1943 - Cologne (5.00)
17 February 1943 - Wilhelmshaven (4.40)
24 February 1943 - Wilhelmshaven (4.50)
27 February 1943 - GARDENING, Frisians (4.10)

Since coming to this squadron in June 1942, Pilot Officer J.K. Knights has carried out our sorties on some of the most heavily defended targets over enemy territory. These operations include sorties to Cologne (2), GARDENING (4), St.Nazaire (1), Dusseldorf (1), Lorient (4), Essen (1), Bremen (1), Hamburg (2), sea search (2), Karlsruhe (1), Turin (1), Emden (1), Wilhelmshaven (3), Saarbrucken (3), Mainz (1), Duisburg (1).

Throughout his tour, this officer under a calm, quiet manner has shown a fine fighting spirit, skill and initiative. He has led his pilot into these targets so as to bring back several very good pictures, showing a fine record of achievement. He has always been an efficient navigator and through this has been an inspiration to other members of his crew.

NOTE: On repatriation to Canada in May 1944 he wrote that he had flown 180 operational hours (29 sorties) and had a total of 452 hours flown. His preference for a second tour was "Mosquito Pathfinders".

The sole survivor of his final flight was the pilot, F/L F.M.O. Frederick, who reported:

On the night of 13th/14th February 1945 I was captain of a Lancaster operating against Germany. While on route to our target our aircraft was destroyed by the enemy.

At approximately 1230, the navigator had passed a change of course by inter-communication. I had just repeated the course back to the navigator and turned on to the new course when we were hit. We were over Warzburg at the time. The aircraft rumbled and staggered. A white flash passed over my shoulder. There had been no time to communicate with crew and so had no idea what hit us. There had been no flak in the air at the time and no sign of other enemy activity. I regained consciousness while descending in my parachute and do not remember jumping or opening my chute.

The website "Lost Bombers" provides the following on his last mission. Lancaster PB183, No.405 Squadron (LQ-B), target Dresden, 13/14 February 1945. PB183 was a Mk.III and was delivered to No.35 Squadron on 3 July 1944, joining No.405 Squadron on 6 July 1944. It took part in the following operations: none with No.35 Squadron; with No.405 Squadron as LQ-E, Stuttgart, 28/29 July 1944; battle area (tactical), 7/8 August 1944 (aborted); Stettin, 29/30 August 1944; Frankfurt, 12/13 September 1944; as LQ-B, Duisburg, 14 October 1944 (daylight); Stuttgart, 19/20 October 1944; Essen, 23/24 October 1944; Dresden 13/14 February 1945 (lost). No accounting for the period 24 October 1944 to 13 February 1945. Airborne at 2214

hours, 13 February 1945 from Gransden Lodge for Operation Thunderclap. Full crew were F/L M.O.Frederick, RCAF (wounded); F/O J.A.Kaucharik, RCAF (killed); F/L J.K.Knights, DFC, RCAF (killed); F/O D.B.Olson, RCAF (killed); F/O E.W.Connolly, RCAF (flying as second Air Bomber, killed); F/O J.Armitt, RCAF (killed); P/O R.A.French, RCAF (killed); P/O F.M.Gordon, RCAF (killed).

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KNOBOVITCH, F/O Harry (J28738) - **Distinguished Flying Cross** - No.415 Squadron (missing) - Award effective 19 December 1944 as per **London Gazette** of that date and AFRO 293/45 dated 16 February 1945. Born 12 January 1923 at Pinsk, Poland. High school and commercial education in Montreal; home there (clerk and bookkeeper); enlisted there 25 June 1942. To No.5 Manning Depot, Lachine, 13 July 1942. To No.9 SFTS, Centralia, 20 August 1942 (non-flying duties). Tot No.1 ITS, Toronto, 25 October 1942. Graduated 30 December 1942 and promoted LAC but not posted to No.12 EFTS, Goderich until 27 January 1943. To No.1 SFTS, Camp Borden, 4 April 1943. Graduated and commissioned 23 July 1943. To "Y" Depot, Halifax, 7 August 1943. Embarked from New York, 12 October 1943. Taken on strength of No.3 PRC, Bournemouth, 20 October 1943. To No.21 (P) AFU, 14 December 1943. Attached to Perton, 5 February 1944. Attached to No.1511 Beam Approach Training Flight, 15-21 February 1944. To No.22 OTU, 4 April 1944. To No.61 Base, 21 June 1944. To No.415 Squadron, 21 July 1944. Killed in action 2 November 1944 (Halifax MZ603, No.415 Squadron); buried in Germany. At the time he had completed 28 sorties (143 hours 45 minutes). Award sent by registered mail to next-of-kin, 2 December 1946.

This officer participated in many sorties and has set a fine example of skill and devotion to duty. One night in October 1944 he piloted an aircraft detailed to attack Duisburg. Long before the target was reached one engine failed completely. Undeterred, Flying Officer Knobovitch continued his mission and a good bombing attack was made. When crossing the coast of France on the return flight the wireless apparatus caught fire and the aircraft quickly became filled with smoke. Displaying great coolness, Flying Officer Knobovitch directed the efforts of two crew members in extinguishing the flames. This done, he cleared the smoke out of the aircraft by turning on the heater of the defective engine. He afterwards flew the damaged aircraft to base and effected a safe landing. In difficult circumstances this officer displayed great skill and determination and proved a most inspiring captain.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has original recommendation by W/C J.C. Lecomte on drafted 26 October 1944 when he had flown 23 sorties (114 hours 50 minutes):

One night in October 1944, this officer piloted an aircraft detailed to attack

Duisburg. Thirty minutes before reaching the target area the port-inner engine failed and quit altogether. The propellor of this engine was feathered only after several unsuccessful attempts owing to a broken lay shaft, by bringing the aircraft to the stalling point. In order to attain the correct bombing height it was found necessary to drop two one-thousand pound bombs and these were released safely. The target was reached at the correct time and the attack pressed home with great precision. On the return journey, while crossing the coast of France, Flying Officer Knobovitch had just warned the Wireless Operator to be ready to send an emergency message when the radio connections short circuited and the set caught fire. The aircraft quickly became filled with smoke, but with coolness and exceptional presence of mind, he directed the efforts of two crew members who succeeded in extinguishing the flames and then by turning on the heater on the engine which had failed, cleared the smoke out of the aircraft. In the face of much difficulty this intrepid pilot flew his badly damaged aircraft back to base and effected a masterly landing. Throughout this sortie superb captaincy and airmanship were displayed which was largely responsible for the safe return of the aircraft and its crew. This officer has taken part in a large number of sorties involving attacks on a variety of strongly defended enemy targets. He has maintained a high standard of efficiency and determination which warrant this strong recommendation for the immediate award of the Distinguished Flying Cross.

A survivor of their final flight, Pilot Officer G.A.R. Seeley (RCAF air gunner), provided the following statement:

On the night of November 2nd, 1944, we were proceeding to Dusseldorf on operations in a Halifax aircraft. We completed our bombing mission and on the return journey about half an hour from the target, approximately 100 miles east of Aachen, we were hit by anti-aircraft fire and the starboard inner was torn out. At this time we were flying at about 14,000 feet. I tried to contact the skipper but the intercommunication system was unserviceable so I left the turret and proceeded forward. Although I did not see Flight Sergeant [J.R.] Harper [RCAF wireless operator], the forward part of the aircraft was in flames. It is my belief that he was killed by flak fragments. I assisted Sergeant [S.] Kirkpatrick [RAF], the Flight Engineer to adjust his parachute and then bailed out of the aircraft. I saw the aircraft crash in a nearby field and break up. The only survivor besides myself was the Flight Engineer whom I met at a prison camp three weeks later.

The website "Lost Bombers" provides the following of his last sortie. Halifax MZ603, No.415 Squadron (6U-E), target Dusseldorf, 2 November 1944. This aircraft was originally issued to No.432 Squadron and named "Eddie's Nightmare". Transferred on 12 July 1944 to No.415

Squadron on its transfer from RAF Coastal Command to No.6 Group (Bomber Command); unit established itself at East Moor on 26 July 1944. MZ603 was one of three No.415 Squadron Halifaxes lost on this operation; the other were MZ882 and NA583. Airborne at 1606 hours, 2 November 1944 from East Moor. Crew consisted of F/O H.Knobovitch, DFC, RCAF (killed); Flight Sergeant S. Kirkpatrick(POW), F/O A.B.Orchard, RCAF (killed); F/O B.B. Anderson, RCAF killed); Flight Sergeant J.R.Harper, RCAF (killed), F/O W.St.C. Huskison, RCAF (killed; flying as mid-upper gunner, he was due to be screened from operations, having completed 32 sorties and this one being his 33rd), Flight Sergeant C.A.R. Seeley RCAF, (POW), Flight Sergeant V.L.Valde, RCAF (killed).

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KNOTT, F/L James (C14893) - **Mention in Despatches** - Croft - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Note that his service number is given variously as C14893 and J14893. Born 28 July 1917. Home in Montreal; enlisted there 18 October 1940 for General Duties (R73799). To No.3 Training Command, 24 November 1940. To No.5 BGS, 24 November 1940. Promoted AC1, 19 January 1941. To No.31 GRS, 25 March 1941. Reclassified as Clerk, General, 20 May 1941. To Summerside, 31 July 1941. To No.117 (BR) Squadron, 3 August 1941. To "B", 30 November 1941. Promoted Corporal, 1 July 1942. To No.1 WCU (whatever that is), 17 July 1942. To Technical Training School, 26 October 1942. Commissioned 30 October 1942. To No.6 Repair Depot, 13 November 1942. To No.1 Composite Training School, 29 December 1942. To No.3 Training Command, 11 February 1943. To No.9 BGS, 13 February 1943. To No.3 ITS, 7 April 1943. To "Y" Depot, 5 September 1943. To United Kingdom, 15 September 1943. Promoted Flight Lieutenant, 30 October 1944. Repatriated, 7 June 1945. Retired 11 September 1945. After the war he rejoined the Birks Jewellery Stores. Transferred by them to Vancouver in 1947. In the early 1950s he accepted a position in the jewellery department of Simpsons (Toronto). Went into business on his own in the 1960s. Finally retired to White Rock, British Columbia. Died there 1 November 2003. RCAF photo PL-28608 (ex UK-9420 dated 31 March 1944) shows P/O P.V.M. Escarvage (pilot, Winnipeg) with Sergeant "Taffy" Harris (Welsh mid-upper gunner) explaining details of recent sortie to F/O Jim Knott (Montreal, intelligence officer of No.434 Squadron). RCAF photo PL-28386 (ex UK-9087 dated 23 March 1944) shows Knott as Intelligence Officer (on left) getting report of a recent attack on rail target from F/O Jim Moore (Ottawa, navigator, centre) and F/O W.R. Finlayson (Okanagan, air bomber, right). DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation for an MBE dated 22 May 1945 which also identifies unit. Intelligence Officer. Certificate mailed to him, 17 August 1948.

This officer has been in the service since 18th October 1940, and has been overseas since September 16th, 1943. After serving in 2nd Tactical Air Force he joined this unit fifteen months ago, and immediately made his presence felt. Keen, cheerful and conscientious, he contributed a great deal to the efficiency of

the Intelligence Section. Working in complete harmony with the members of his Section, he also gained the respect and confidence of aircrew personnel, and added greatly to the operational efficiency of the Station. He has also taken a keen interest in Station activities and has made a real contribution to Station spirit. Always willing to lend a helping hand in any project toward the betterment of the Service, he is a real asset to the unit.

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KNOWLES, S/L Charles Ronald (C1062) - **Air Force Cross** - No.168 (Heavy Transport) Squadron - Award effective 11 August 1945 as per **London Gazette** dated 14 August 1945 and AFRO 1453/45 dated 14th September 1945. Born 23 November 1918. Home in Oshawa; enlisted in Toronto, 9 September 1939. Award sent by registered mail 13 January 1949. Postwar Wing Commander, RCAF Staff College (22545). Retired to Meaford, Ontario, 7 July 1970. Photo PL-23314 is a portrait taken in 1943. Photo PL-32701 (ex UK-14732 dated 13 September 1944) is captioned as follows: "Major-General George P. Vanier, Canadian Ambassador to France, introduces S/L Ron Knowles of Oshawa to Vice-Admiral Percy Nelles, highest ranking Canadian Naval Officer, shortly before they took off for Paris to re-open the Canadian Embassy there. Squadron Leader Knowles was the pilot of the RCAF Dakota which took the Ambassador and his party to Paris." As of recommendation he had flown 2,318 hours.

For the past ten months this officer has commanded a large detachment operating from England to France, Belgium and Holland, flying mail, cargo and passengers to the front lines. Squadron Leader Knowles' leadership and determination in the face of adverse weather and many other difficulties has made this operation more efficient and successful than any other similar service. This officer's ability and devotion to duty have been of the highest order.

No.168 (Heavy Transport) Squadron had been established late in 1943 to fly mail to Canadian units overseas using Fortress and Liberator aircraft. Eventually it established Dakota detachments in North Africa and later in Britain to distributed those mails to the army and air force units in Italy, Britain and France. No.168 kept an excellent diary from the standpoint of its Rockcliffe headquarters, but the operations of its overseas detachments were poorly recorded. Thus, Press Release 6486 of 1944 is especially important as a historical document. It began:

PARIS - September 9 - Canada's Ambassador to France, Major-General George Vanier, DSO, MC, LLB, came home to Paris on Friday [8 September] after an absence of three years and re-established a link of international affection that has grown stronger through these years.

Arriving at Le Bourget airport in an RCAF Dakota aircraft with the Canadian ensign at its masthead shortly after noon, Major General Vanier was met by

representatives of General de Gaulle and Embassy attaches. For the Ambassador it was the greatest day of his distinguished career.

Vanier had been Canada's representative to France in 1939-1940 but had been forced to flee when the Germans invaded France. He has been a member of the Permanent Joint Board on Defence, Canada-United States, from December 1941 to September 1942. He briefly commanded Military District No.5 (Quebec) and then was appointed ambassador to the European governments in exile (including the Free French) based in Algiers.

He flew to London a week before the planned trip to Paris. On hand for his departure from England were Lady Bowhill (wife of Sir Frederick Bowhill, Air Officer Commanding, Transport Command and a senior WAAF in her own right) and Group Captain W/C Geoffrey McDougall, RCAF (Liaison Officer to Bowhill). It was an emotional event when General and Madame Vanier returned to France. It also marked a step in the evolution of Canada. In 1940 he has left a Legation; in 1944 he came back to a full-fledged Embassy.

The press release did not mention exactly which Dakota was involved (which our serial number enthusiasts must regret), but it did identify the crew - Squadron Leader Ronald Knowles (Oshawa) as captain, Flying Officer James Hewson (Thamesville) as navigator, Flying Officer George Potter (Toronto) as second pilot, and Warrant Officer Anthony Paul Cinquina (Ottawa) as wireless operator. During the flight from Blakehill Farm to Le Bourget, directed the attention of his passengers to Dieppe, which had been liberated only on 1 September. The press release went on:

Over Le Bourget the devastation wrought by the Boches - they are never called Germans in France - became apparent. The hangars had been burned and blasted and the Dakota was forced to land on the grass beside the runways.

Among those on hand to greet the Dakota was Saul Rae (father of our Bob Rae), Secretary to General Vanier who has arrived earlier to prepare for their reception. Assorted junior members of the French diplomatic corps were also present. A reception at the Embassy followed; the first official visitor was Vice-Admiral Percy Nelles (then Senior Canadian Flag Officer Overseas) but the release also identified a Captain Neville of the FFI (Maquis) "who commanded a group of 200 members." An ecumenical surprise visitor was George Drew, Conservative Premier of Ontario.

Of the aircrew on this historic occasion, Squadron Leader Knowles was awarded the Air Force Cross in August 1945 for his services commanding the detachment of No.168 (HT) Squadron flying mail, cargo and passengers to the Continent. Flying Officer Potter was discharged from the RCAF in April 1947. A website (<https://www.ancestry.com>) indicates that he died in Edmonton on 9 February 2008. Flying Officer Hewson was discharged in November 1945 and died in London, Ontario in 1991. Warrant Officer Cinquina was commissioned in September 1944 and retired in November 1945. The ancestral website suggests that he died in Montreal in 1997.

No.168 (Heavy Transport) Squadron had been established late in 1943 to fly mail to Canadian units overseas using Fortress and Liberator aircraft. Eventually it established Dakota detachments in North Africa and later in Britain to distributed those mails to the army and air force units in Italy, Britain and France. No.168 kept an excellent diary from the standpoint of its Rockcliffe headquarters, but the operations of its overseas detachments were poorly recorded. Thus, Press Release 6486 of 1944 is especially important as a historical document. It began:

PARIS - September 9 - Canada's Ambassador to France, Major-General George Vanier, DSO, MC, LLB, came home to Paris on Friday [8 September] after an absence of three years and re-established a link of international affection that has grown stronger through these years.

Arriving at Le Bourget airport in an RCAF Dakota aircraft with the Canadian ensign at its masthead shortly after noon, Major General Vanier was met by representatives of General de Gaulle and Embassy attaches. For the Ambassador it was the greatest day of his distinguished career.

Vanier had been Canada's representative to France in 1939-1940 but had been forced to flee when the Germans invaded France. He has been a member of the Permanent Joint Board on Defence, Canada-United States, from December 1941 to September 1942. He briefly commanded Military District No.5 (Quebec) and then was appointed ambassador to the European governments in exile (including the Free French) based in Algiers.

He flew to London a week before the planned trip to Paris. On hand for his departure from England were Lady Bowhill (wife of Sir Frederick Bowhill, Air Officer Commanding, Transport Command and a senior WAAF in her own right) and Group Captain W/C Geoffrey McDougall, RCAF (Liaison Officer to Bowhill). It was an emotional event when General and Madame Vanier returned to France. It also marked a step in the evolution of Canada. In 1940 he has left a Legation; in 1944 he came back to a full-fledged Embassy.

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Of the aircrew on this historic occasion, Squadron Leader Knowles was awarded the Air Force Cross in August 1945 for his services commanding the detachment of No.168 (HT) Squadron flying mail, cargo and passengers to the Continent. Flying Officer Potter was discharged from the RCAF in April 1947. A website (<https://www.ancestry.com>) indicates that he died in Edmonton on 9 February 2008. Flying Officer Hewson was discharged in November 1945 and died in London, Ontario in 1991. Warrant Officer Cinquina was commissioned in September 1944 and retired in November 1945. The ancestral website suggests that he died in Montreal in 1997.

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KNOWLES, Corporal (now P/O) Kenneth Albert Thomas Edward (R208806/C92295) - **British Empire Medal** - No.2 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born in Neepawa, Manitoba, 29 January 1910 (RCAF press release announcing award). Business school graduate, employed by CPR. Home in Winnipeg; enlisted there 28 November 1942 as Clerk/Stenographer and posted to No.2 Manning Depot with rank of Corporal. To No.2 Training Command Headquarters, 18 January 1943. To No.2 Construction and Maintenance Unit, 28 January 1945. Promoted Sergeant, 1 February 1945. To No.2 Air Command Headquarters, 12 April 1945. To No.8 Repair Depot, 17 June 1945. To No.5 Release Centre, 16 September 1945. Retired 20 September 1945. Award sent by registered mail 20 November 1945.

This non-commissioned officer, in charge of officers' postings and records, possesses outstanding organizing ability. He has shown great keenness and initiative in carrying out his allotted duties. His services have always been of the highest order and the energy and leadership that he has displayed have been a source of inspiration to all who have been associated with him. His devotion to duty has set a splendid example.

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KNOWLES, P/O Walter Grant (J86465) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 22 March 1918 in Wilkie, Saskatchewan; home in Fort William, Ontario; millwright helper (two years) and gold mine sampler (three years). With Second Battalion, the Lake Superior Regiment, 22 November to 22 December 1940. Enlisted in Port Arthur, 15 July 1941 and posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.10 SFTS (guard), 20 December 1941. To No.7 ITS, 17 January 1942; graduated and promoted LAC, 13 March 1942 but not posted to No.2 EFTS until 29 March 1942. Ceased training and posted to Trenton, 11 June 1942; to No.3 Manning Depot, 17 July 1942; to No.2 AOS, 15 August 1942; graduated and promoted Sergeant, 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 4 January 1943, arriving in Britain 12 January 1943. Attached to Station Whitley Bay, to 23 March 1943 when attached to No.51 Group. Promoted Flight Sergeant, 4 June 1943. To No.6 (Observer) AFU, 15 June 1943 (Ansons, 34.05). To No.28 OTU, 20 July 1943 (Wellingtons, 74.15). To No.1662 Conversion Unit, 14 October 1943 (Halifaxes, 37.10). To No.166 Squadron, 16 January 1944 (Lancasters, 17.45) Commissioned 12 May 1944. To No.156 Squadron, 17 May 1944 (Lancasters, 202.10). Promoted Flying Officer and Flight Lieutenant, 22 September 1944. Repatriated 27 November 1944. To No.1 Air Command, 19 January 1945. To Mountain View, 29 January 1945. To Air Navigation School, Summerside and Greenwood, 13 December 1945 for course. To Air Navigation School, Greenwood, 7 March 1946 (duty unspecified). To No.435 Squadron, 13 October 1946. To No.2 Air Command, 12 December 1946. Retired 16 January 1947. Died at Atikokan, Ontario, 17 September 1985 as per **Legion Magazine** of June 1986 and Royal Canadian Legion "Last Post" website.. Award sent by registered mail 28 June 1949. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy."

Application for Operational Wing dated 25 July 1944 stated he had flown 34 sorties (185 hours 55 minutes), 15 February to 20 July 1944. His first sortie (15 February 1944) was with No.166 Squadron, target Berlin. However, Repatriation form dated 15 November 1944 states he had flown 54 sorties (22 bomber, 32 Pathfinder), for 283 hours 20 minutes on operations (last sortie was 23 October 1944). Also flew 257.15 non-operational.

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KNOX, S/L David Graham (C1174) - **Distinguished Flying Cross** - No.117 (BR) Squadron - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born in Saint John, New Brunswick, 14 March 1920. Educated in Ontario including Northern Vocational School (automotive mechanics). Sales clerk for Robert Simpson Company. Had a private pilots license Number 3086, 23 July 1939 (Piper Cubs). Enlisted in Toronto, 9 October 1939 in General List with rank of Pilot Officer. Flying Training at Trenton, 11 March to 27 April 1940. Qualified for RCAF flying badge, 29 April 1940. Advanced flying training on Anson aircraft, 29 April to 8 June 1940. Promoted Flying Officer, 8 June 1940. To Ottawa, 23 June

1940. To Trenton, 26 June 1940 for Instrument course, 1 July to 24 August 1940 and posted latter date to No.2 SFTS.. At No.14 SFTS as of 3 July 1941. Promoted Flight Lieutenant, 1 September 1941. To No.1 ANS, 21 May 1942. To Eastern Air Command, 4 July 1942. To No.117 (BR) Squadron, 7 July 1942. To "K", 15 December 1942. To "S", (possibly Shelburne), date uncertain. Promoted Squadron Leader, 1 August 1943. Attended Administrative Course, 10 September to 21 October 1943. To No.117 (BR) Squadron again, 28 November 1943. To "Y" Depot, 4 February 1944. Embarked from Halifax, 15 February 1944; disembarked in Britain, 26 February 1944. To No.4 (Coastal) OTU, 4 April 1944. To No.302 FTU, 28 June 1944. To West Africa, 16 July 1944. To No.270 Squadron (Sunderlands), 30 July 1944. To United Kingdom, 1 July 1945, disembarking there 22 July 1945. Repatriated 3 September 1945. Retired 13 October 1945. Award presented 20 September 1946. Living in London, England in 1946. Died in Richmond, British Columbia, 10 September 1984 as per **Airforce Magazine**, issue of April-May-June 1985. Governor General's Records (RG.7 Group 26, Volume 57, file 190-I) has citation; notes indicate that as of recommendation he had flown 2,125 hours, 825 on operations (90 sorties).

This officer has had considerable operational experience over the Northwest Atlantic, and has displayed outstanding determination, persistence and devotion to duty. On one occasion he effected a sea/air transfer by landing his aircraft in the open sea beside a minesweeper, picking up two passengers from the boat's tender, and taking them back to base under very trying flight conditions.

Recommendation for an Air Force Cross raised 7 January 1944 by S/L J. Woolfenden, No.117 Squadron when he had flown 2,12 hours (800 as instructor, 825 on operations) of which 291 had been in past six months,

Squadron Leader Knox has completed a tour of operations on the East Coast during which time he effected a sea-air transfer by landing his aircraft in the open sea beside a minesweeper, picking up two passengers from the boat's tender, and taking them back to base under trying flight conditions.

Notes: On a form dated 23 July 1945 he stated he had flown 2,600 hours of which 1,000 were operational (875 hours and 81 sorties with No.117 Squadron, 175 hours and ten sorties with No.270 Squadron. His last sortie had been 1 June 1945.

However, on application for operational wing dated 5 June 1945 he stated he had flown 89 sorties with No.117 Squadron (825 hours) and 16 with No.270 Squadron (212 hours) starting 29 July 1944.

Training: Air Navigation Course, 25 May to 3 July 1942 (Rivers) involved 30 hours five minutes on Anson. Graded in Astro Plotting (106/150), Sight and Theory (94/100) and Air work

(175/250). "Good student academically. Works well and understands what is required, Above average."

Course at No.4 (Coastal) OTU was 4 April to 14 June 1944. Sunderland I, II and III aircraft - 1.35 day dual to first day solo, total; 8.50 day dual, 50.55 day solo; 3.00 night dual to first night solo, total 5.00 night dual and 20.35 night solo. Flew 9.05 on instruments and logged 22 hours in Link. "A competent pilot, well above the average, His crew is an example of good discipline and organization generally. An excellent captain," Flying tests in General Flying (360/400), Applied Flying (175/200), Instrument Flying (220/250), Night Flying (90/100), and Link (40/50). Ground exams in Airmanship (264/300), Armament (264/300), Meteorology (75/100), Navigation (184/200) and Signals (92/100). "An excellent result from a Captain of above average ability. The example he set was of great assistance amongst junior officers whilst at this unit."

Selected Assessments: "An excellent type with considerable service experience. Industrious and clear thinker." (S/L A.R, Martin, No.2 SFTS, 14 June 1941)

"A hard working officer who has shown considerable ability in organizing navigation instruction in the Ground School and in the organization of the navigation flight, His department is well above average." (S/L G.E. Creighton, No.14 SFTS, 25 October 1941).

"This officer is at present officer in charge of Squadron Detachment at Gaspé and has proven to be very capable. A senior Flight Lieutenant with a years operational experience on Catalina, he is strongly recommended for promotion to rank of Acting Squadron Leader." (S/L J.L. Roberts, No.117 Squadron, North Sydney, 4 July 1943).

"A most useful officer, he is full of enthusiasm. A very good organizer. As Flight Commander he performs his duties in an exemplary manner. In short a great asset to the squadron." (W/C S.G. Hall, 23 January 1945). To this is added, "A Canadian officer who takes his duties seriously and has fulfilled the appointment of Flight Commander at a time of great difficulty with tact and imagination. I consider the assessment above somewhat high, but there is no doubt that he is an above average officer and a competent though somewhat inexperienced Deputy Station Commander." (G/C R.L. Wallace).

"For a comparatively young officer, Squadron Leader Knox is outstanding both in his duty and as a personality," (S/L S.G. Hall, 5 June 1945). To this is added, "I agree with the above remarks and assessments. In my opinion this officer is fully capable of taking on the responsibility of a Squadron Commander and a higher rank. He is a very capable all round officer in whom I have the highest confidence,." (G/C R.L. Wallace).

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KNOX, WO John Henderson (R125200, later J89031) - **Distinguished Flying Cross** - No.550

Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Ottawa, 28 February 1922; home there; enlisted there 15 August 1941. To No.5 Personnel Holding Unit, 10 October 1941. To No.2 ITS, 3 January 1942; graduated and promoted LAC, 28 February 1942 but not posted to No.5 EFTS until 28 March 1942; graduated 6 June 1942 when posted to No.7 SFTS; ceased training 16 September 1942 and posted to Trenton; to No.6 BGS, 10 October 1942; to No.8 AOS, 5 December 1942; graduated and promoted Sergeant, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 22 July 1943. Commissioned 20 August 1944. Promoted Flying Officer, 20 February 1945. Repatriated 25 January 1945. To No.1 Air Command, 26 January 1945. To Mountain View, 26 February 1945. To No.1 Air Command, 1 May 1945. To No.2 Air Command, 5 May 1945. To No.2 Release Centre, 10 July 1945. Retired 13 July 1945. Award presented 1 December 1948. Recommended 14 May 1944 when he had flown 29 1/3 sorties (195 hours), 3 November 1943 to 11 May 1944 (PRO Document Air 2/9632).

Warrant Officer Knox has taken part in numerous operational missions during his tour of duty. These have frequently been accomplished in arduous circumstances, adverse weather and in the face of heavy enemy opposition. On eleven occasions he has participated in attacks on Berlin. He has a fine record and his determination and gallantry have been most praiseworthy.

NOTE: Although the citation was published, the following additional information has been extracted from the original recommendation:

3 November 1943 - Dusseldorf (3.44)
26 November 1943 - Berlin (7.58)
2 December 1943 - Berlin (6.50)
16 December 1943 - Berlin (7.30)
20 December 1943 - Frankfurt (5.40)
23 December 1943 - Berlin (8.10)
29 December 1943 - Berlin (6.40)
1 January 1944 - Berlin (8.10)
20 January 1944 - Berlin (7.10)
27 January 1944 - Berlin (8.00)
28 January 1944 - Berlin (7.30)
30 January 1944 - Berlin (6.20)
19 February 1944 - Leipzig (7.00)
20 February 1944 - Stuttgart (7.40)
24 February 1944 - Schweinfurt (8.35)
25 February 1944 - Augsburg (8.30)
1 March 1944 - Stuttgart (8.35)
15 March 1944 - Stuttgart (7.45)

22 March 1944 - Frankfurt (5.55)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.15)
30 March 1944 - Nuremburg (8.00)
10 April 1944 - Aulnoye (5.05)
11 April 1944 - Aachen (4.05)
20 April 1944 - Cologne (4.17)
22 April 1944 - Dusseldorf (4.40)
24 April 1944 - Karlsruhe (6.49)
3 May 1944 - Mailly (4.00)
7 May 1944 - Rennes (4.00)
11 May 1944 - Hasselt (3.37)

Warrant Officer Knox, a Canadian, during his present tour of operations has taken part as an Air Bomber in 29 1/3 operational missions involving 195 hours flying. His many missions have been accomplished often under most arduous weather conditions and in the face of heavy enemy opposition. On eleven occasions he has taken part in attacks against targets in Berlin and the valuable photographic evidence which has been brought back in his aircraft has proved his determination and ability to carry out his orders to successful completion. In consideration of his good records and fortitude in the face of the enemy he is, in my estimation, well worthy of the non-immediate award of the Distinguished Flying Cross.

On 15 May 1944 the Officer Commanding, RAF Station Killingholme, added his remarks: This young Canadian has now completed his operational tour which has included attacks on all the major centres of heavy industry in Germany. In the Battle of Berlin he has played a conspicuous part, having attacked the German capital on no less than eleven occasions. It is recommended that such a fine record of achievement be recognized by the award of the Distinguished Flying Cross.

On 19 May 1944 the Group Captain who commanded No.13 Base (signature illegible), wrote:

This Canadian Air Bomber has throughout his operational tour set himself out to aim his bombs accurately at his allotted targets, no matter what has been the opposition by night fighters and anti-aircraft. His eleven attacks on Berlin alone are a massive contribution towards the destruction of that great fortified industrial and administrative centre. He has in addition aimed his bombs and hit many other important targets. To carry out this valuable work has called for a high degree of courage in the face of imminent danger, and is well worthy of the non-immediate award of the Distinguished Flying Cross.

The Air Officer Commanding, No.1 Group, noted "Strongly recommended for the non-immediate award of the Distinguished Flying Cross" on the form (31 May 1944).

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KNOX, F/O Kenneth William (J21636) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 15 May 1916 in Harwich, Lancashire; home in Toronto; enlisted there 25 May 1939 and Telephone Operator and posted to Rockcliffe. Promoted AC1, 25 November 1939. Promoted LAC, 29 February 1940. Reclassified as Clerk, 1 July 1940. Promoted Corporal, 1 October 1940. Promoted Sergeant, 1 June 1941. Remustered to aircrew, 6 June 1942 when posted to No.6 ITS; may have graduated 31 July 1942 but not posted to No.9 AOS until 15 August 1942; graduated and commissioned 4 December 1942. To "Y" Depot, 27 December 1942. To RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 4 December 1944. Repatriated 23 April 1945. To No.1 Composite Training School, 18 June 1945. To No.4 Release Centre, 26 July 1945. Retired 29 October 1945. Award presented 22 June 1949. Died 28 October 2001 in Elcajon, California as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2002. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3456 (RG.24 Vol.20639) has recommendation dated 27 July 1944 when he had flown 34 sorties (174 hours 35 minutes), 15 February to 24 July 1944.

Flying Officer Knox as navigator in Pilot Officer Kegan's crew has displayed exceptional qualities of leadership and coolness in action. On all occasions with complete disregard of any opposition he has guided his aircraft directly to the target and his skill and ability to make instant decisions in emergency have been an inspiration to all. For his cheerful confidence and quiet but dogged determination Flying Officer Knox is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

15 February 1944 - Berlin (6.45)
24 February 1944 - Schweinfurt (7.35)
25 February 1944 - Augsburg (6.45)
1 March 1944 - Stuttgart (7.35)
15 March 1944 - Stuttgart (8.00)
18 March 1944 - Frankfurt (5.20)
22 March 1944 - Frankfurt (6.30)

24 March 1944 - Berlin (7.50)
30 March 1944 - Nuremberg (8.10)
9 April 1944 - Villeneuve St. George (5.25)
10 April 1944 - Ghent (3.55)
18 April 1944 - Noisy le Sec (5.00)
20 April 1944 - Lens (4.15)
7 May 1944 - St. Valery (3.50)
8 May 1944 - Haine St. Pierre (3.50)
9 May 1944 - Calais (3.20)
12 May 1944 - Louvain (4.40)
19 May 1944 - Merville Franceville (4.10)
27 May 1944 - Bourg Leopold (4.45)
7 June 1944 - Acheres (4.25)
8 June 1944 - Mayenne (5.45)
12 June 1944 - Cambrai Junction (5.35)
14 June 1944 - St. Pol (4.10)
16 June 1944 - Sautrecourt (3.30)
17 June 1944 - Rouen area (4.00)
3 July 1944 - Biennais (4.15)
6 July 1944 - Coquereaux (3.55)
7 July 1944 - Caen (4.40)
12 July 1944 - Thiverny (4.20)
15 July 1944 - Nucourt (5.00)
17 July 1944 - Caen area, A.1 (4.10)
18 July 1944 - Wesseling (5.20)
20 July 1944 - Ferme de Forestel (3.50)
24 July 1944 - Ferfay (4.00)

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KNOX-LEET, F/O Edward Richard (J29709) - **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 28 March 1924 at Porte Castille, Honduras; home in St.Lambert, Quebec. Enlisted in Halifax, 8 July 1942. To No.5 Manning Depot, 28 July 1942. To No.16 SFTS (guard), 22 September 1942. To No.6 ITS, 27 December 1942; graduated and promoted LAC, 19 March 1943 but not posted to No.1 BGS until 17 April 1943; graduated 9 July 1943 and posted next day to No.1 AOS; graduated and commissioned 20 August 1943. To "Y" Depot, 3 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted Flying Officer, 20 February 1944. First operational sortie was 24 June 1944 (V-1 site); flew 21 sorties with No.433 Squadron before transfer to No.405 Squadron. Volunteered for Tiger Force and repatriated with No.405 Squadron, 17 June 1945. Remained in postwar RCAF (20381), retraining as Pilot

(21 June 1948). Award presented 21 June 1948. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 40 sorties (175 hours 27 minutes), 24 June 1944 to 2 January 1945.

24 June 1944 - Biennetot (4.25)
25 June 1944 - Gorenflos (4.05)
27 June 1944 - Wizernes (3.35)
28 June 1944 - Metz (6.25)
4 July 44 - Villeneuve St.George (6.20)
6 July 44 - Siracourt (3.55)
9 July 44 - Ardouval (3.50)
20 July 1944 - Ferme du Forestal (4.15)
23 July 1944 - Longues (5.40)
24 July 1944 - L'Hey (3.25)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.15)
30 July 1944 - Amaye sur Seulles (3.25)
3 August 1944 - Foret de Nieppe (4.00)
5 August 1944 - St.Luc d'Esserant (5.30)
7 August 1944 - Lorient (5.25)
8 August 1944 - Foret de Chantilly (4.45)
9 August 1944 - Foret de Croc (3.40)
12 August 1944 - Mont Richard (5.15)
15 August 1944 - Soesterburg (3.45)
16 August 1944 - Kiel (1.00), DNCO
13 September 1944 - Gelsenkirchen (3.05)
30 September 1944 - Bottrop (3.10)
5 October 1944 - Saarbrucken (4.40)
6 October 1944 - Sterkrade (3.00)
12 October 1944 - Wanne Eickel (3.25)
14 October 1944 - Duisburg (3.20)
15 October 1944 - Duisburg (3.45)
23 October 1944 - Essen (4.00)
28 October 1944 - Cologne (3.55)
30 October 1944 - Cologne (4.12)
9 November 1944 - Wanne Eickel (3.45)
16 November 1944 - Julich (3.40)
21 November 1944 - Castrop (4.20)
27 November 1944 - Neuss (3.50)

30 November 1944 - Duisburg (4.15)
2 December 1944 - Hagen (5.35)
18 December 1944 - Duisburg (4.20)
5 January 1945 - Hannover (4.30)
22 January 1945 - Duisburg (3.45)
2 February 1945 - Wanne Eickel (4.25)

Flying Officer Knox-Leet has completed many operational sorties including attacks on such targets as Hannover, Essen, and Cologne. He is an enthusiastic member of aircrew who has always demonstrated an abundance of keenness to engage the enemy. He has proven himself to be a most efficient and reliable officer and his courage and tenacity merit high praise.

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KOCH, LAC Gustavous Andrew (R114551) - **Mention in Despatches** - No.420 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 24 November 1919. Home in Dilke, Saskatchewan. Enlisted in Regina, 11 July 1941 and posted to No.2 Manning Depot. To Technical Training School, 17 September 1941 to train as Aero Engine Mechanic; promoted AC1, 24 January 1942; to No.7 SFTS, 28 January 1942. To "Y" Depot, 12 March 1942; promoted LAC, 24 April 1942; to RAF overseas, 30 April 1942; arrived overseas 14 May 1942. Repatriated to Canada, 7 August 1945; to Greenwood for Tiger Force, 14 August 1945; released 26 September 1945. No citation in AFRO but DHist file 181.009 D.1745 (PAC RG.24 Vol.208608) has recommendation dated 22 July 1944 - "LAC Koch through his untiring efforts to fulfil his duties as a fitter has instilled a very high standard of efficiency and morale within his section. He is always cheerful under trying conditions, showing a true sense of loyalty towards performing his tasks in a faithful manner." DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 3 February 1945 when he had been ten months in Canada, 32 months overseas.

LAC Koch through his untiring efforts to fulfil his duties as a fitter, has instilled a very high standard of efficiency and morale within his section. His cheerful disposition and dependability couple with being an outstanding tradesmen are an asset to his section and squadron as a whole.

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KOCH, F/O James Douglas (J17760) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 7 November 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born 22 July 1921. Home in Cannington, Ontario; enlisted in Toronto, 27 January 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 28 February 1941.

To No.4 Manning Depot, 24 April 1941. To No.3 Training Command, 4 May 1941. To No.1 WS, 23 June 1941. Promoted LAC, 25 July 1941. To No.1 BGS, 8 November 1941. Graduated 8 December 1941 and promoted Sergeant. To "Y" Depot, 9 December 1941. To RAF overseas, 7 January 1942. Commissioned 3 May 1943. Promoted Flying Officer, 3 November 1943. Repatriated 22 January 1945. To Moncton, 16 February 1945. To No.9 SFTS, 4 March 1945. Promoted Flight Lieutenant, 3 May 1945. To "Y" Depot, 29 May 1945. Overseas posting appears to have been cancelled, but on 22 November 1945 he finally went to Britain again, being repatriated on 15 February 1946. Released 2 April 1946. Photo PL-2973 shows him. Died in Pickering, Ontario, 27 January 1997.

As wireless air gunner this officer has displayed a high degree of efficiency during his operational tour. He has taken part in attacks on many important German targets including Berlin, Essen, Schweinfurt and Dusseldorf. On several occasions his skilful work has played a good part in the safe return of his aircraft. His devotion to duty has been unflinching.

RCAF Press Release No. 7453 dated 16 November 1944 (by one MacPherson) read as follows:

WITH CANADIANS FLYING IN THE R.A.F.: --- F/O J. Koch of Cannington, Ontario, navigator in the Halifax crew skipped by S/L Sam Weller, DSO, DFC, English pilot, has been awarded the Distinguished Flying Cross and screened from further operations on the conclusion of his first tour.

Koch was a member of S/L Weller's crew when they started from a British base to attack the German city of Leipzig in February last.

Just after leaving the English Coast, the airspeed indicator on the Halifax refused to function due to a technical fault, with the result that the navigator experienced great difficulty in plotting the course.

Weller decided to go on to the target, but due to difficulties in navigation, the bomber got behind the main force, missed the Leipzig target in the darkness, slammed into the Berlin defenses, but managed to get away before the aircraft was damaged.

About that time, the rear gunner spotted the glow in the sky from the fires at Leipzig and Weller turned the aircraft around and headed for the target.

"We were flying at 22,000 feet," said Weller, "and Koch was working hard on the wireless instruments which had become unserviceable due to a technical failure."

"Suddenly a starboard engine blew up and caught on fire, but we managed to get it out. We lost height to 15,000 feet by the time we reached the target, 28

minutes behind the main attack, bombed with little opposition and headed for home.”

“The navigator had a hectic time from then on. One of the ailerons was gummed up and as we crossed the enemy coast, day was breaking. The navigator managed to get a pinpoint on the Dutch coast and we came home on three engines in daylight, landing three-quarters of an hour after everyone else,” concluded Weller.

When Koch arrived overseas from Canada he was assigned to a training unit where he first met Weller, who was then an instructor.

Koch was posted to a bomber squadron and started a tour of operations which was interrupted when the crew was broken up.

For some time afterward, Koch was a spare “body” around the squadron, flying with whatever crew required a wireless operator for a mission.

Then Weller was posted from the training unit to the same squadron and took Koch into his crew.

“He was a good man,” commented S/L Weller, “and I’m glad he got the award”.

RCAF Press Release No. 8305 dated 17 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: - One major target on each operational trip should be dangerous enough. This Canadian crew weren’t satisfied with one – they went to two on the same night – Berlin and Leipzig. “It was all a mistake, though,” added F/O James D. Koch, DFC, of Cannington, Ontario, now at an RCAF repatriation depot in Britain. “We were briefed to fly towards Berlin to fool the German defences and then turn south to drop our bombs on Leipzig.” The young wireless operator with an RAF Squadron explained that due to some error they carried on and were in the midst of the German capital’s heavy flak when they realized their error. Retaining their bomb-load, they successfully escaped death over Berlin and flew south to Leipzig. There, they went through more night-fighter and ack-ack defences to bomb their target as instructed. “That was one of the most hair-raising dummy runs I have ever experienced over any target,” added Koch who has been overseas for three years. To make the whole trip worse, one the four engines packed up en route but the crew decided to carry out the mission despite this handicap. After completing their night tour of Europe, they arrived back at base a half-hour late with only a cupful of petrol left in the tanks.

* * * * *

KOESTER, F/L George Denis Scott (J8341) - **Distinguished Flying Cross** - No.109 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 14 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Guatemala, 11 August 1913; home there. Enlisted in Ottawa 13 December 1940 and posted to No.1 Manning Depot. To No.1 BGS, 15 January 1941 (non-flying duties). To No.3 ITS, 23 March 1941; graduated and promoted LAC, 3 May 1941. To No.1 manning Depot on 3 May 1941; to No.5 AOS, 24 May 1941; to No.3 BGS, 17 August 1941. Graduated 29 September 1941 and promoted Sergeant. To No.1 ANS, 30 September 1941. Graduated and commissioned on 27 October 1941. To "Y" Depot, 20 November 1941. To RAF overseas, 7 December 1941. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 14 March 1943. Promoted Squadron Leader, 1 February 1944. Repatriated, 3 May 1945. Released 23 June 1945.

Flight Lieutenant Koester has made a large number of operational sorties. He has invariably displayed a high degree of navigational skill.

NOTE: Public Record Office Air 2/8950 has recommendation dated 9 March 1943 when he had flown 28 sorties (103 operational hours).

* GARDENING (Mine Laying)

31 May 1942 - Cologne
1 June 1942 - Essen
13 July 1942 - Terschelling*
21 July 1942 - Duisberg
23 July 1942 - Duisberg
25 July 1942 - Duisberg
26 July 1942 - Hamburg
28 July 1942 - Hamburg
31 July 1942 - Dusseldorf
6 August 1942 - Duisberg
9 August 1942 - Osnabruck
10 August 1942 - The Skaw
20 December 1942 - Duisberg
22 December 1942 - Rheinhausen
23 December 1942 - Essen (sky marking)
29 December 1942 - Ruhrort
1 January 1943 - Florennes
3 January 1943 - Essen
22 January 1943 - Cologne
27 January 1943 - Dusseldorf
30 January 1943 - Bochum
9 February 1943 - Essen
15 February 1943 - St.Trond (calibrating)

27 February 1943 - Dortmund
28 February 1943 - St.Nazaire (ground marking)
2 March 1943 - Essen
4 March 1943 - Hamborn
5 March 1943 - Essen

Before coming to this squadron, Flying Officer Koester made 12 operational sorties, many against German targets.

Since December 1942, while engaged on ARI.5513 operations with this squadron, Flying Officer Koester, together with Flying Officer [John C.] Thelwell, his pilot, has made 16 sorties, including sky and ground marking sorties where accuracy of aiming is essential. Flying Officer Koester has always shown a very high degree of skill and accuracy in his navigation. Whilst engaged on a ground marking operation at St.Nazaire, Flying Officer Koester succeeded in releasing his markers although his special equipment was nearly unserviceable. He navigated his aircraft with great precision thus enabling his pilot to take over the place in the operation in which the previous aircraft had failed.

This was subsequently edited to read:

Since December 1942, Flying Officer Koester has made a large number of operational sorties, including some of a special nature calling for exceptional accuracy of timing. During this period he has invariably displayed a high degree of navigational skill.

KOESTER, S/L George Denis Scott, DFC (J8341) - **Distinguished Service Order** - No.105 Squadron - Award effective 29 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944.

This officer has displayed the highest standard of courage and determination in air operations. He is a highly skilled member of aircraft crew, whose great skill and devotion have played an important part in the success achieved. His record is most impressive.

* * * * *

KOGON, F/L Maxwell (J21328) - **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 1 October 1920 in Toronto; home there. Enlisted in Windsor, Ontario, 18 November 1941 and posted that date to No.2 Manning Depot. To No.10 SFTS (guard duty), 30

January 1942; to No.7 ITS, 28 March 1942; graduated and promoted LAC on 22 May 1942; to No.6 EFTS, 20 June 1942; graduated 14 August 1942 and posted next day to No.15 SFTS; graduated and commissioned 4 December 1942. To "Y" Depot, 27 December 1942; to RAF overseas, 4 January 1943. Promoted Flying Officer, 4 June 1943. Promoted Flight Lieutenant, 27 January 1944. Posted from No.428 Squadron to No.1659 Conversion Unit, 12 June 1944. Repatriated to Canada, 18 June 1945. To Debert, 19 June 1945. To No.428 Squadron for Tiger Force training, 10 August 1945. To Halifax, 6 September 1945. Retired 23 September 1945. Died 31 October 1980.

Flight Lieutenant Kogon has successfully completed many sorties against targets in many an occupied country in addition to mine-laying operations. On his first sortie as captain of aircraft he was detailed to attack Hanover. On the return flight severe icing caused a steady loss of height and after crossing the English coast both engines failed and the airspeed indicator became unserviceable. After ordering his entire crew to abandon the aircraft Flight Lieutenant Kogon made a successful crash landing in poor visibility. His steady devotion to duty has been an inspiration to all.

The Form 540 for No.428 Squadron for 27 September 1943 reported that 15 aircraft were detailed to attack Hamburg. Three aircraft were lost and two others crashed in England (Sergeant R. Wilson and crew; three killed, two seriously injured) and P/O Kogon (often spelled "Kogan" or "Kogans" in ORB). "The crew were ordered to bale out while P/O Kogans attempted a crash landing. The entire crew are O.K. with slight injuries to ankles."

The Form 541 identifies his aircraft as (DK252) and remainder of crew were P/O. F.D. Jackman (navigator, later awarded DFC), P/O M.J. Johnson (bomb aimer, later awarded DFC), Sergeant L.F. Edmonds (RAF), Sergeant E.C.H. Knowles (RAF, WOP, later awarded DFM), Sergeant J. Silverman and Sergeant J.M. Custeau. Time up given as 1919 hours. Entry went on to read:

Returned early owing to icing. Reached position 5250N 0615E. Jettisoned full load safe at 2215 hours from a height of 17,500 feet. Pilot states - Owing to severe icing aircraft could not climb and we lost airspeed making us 20 minutes late at enemy coast. Decided to turn back at 2215 hours. Diversion received and Port Inner engine went unserviceable over Hull. Five minutes later Air Speed Indicator went unserviceable followed by Starboard Inner going unserviceable; gave crew order to abandon aircraft. Crew baled out and I saw flare path, called "MAYDAY" and crash landed. Two of crew slightly injured; rest okay.

Further sorties by Kogon were as follows:

8/9 October 1943 - Hanover (T/428, LK950), 2239-0421

22/23 October 1943 - Kassel (S/428, 1736-0048)

3/4 November 1943 - Dusseldorf (T/428, LK950, 1631-2215)

26/27 November 1943 - Stuttgart (X/428, JN967, 1653-0003, landed Ford due to lack of petrol)

20/21 December 1943 - Frankfurt (X/428, JW967, 1611-0023) - "Primary target bombed at 1944 hours from a height of 17,000 feet on a heading 104 degrees, IAS 150. 4/6/10ths cloud about 6,000 feet tops drifting. Route markers not seen. Fires in bombsight. A considerable number of fires beginning to break out in flames and much smoke after leaving. One can of SBCs (4-lbs) brought back, hang up. No route markers seen. Aircraft arrived early and circled for about 20 minutes and the first TI seen were going down over Mannheim at 1921 hours. We altered twice north, short of the target, and during that period from 1932 to 1940 hours we saw no TI that looked like ours so finally bombed the centre of some fires which were surrounded by searchlights from which a large quantity of smoke was rising. All this time we could see countless night fighter flares and masses of searchlights but no TI that could be recognized as our own."

29/30 December 1943 - Berlin (T/428, JP127, 1645-0110). "Primary target bombed at 2012 hours from a height of 18,000 feet on a heading of 035M, IAS 160. 10/10 clouds. Target identified by Red Flares with Green Stars. Bombed centre of four flares which burst at about 2011 hours. PFF marking well concentrated and it appeared as if they had moved the aiming point slight southwest. Bright red glow on cloud covered a fairly large area and at 2012 hours a large vivid red glow appeared and lasted for about five seconds before dying down. Good bombing concentration should have been achieved. Route markers seen on the way out but none on the way home. Consider yellow Tis give off too much light - enough to silhouette bomber aircraft. Broadcast winds very useful and considered a good idea."

20/21 January 1944 - Berlin (T/428, JP127, 1628-2359) "Bombed primary target at 1940 hours from 19,000 feet on a heading 165 degrees, IAS 160 mph. Target identified by sky markers which were numerous. 10/10s cloud with tops 6,10,000 feet. Clear above cloud. PFF very accurate as confirmed by H2S. No reflection of fires could be seen through the cloud. Good concentration of sky markers seen across path on run in to target and remainder rather scattered. Generally a good trip and probably successful."

28/29 January 1944 - Berlin (T/428, JP127, 2352-0851)

2/3 February 1944 - Gardening (T/428, JP127, 0202-0823) "Over target area at 0425 hours, 15,000 feet. Mission abandoned. Uneventful trip. H2S unserviceable from about halfway across Denmark. Vegetables brought back."

3/4 February 1944 - Gardening, La Rochelle (U/428, JN973, 0110-0952) - successful

24/25 February 1944 - Gardening (O/428, JP199, 1730-0013) "Primary target attacked at 2130 hours from 15,000 feet on a heading of 178 degrees, 210 GS, position 5450N-0950E 5455N-0950E. Tip of the island. Parachutes were not seen to open. 10/10 cloud. An uneventful trip. Comparatively flak free and no fighters seen. H2S worked satisfactorily. Dropping should have been successful."

25/26 February 1944 - Gardening "Daffodils" (T/428, JP127, 1942-0255) "Primary target attacked at 2315 hours from 15,000 feet on a heading of 130 degrees, IAS 250. Visibility perfect in garden. No cloud. Parachutes seen to open. Flare not seen to burst."

4/5 March 1944 - Gardening "Jellyfish", Brest (O/428, JP199, 2218-0410)

6/7 March 1944 - Trappes (Q/428, JP197, 1750-2347) "Primary target bombed at 2048 hours from 13,000 feet on a heading of 165 degrees, IAS 160. Clear. Bombing seen well concentrated. Bomb load, 8 x 1,000-lb GP TD Q.025, 7 x 500 MC TD O.025."

11/12 March 1944 - Gardening, Lorient (O/428, JP199, 1833-0148) "Primary 2146 hours from 6,000 feet on a heading of 133 degrees, IAS 224. 10/10 cloud to 5,000 feet. Both parachutes seen to open."

13/14 March 1944 - Le Mans (O/428, JP199, 2147-0341) "Primary target bombed at 0019 hours from 12,000 feet on a heading of 146 degrees IAS 160. Clear and bright moonlight. Identified target by Red TI in good concentration and could be seen to be right over the marshalling yards. Bombed centre of Red TI. At 0026 ½ hours yellowish orange explosion seen slightly to the south of the markers which was definitely in target area. Good fires could be seen until over 100 miles from the target. Good trip, uneventful. Good concentration of aircraft seemed to be arriving in to ours as briefed."

16/17 March 1944 - Amiens (O/428, JP199, 1939-0035)

18/19 March 1944 - Gardening Rosemary (O/428, JP199, 1821-2351)

22/23 March 1944 - Gardening (V/428, JN969, 1726-2101). Abandoned after H2S unserviceable; fuses blew four times.

23/24 March 1944 - Laon (O/428, JP199, 1851-0051)

25/26 March 1944 - Aulnoye (L/428, JN955, 1857-0146)

29/30 March 1944 - Varies (O/428, JP199, 1839-0033)

12/13 April 1944 - Gardening "Rosemary" (T/428, JP127, 2051-0216)

17/18 April 1944 - Gardening "Forget-Me-Not" (O/428, JP199, 2028-0226)

18/19 April 1944 - Gardening, "Fakesbay" (O/428., JP199, 2047-0324)

22/23 April 1944 - Laon (O/428, JP199, 2042-0218)

23/24 April 1944 - Gardening "Radishes" and "Sweetpea" (O/428, JP199, 2039-0254)

29/30 April 1944 - Gardening "Scallops" (V/428, JN969, 2104-0134)

9/10 May 1944 - Gardening "Hyacinth" (U/208, JP203, 2140-0336) "Mines dropped at 0048 hours from 15,000 feet. Chutes seen to open."

10/11 May 1944 - Ghent (U/428, JP203, 2122-0204)

12/13 May 1944 - Gardening "Nectarines" (Y/428, JP130, 2215-0215)

23/24 May 1944 - Gardening Cherbourg (T/428, JN127, 2300-0257)

27/28 May 1944 - Gardening "Rosemary" (U/428, JP203, 2334-0415)

29/30 May 1944 - Gardening "Cypress Tree II" (U/428, JP203, 2317-0251) "Mines dropped as ordered at 0116/20 hours from 5,000 feet at 180 mph. No cloud and the sea was visible. All parachutes seen to open. Except for the convoy of ships at the dropping point nothing was seen."

Notes: The following from Wikipedia:

“During World War II, Flight Lieutenant Max Kogon was a member of 428 (Ghost) Squadron. On the first of his 37 missions he was told to bomb Hanover. After he finished this, severe icing on his motors caused them to stop rotating. After crossing the English Coast, both of the engines of his Handley-Page Halifax failed and his airspeed indicator became unusable. He told his crew to bail out, but Maxwell stayed in the aircraft and successfully crash landed it without landing gear. Flight Lieutenant Kogon mainly flew a Halifax but later switched to an Avro Lancaster. He won a Distinguished Flying Cross from the RCAF on September 1, 1944. He was the only member of his squadron to not be killed or captured in 18 months. His most known target was the V-1 Base in Pennemunde. In 1945 he was discharged from the RCAF. After the war, KLM offered Kogon a job as the chief flying instructor, but Kogon declined. As a Jew, he was contacted by the Irgun to be a fighter pilot during the anticipated War of independence but he said he preferred to wait for the Haggana to contact him because it was less intense. However, they never contacted him.”

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KOHUT, P/O Joseph (J17723) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born 12 November 1916 in Western Ukraine (Poland); home in Parkerview, Saskatchewan. Enlisted in Toronto, 25 February 1941. Granted Leave Without Pay until 18 April 1941 when posted to No.1 Manning Depot. To Trenton, 4 May 1941. To No.3 ITS, 9 June 1941; graduated and promoted LAC on 16 August 1941; posted that date to No.7 AOS; posted 8 November 1941 to No.3 BGS; graduated and promoted Sergeant on 20 December 1941; posted that date to No.1 ANS; graduated 19 January 1942 and posted next day to “Y” Depot. To RAF overseas, 8 February 1942. Commissioned 29 March 1943. Promoted Flying Officer, 29 September 1943. Repatriated 14 February 1944. To No.7 Photo Wing, 24 October 1944. To No.2 Release Centre, 23 April 1946. Retired 26 April 1946. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty."

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KONDRA, FS William (R139543) - **Distinguished Flying Medal** - No.100 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born in Saskatchewan, 14 January 1922; home in Prud'homme, Saskatchewan (labourer). Enlisted in Saskatoon, 23 October 1941. Trained at No.2 ITS (graduated 20 June 1942), No.2 BGS (graduated 25 September 1942) and No.5 AOS (graduated 6 November 1942).

Released from RCAF, 28 September 1945. Rejoined the force, 1 March 1947 (service number 23506), serving to 2 February 1971. Retired to Sherwood Park, Alberta to be a postman. Died in Saskatoon, 10 January 2013. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) the following recommendation as found in Public Record Office Air 2/9339; Kondra was reported as having flown 25 sorties (167 hours).

Flight Sergeant Kondra has carried out 25 very successful sorties including nine sorties on Berlin. He has at all times shown extreme keenness and throughout his operational career he has set an example of cool judgment, determination and dependable courage. Flight Sergeant Kondra has continually displayed a willingness to face the most intense enemy resistance to press home his attack. His resolute bearing and constant devotion to duty have been a great help to the remainder of a very gallant crew and he is considered well worthy of the award of the Distinguished Flying Medal.

Notes: The following recollections are from The Memory Project; crew photo on website: (<http://www.thememoryproject.com/stories/176:william-bill-kondra/>). The crew were WO Tommy Hayes (pilot), Sergeant Peter Ashenden (flight engineer), Sergeant Sid Emmet (navigator), Flight Sergeant Bill Kondra (bomb aimer), Sergeant Glyn Jenkins (WOP), Sergeant Ken Kemp (mid-upper gunner) and Sergeant Jack Ross (rear gunner):

I am William Kondra. My part in World War II was with the Canadian air force, which subsequently I ended up being a crew member in a Lancaster bomber. Not everybody could or should be a pilot. There are other categories of air crew that were required as well. As things turned out, I was eventually... I gradually did as a bomb aimer, front gunner and assistant navigator.

Oh, we were terribly excited that we were trained on a Lancaster. Its performance was just outstanding. We were sent to 100 Squadron in one group, at an airbase called Waltham, Waltham air base, Grimsby, on the east coast of England.

We were initially equipped with early bombsight, which wasn't practical when we started night bombing. There were too many manual settings and insufficient light in the aircraft for accurate settings. So we were equipped with a new bombsight for night bombing. Some of the manual settings that I did on the old bomb sight were taken right from the aircraft instruments.

As we approached the target, all I had to set on my bomb sight was wind speed and direction, which was... the navigator... they tried to get as accurate a wind speed direction as they could. Therefore, some of the planes were sent on weather reconnaissance and they would broadcast an estimated wind speed direction to the radio officer, who then received it in Morse Code and then passed on to the navigator and myself.

Our targets were in industries. Any factory that was involved with armament production was a target and we were to destroy it. It's impossible to identify a target from 20,000 feet at night, so we had planes who flew ahead of us, called the Pathfinders. And they released markers to mark the target. They had a little more sophisticated in navigation aids than we did, so we relied on their accuracy. Over the target, I aimed at those target markers that were released by the pathfinder aircraft.

Actually, a bombing mission was a terrifying experience because you're trying to get to your target, the enemy defenses are trying their best to destroy you before you get to the target. If you do succeed to get to your target, it is ringed with anti-aircraft guns, by just patrol the perimeters, so it's just a very dangerous situation. But you don't dwell too much on that, you are involved in carrying out your duties, so you try and complete your bombing mission.

The one that will live with me was a mission to Berlin. Now, Berlin was a very different target, very heavily defended. However, planes from our squadron... Now, at one time a squadron consisted of 24 Lancasters, in peacetime I understand it's only 12. But a squadron was, a wartime squadron consisted of 24 aircraft. All our aircraft from that particular mission returned safely. However, during briefing, because you're briefed before every mission, the weatherman spoke of some atrocious weather that we would experience upon our return. But he said that, now he used a different word but that is what he meant. Told us at briefing that we would just beat this atrocious weather, meaning that we would land before it really affected our landing. That didn't happen because on our return, the whole area was under heavy fog, deep clouds, drizzle. Wartime bases were not lit up. Runway lights were hooded, so that a pilot could see it on his approach at a certain angle when he lands.

Now, upon return, we couldn't even identify our landing base. It was under heavy cloud. And also, you're only given 15 minute fuel safety margin. Meaning, you have about 15 minutes of fuel when you return. That fuel was rapidly decreasing, the control tower's stacked us up 500 feet above each other. We

circled... Finally, the flight engineer told the pilot our fuel gauges are reading empty, so pilot had to make a decision as to what to do next. They even laid a searchlight along the runway for us to aid us in landing. That didn't help much because all it gave us was a glow. The pilot made the decision to try a landing and I think I recall to this day that he said, "Hang on chaps, this is liable to be a controlled crash." However, it wasn't. He set that Lancaster down and we came to a screeching halt about a few feet from the end of the runway and landed safely. However, two Lancasters trying to do the same thing collided, trying to land. Two more came too low, hit some high ground and crashed. And next morning, we had 26 dead airmen. There was only two survivors. That particular bombing mission will live with me until my days re over.

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KOOYMAN, F/O Burt (J36814) - **Distinguished Flying Cross** - No.160 Squadron - Award effective 28 November 1945 as per **London Gazette** dated 11 December 1945 and AFRO 212/46 dated 1 March 1946. Born in Winnipeg, 29 November 1918 (RAF Ferry Command crew cards) or 18 November 1918 (Manitoba Historical Society, Memorable Manitobans); home there (bookkeeper). Enlisted in Winnipeg, 21 May 1942 and immediately posted to No.2 Manning Depot. To No.2 BGS (guard duty), 18 July 1942. To No.2 ITS, 12 September 1942; graduated and promoted LAC on 5 December 1942; to No.2 EFTS on that date; ceased training and posted to No.1 Composite Training School, 8 January 1943; to Mountain View, 3 April 1943; to No.10 AOS, 29 May 1943; graduated and commissioned 15 October 1943. To No.1 GRS, 29 October 1943. To No.5 Manning Depot, 22 January 1944. To No.111 OTU, 4 February 1944. Promoted Flying Officer, 15 April 1944. To No.45 Air Transport Group, 17 May 1944. Departed Montreal, 18 June 1944 in Liberator KG878, to Bermuda. Departed for Lagens, 19 June 1944, arriving there on 20 June and departing same day for Rabat and Castel Benito. Departed latter for Cairo, 27 June 1944 and hence to Karachi. Repatriated to Canada on 29 December 1945; retired 7 February 1946. A graduate of University of Toronto. In 1947, he joined the Manitoba Department of Mines and Natural Resources as a student assistant, and was active in all aspects of biology and lake management. In 1960, he was appointed Director of the Fisheries Branch, succeeding the retiring Sigurbjorn Sigurdson. He later worked as a fisheries biologist with the Canadian federal government. Died at Victoria, British Columbia on 31 March 2002.

Flying Officer Kooyman, as navigator, has taken part in numerous long mine-laying and supply dropping missions. He has consistently displayed a high standard of efficiency, often in the most trying circumstances, and his accurate navigation has materially contributed to the many successes attained by his crew.

NOTE: Public Records Office Air 2/9138 has recommendation dated 23 September 1945; he had flown 34 sorties (500 hours). Text was as follows:

Flying Officer Kooyman has been navigator on 34 extremely long mining and S.D. sorties. He has constantly maintained a high standard of efficiency under the most trying conditions. His accuracy has become a by-word in the squadron, and the success enjoyed by his crew may be largely attributed to his efficiency. He has displayed great determination and zeal which, together with his cheerful acceptance of the most arduous tasks, has made him a first class operational navigator.

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KORESKY, F/O Joseph (J85940) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Windsor, Ontario, 17 August 1918; home there. Enlisted in Windsor, 18 October 1939 as Wireless Electrical Mechanic. Promoted AC1, 29 February 1940. To Trenton, 19 March 1940. Reclassified as Electrician, 1 October 1940 and promoted LAC that date. To No.2 ITS, 24 May 1941; to No.31 EFTS, 28 June 1941. Promoted Sergeant, 29 June 1941. To No.31 EFTS, 5 November 1941. Remustered to aircrew and posted to No.4 ITS, 20 June 1942; may have graduated 14 August 1942 but not posted to No.5 EFTS until 26 September 1942; graduated 20 November 1942 and posted next day to No.7 SFTS; graduated 18 March 1943. To "Y" Depot, 2 April 1943; to RAF overseas, 26 May 1943. Commissioned 21 April 1944. Promoted Flying Officer, 21 October 1944. Repatriated 23 July 1945; released 13 September 1945. Photo PL-36337 is a portrait. Photo PL-44878 shows him. Shown in photo PL-36838 (H.G. Franks, DFC, Robert A. Gray, DFC, H. G.S. Dunbar, DFC and K. Koresky, DFC). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 20 November 1944 when he had flown 33 sorties (194 hours 25 minutes), 21 June to 16 November 1944.

This officer has proved himself an outstanding leader with exceptional qualities of courage, coolness and determination. His devotion to duty and desire to press home the attack have been outstanding and have proved an inspiration to his crew and the squadron as a whole. His sorties include many major targets such as Bremen, Emden, Stettin, Dortmund, Bottrop, Stuttgart, Essen, Cologne, Bochum, Oberhausen, Dusseldorf and Gelsenkirchen as well as many French targets requiring precision in timing and bombing. In each case, Flying Officer Keresky has shown excellent results and he has completed a highly successful tour.

The sortie list was as follows:

21 June 1944 - St. Martin (4.15, day, second pilot)
26 June 1944 - Gardening (5.50)
27 June 1944 - Gardening (6.25)
5 July 1944 - Gardening (6.05)
3 August 1944 - Bois de Casson (5.50, day)
4 August 1944 - Bois de Casson (5.20, day)
5 August 1944 - St. Le d'Esserent (5.40, day)
8 August 1944 - Foret de Chantilly (5.50)
9 August 1944 - Coulenvilliers (4.40)
12 August 1944 - Falaise (4.30)
14 August 1944 - Falaise (5.50)
15 August 1944 - Soesterburg (4.15, day)
16 August 1944 - Stettin (8.55)
18 August 1944 - Bremen (6.25)
6 September 1944 - Emden (4.25, day)
10 September 1944 - Le Havre (4.45, day)
12 September 1944 - Dortmund (5.40)
17 September 1944 - Boulogne (4.35, day)
18 September 1944 - Domburg (4.35, day)
19 September 1944 - Domburg (4.30, duty not carried out, recalled)
27 September 1944 - Bottrop (6.20, day)
28 September 1944 - Cap Gris Nez (3.40)
4 October 1944 - Bergen (6.45)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.15)
19 October 1944 - Stuttgart (7.15)
23 October 1944 - Essen (6.35)
25 October 1944 - Essen (6.25)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (6.55)
1 November 1944 - Oberhausen (7.00)
2 November 1944 - Dusseldorf (6.45)
6 November 1944 - Gelsenkirchen (5.50)
16 November 1944 - Julich (4.55, day)

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KORMAN, WO Abraham Isaac (R130008) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 4 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Horodyszcze, Poland, 9 November 1920; home in Noranda, Quebec. Enlisted in North Bay, 29 August 1941 and posted to No.1 Manning Depot. To No.4 BGS (guard duty), 13 September 1941. To No.1 ITS, 10 November 1941; graduated and promoted LAC on 2 January 1942; posted that date to No.1 Manning Depot again; to No.2 AOS, 15 January 1942; to No.3 AOS, 19 January 1942; graduated 25 April 1942 and posted to No.2 BGS; graduated 20 June 1942 and posted to No.1 CNS; graduated and promoted Sergeant on 4 August 1942. To "Y" Depot, 5 August 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 4 February 1943. Promoted WO2, 4 August 1943. Posted from No.1663 Heavy Conversion Unit to No.158 Squadron, 5 September 1943. Appears to have flown regularly with Robert Alexander Gray, DFC. Commissioned 1 September 1944 (J89433). Repatriated to Canada, 28 December 1944. To No.1 Air Command, 15 January 1945. To No.8 AOS, 7 February 1945. To No.2 Release Centre, 4 April 1945. Retired 11 April 1945.

Warrant Officer Korman has completed a notable tour during which he has taken part in several attacks on the German capital and many others on targets in the Ruhr area. He is a most determined and gallant member of aircraft crew and his successes are an excellent testimony to the accuracy of his bombing. His conduct at all times has been exemplary.

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KOSTIUK, WO2 Harry William (R121631) - **Mention in Despatches** - No.10 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 7 February 1918. Home in Redwater, Alberta; enlisted in Edmonton 5 August 1941 and posted to No.2A Manning Depot. To No.37 SFTS (guard duty), 17 August 1941. To No.2 WS, 13 October 1941. Promoted LAC, 13 November 1941. To No.8 BGS, 26 June 1942; graduated and promoted Sergeant, 20 July 1942; to Eastern Air Command, 3 August 1942; to No.11 (BR) Squadron, 5 August 1942; promoted Flight Sergeant, 20 January 1943; to No.10 (BR) Squadron, 19 May 1943; promoted WO2, 13 October 1943; promoted WO1, 20 May 1944. Commissioned 18 January 1945 (J51901). To No.121 Squadron, 3 February 1945. Released 21 September 1945. See DFC entry for F/O A.P.V. Cheater for account of attack on **U-845**.

This warrant officer was acting as port waist gunner on a VLR Liberator which recently attacked an enemy submarine in the North Atlantic under difficult visibility conditions. He carried out his duties with the greatest efficiency on this occasion. He has displayed outstanding devotion to duty in hundreds of hours on operational flying in the North Atlantic area.

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KOTTMEIER, W/C Leslie Hubert (C1676) - **Member, Order of the British Empire** - AFHQ (now Station Rockcliffe) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Fort William, Ontario, 27 January 1940 in Aero Engineering Branch. Promoted Flight Lieutenant, 1 January 1941. At No.13 Technical Detachment as of 13 December 1941. Promoted Squadron Leader, 1 February 1942. To AFHQ, 25 May 1942. Promoted Wing Commander, 1 November 1942. To Maintenance Command, 1 October 1945. Released 6 August 1945. RCAF photo PL-1387 taken 1940 as a Flying Officer.

This officer continues to show a high degree of leadership and a sound knowledge of the engineering detail demanded of his position. He has applied himself diligently to his responsibilities in seeing that only the highest standard of workmanship and materials are put into Canadian-produced aircraft, and the success achieved in this regard has contributed materially to the war effort. His splendid devotion to duty is deserving of high praise.

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KRAKOVSKY, F/O Max (J26685) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 15 September 1923 at Cobalt, Ontario (obituary notice); family was Jewish and soon after his birth they moved to North Bay to be with like families. Moved in 1932 to Toronto where he became a chemist. Enlisted in Toronto, 12 May 1942 and posted to No.1 Manning Depot. To Rockcliffe, 17 July 1942. To No.6 ITS, 28 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.20 EFTS until 21 November 1942; may have graduated 22 January 1943 but not posted to No.6 SFTS until 6 February 1943; graduated and commissioned, 28 May 1943. To No.1 GRS, 11 June 1943. To "Y" Depot, 4 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 28 November 1943. On 18 December 1944, his 35th and last mission his aircraft collided with an RAF Halifax; he was the sole survivor from both crews. Reported safe, 23 December 1944. Repatriated 1 February 1945. Retired 22 March 1945. Name changed to Max Carson, May 1950. Died in Toronto, 3 September 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.5557 (RG.24 Vol.20668) had recommendation dated 16 January 1945 when he had completed 34 sorties (156 hours five minutes), 7 August to 18 December 1944.

This officer has completed a lengthy operational tour most successfully. His trips include some of the most difficult targets in Germany. His co-operation,

coolness and devotion to duty contributed in a large measure to the success of these operations.

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

The sortie list was as follows:

7 August 1944 - La Hogue (4.55, day, second pilot)
8 August 1944 - Chantilly (4.30, second pilot)
18 August 1944 - Bremen (5.20)
3 September 1944 - Volkel (3.55, day)
6 September 1944 - Emden (4.00, day)
9 September 1944 - Le Havre (4.00, day)
10 September 1944 - Le Havre (4.00, day)
11 September 1944 - Castrop Rauxel (5.00, day)
12 September 1944 - Bokum (4.45, day)
13 September 1944 - Osnabruck (4.25, day)
15 September 1944 - Kiel (5.35)
17 September 1944 - Boulogne (3.40, day)
25 September 1944 - Calais (4.25, day)
26 September 1944 - Calais (3.40, day)
27 September 1944 - Bottrop (5.30, day)
28 September 1944 - Cap Gris Nez (3.50, day)
30 September 1944 - Sterkrade (5.00, day)
6 October 1944 - Dortmund (6.10)
12 October 1944 - Wanne Eickel-Bochum (4.55, day)
23 October 1944 - Essen (6.10, day)
25 October 1944 - Homburg (4.30, day)
28 October 1944 - Cologne (5.35, day)
1 November 1944 - Oberhausen (6.00)
2 November 1944 - Dusseldorf (5.20)
4 November 1944 - Bochum (5.15, day)
6 November 1944 - Gelsenkirchen (5.00, day)
16 November 1944 - Julich (4.45, day)
21 November 1944 - Castrop Rauxel (6.00)
27 November 1944 - Neuss (5.45)
18 December 1944 - Duisburg (3.00)

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KRAKOWSKY, F/O Morris Solomon (J35526) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 20 September 1921 in Cobalt, Ontario; home in Toronto (aircraft mechanic). Enlisted in Toronto 17 April 1942 and granted Leave Without Pay until 12 May 1942 when posted to No.1 Manning Depot. To No.4 Manning Depot, 2 July 1942. To No.5 ITS, 12 September 1942; graduated and promoted LAC, 7 November 1942; to No.10 SFTS, 5 December 1942; to No.1 Composite Training School, 25 January 1943; to No.1 BGS, 16 May 1943; graduated 6 August 1943 and posted next day to No.1 AOS; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, Bournemouth, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 25 January 1945. Released 19 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 21 November when he had flown 31 sorties (147 hours 55 minutes), 1 August to 16 November 1944. Name changed to Morris Solomon Carson, 14 September 1947.

Having completed thirty-one successful sorties over enemy territory, this officer has proven his skill as a most efficient Air Bomber. His co-operation, coolness and presence of mind contributed in a large measure to the success attained by his crew. His fine fighting spirit, initiative and determination are deserving of the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

1 August 1944 - Ferme de Forestel (3.40, day)
3 August 1944 - Foret de Nieppe (3.55, day)
4 August 1944 - Bois de Casson (4.35, day)
5 August 1944 - St. Leu d'Esserent (4.50, day)
7 August 1944 - La Hogue (4.25, day)
9 August 1944 - Foret de Nieppe (3.25)
10 August 1944 - La Pallice (6.45)
14 August 1944 - Bons Tassily (4.30, day)
15 August 1944 - Brussels (4.00, day)
16 August 1944 - Kiel (5.20)
18 August 1944 - Bremen (5.40)
25 August 1944 - Brest (5.05)
28 August 1944 - Brest (3.25, day)
10 September 1944 - Le Havre (4.20, day)

11 September 1944 - Castrop Rauxel (5.00, day)
12 September 1944 - Bochum (5.05, day)
13 September 1944 - Osnabruck (4.10, day)
15 September 1944 - Kiel (6.30)
17 September 1944 - Boulogne (3.55, day)
25 September 1944 - Calais (4.05)
26 September 1944 - Calais (3.50, day)
27 September 1944 - Bottrop (5.20, day)
28 September 1944 - Cap Gris Nez (3.45, day)
30 September 1944 - Sterkrade (4.50, day)
6 October 1944 - Dortmund (6.05)
12 October 1944 - Wanne Eickel (4.50, day, duty not carried out)
14 October 1944 - Duisburg (5.20, day)
14 October 1944 - Duisburg (6.10)
28 October 1944 - Cologne (5.35, day)
6 November 1944 - Gelsenkirchen (5.10, day)
16 November 1944 - Julich (4.35, day)

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KRANTZ, P/O William Thomas (J87665) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 1923, Swift Current, Saskatchewan; home in Gladman, Saskatchewan (truck driver). Enlisted in Saskatoon, 1 October 1941. Trained at No.2 ITS (graduated 23 May 1942), No.15 EFTS (graduated 11 September 1942) and No.15 SFTS (graduated 30 December 1942). Commissioned June 1944. Served postwar as an Aero Engine Mechanic (27792). Died in Moose Jaw, Saskatchewan, 6 November 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 21 August 1944 when he had flown 39 sorties (211 hours 35 minutes), 3 December 1943 to 4 August 1944.

This officer has completed a successful tour of operations. Included in his many sorties are attacks on many of the heavily defended German targets such as Stuttgart, Hamburg, Kiel and the Ruhr valley towns. By his skill, determination and the high state of efficiency of his crew, this captain succeeded in completing 39 operations without damage to his aircraft or injury to his crew through enemy action.

I consider Pilot Officer Kranz's airmanship, his zeal and devotion to duty and the magnificent record he has compiled fully merit the non-immediate award of the Distinguished Flying Cross.

The sortie list follows; those from 3 December 1943 to 20 April 1944 on Halifax bombers; those of 27 April to 4 August 1944 on Lancasters:

3 December 1943 - Leipzig (8.25, second pilot)
20 December 1943 - Frankfurt (7.15, second pilot)
4 January 1944 - Gardening, Bay of Biscay (7.00)
24 February 1944 - Gardening, Kiel Bay (4.55)
25 February 1944 - Gardening, Kiel Bay (3.15, duty not carried out)
2 March 1944 - Meulan les Mureaux (6.25)
6 March 1944 - Le Mans (5.20)
13 March 1944 - Le Mans (5.40)
15 March 1944 - Amiens (6.00)
25 March 1944 - Aulnoye (6.35)
26 March 1944 - Courtrai (5.40)
9 April 1944 - Lille (5.40)
10 April 1944 - Ghent (4.40)
20 April 1944 - Lens (4.50)
27 April 1944 - Montzen (4.30)
10 May 1944 - Ghent (4.35)
11 May 1944 - Boulogne (4.05)
24 May 1944 - Aachen (5.30)
27 May 1944 - Bourg Leopold (4.40)
4 June 1944 - Calais (4.10)
5 June 1944 - Merville (5.00)
6 June 1944 - Coutrances (6.20)
9 June 1944 - Le Mans (5.40)
12 June 1944 - Cambrai (4.50)
14 June 1944 - St. Pol (4.00)
16 June 1944 - Sterkrade (5.10)
27 June 1944 - Foret d'Eawy (4.55)
4 July 1944 - Villeneuve St. George (6.30)
6 July 1944 - Siracourt (4.35, day)
7 July 1944 - Caen (4.30, day)
12 July 1944 - Thiverny (4.50, day)
18 July 1944 - Caen (4.30, day)
18 July 1944 - Wesseling (5.55)

23 July 1944 - Kiel (5.50)
24 July 1944 - Stuttgart (9.00)
28 July 1944 - Hamburg (5.35)
1 August 1944 - Acquet (4.20, day)
3 August 1944 - Bois de Cassan (5.50, day)
4 August 1944 - Bois de Cassan (5.05, day)

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KRAUSS, Corporal Ernest Peter (R114936) - **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 28 December 1919. Home in Lemberg, Saskatchewan. Enlisted in Regina 31 July 1941. Granted Leave Without Pay until 27 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.41 SFTS (guard duty), 20 December 1941. To No.7 ITS, 31 January 1942. Graduated and promoted LAC, 24 March 1942. To No.16 EFTS, 11 April 1942. Ceased training and posted elsewhere, 8 May 1942. To No.1 Manning Depot, 2 June 1942. Reclassified as Armourer Under Training, 11 June 1942. To Mountain View, 9 July 1942. Reduced to AC1, 10 August 1942. To Patricia Bay, 11 August 1942. Promoted LAC, 1 January 1943. Reclassified Armourer/Bombs, 3 January 1943. To "Y" Depot, 1 February 1943. To RAF overseas, 8 March 1943. Repatriated 23 October 1945. Released 30 November 1945. DHist file 181.009 D.2619 has recommendation dated 17 July 1944 stating he had served 19 months in Canada, six months in Africa, 10½ months in UK.

Corporal Ernest Peter Krauss has been with the squadron since March 1943. His efficiency is prominent in all his work which requires exactitude in every respect, and a high degree of mental balance. While he was with the squadron in North Africa, he did an excellent job of work when an aircraft exploded on the ground.

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KRESSLER, Corporal John William (R160379) - **Mention in Despatches** - No.6 Group (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 28 July 1916 in Toronto; home there (draughtsman with Ontario Hydro); enlisted there 14 April 1942. Initially on strength of No.5 Manning Depot, Lachine. Posted to RCAF Detachment, McGill University, 21 May 1942: to No.1 Manning Depot, Toronto, 13 September 1942; promoted LAC, 26 September 1942; to No.31 RDF School, Clinton, 29 October 1942; to Y Depot, Halifax, 14 December 1942; to RAF Pool, 4 January 1943; disembarked in United Kingdom, 12 January 1943. Taken on strength at No.17 Group, 28

January 1943; to No.1 (C) OTU, 31 January 1943; to No.3 (C) OTU, 11 March 1943; to No.6 Group, 2 May 1943; remustered to Draughtsman and promoted Corporal, 1 July 1943; to Repatriation Depot, 28 September 1945; repatriate to Canada, 22 October 1945; released 30 November 1945. No citation; a report dated 30 November 1945 noted that he had been "in charge of draughting section throughout overseas service period."

KRESSLER, Corporal John William (R160379) - **British Empire Medal** - No.6 Group Headquarters - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Identified in AFRO as "Overseas". McEwen papers (CWM) with list of recommendations dated 15 June 1945 identifies unit. No citation.

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KRITZER, F/O Solomon (J22195) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 30 May 1920 in Hamilton; home there (bill collector). Enlisted in Hamilton 16 January 1942 when posted to No.5 Manning Depot. To No.1 BGS, 14 February 1942. To No.6 ITS, 11 April 1942; graduated and promoted LAC, 5 June 1942 but not posted to No.10 EFTS until 18 July 1942; ceased training and posted to Trenton, 21 August 1942. To No.4 AOS, 12 September 1942; graduated and commissioned 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 30 June 1944. Promoted Flight Lieutenant, 30 December 1944. Repatriated 1 June 1945. To No.1 WS, 19 July 1945. Retired 19 September 1945. Died in Burlington, Ontario, 25 May 1980. 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 6 August 1944 when he had flown 39 sorties (191 hours 39 minutes).

15 February 1944 - Berlin (6.58)
19 February 1944 - Leipzig (6.51)
24 February 1944 - Schweinfurt (7.40)
1 March 1944 - Stuttgart (8.23)
6 March 1944 - Trappes (4.33) DNCO
7 March 1944 - Le Mans (4.50)
15 March 1944 - Stuttgart (7.50)
22 March 1944 - Frankfurt (5.51)
24 March 1944 - Berlin (7.10)
18 April 1944 - Tergnier (4.34)
20 April 1944 - Ottignes (3.53)
22 April 1944 - Dusseldorf (5.03)

24 April 1944 - Karlsruhe (6.54)
26 April 1944 - Villeneuve St. Georges (5.21)
27 April 1944 - Montzen (3.56)
30 April 1944 - Acheres (5.12)
9 May 1944 - Morsalines (4.27)
12 May 1944 - Hasselt (4.39)
19 May 1944 - Boulogne (3.38)
2 June 1944 - Trappes (5.37)
6 June 1944 - Chateaudun (5.32)
7 June 1944 - Versailles Matelots (4.02)
9 June 1944 - Laval (5.10)
12 June 1944 - Amiens (3.59)
16 June 1944 - Sterkrade (4.00)
17 June 1944 - St. Martin l'Hortier (3.33)
22 June 1944 - Siracourt (3.50)
24 June 1944 - Le Grand Rossignol (3.18)
27 June 1944 - Wizernes (2.50)
30 June 1944 - Villers Bocage (3.52)
4 July 1944 - Domleger (3.45)
20 July 1944 - Ardouval (4.08)
23 July 1944 - Les Catelliers (3.44)
24 July 1944 - Stuttgart (8.16)
25 July 1944 - Wanne Eickel (4.02)
28 July 1944 - Foret de Nieppe (3.44)
29 July 1944 - Foret de Nieppe (3.37)
1 August 1944 - Chapelle Notre Dame (2.56) DNCO
3 August 1944 - Bois de Casson (4.01)

This officer has completed as navigator 39 sorties on his first operational tour, including attacks on such heavily defended targets as Berlin, Frankfurt, Leipzig and Stuttgart. This officer has at all times shown a high degree of professional skill, courage and determination in action. His high sense of duty and his irrepressible sense of humour under the most arduous difficulties and in the face of the fiercest opposition have been a source of inspiration to the remainder of the crew.

Regardless of any danger, he sets his mind to the task in hand, fearlessly and with a fine offensive spirit, setting a fine example to the remainder of the crew. He has proved himself to be an outstanding member of a gallant crew.

It is recommended that this officer's fine record of achievement be recognized by the award of the Distinguished Flying Cross.

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KROPF, P/O Lorne Edward (J7931) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 February 1943 as per **London Gazette** dated 5 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Kitchener, Ontario, 19 June 1918; home there (shipping department, Dominion Tire Factory). Canadian Scots Fusiliers before enlistment. Enlisted in Hamilton, 30 January 1941 when posted to No.1 Manning Depot. To No.15 SFTS, 19 March 1941. To No.2 WS, 28 April 1941. Promoted LAC, 28 May 1941. Graduated 12 September 1941 when posted to No.3 BGS; graduated and commissioned Sergeant, 13 October 1941. To No.31 OTU, 1 November 1941. To RAF overseas, 13 December 1941. Flew three sorties with No.405 Squadron, 8 August to 16 September 1942, shot down, evaded and reported safe in United Kingdom, 1 November 1942. Promoted Flying Officer, 1 December 1942. To RCAF Home Establishment, 9 December 1942. To No.1 ITS, 22 January 1943. To No.20 EFTS, 3 April 1943. To No.1 SFTS, 29 May 1943, eventually reclassifying as pilot. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Lieutenant, 1 November 1943. Later with No.432 Squadron (23 October 1944 to 13 February 1945, 20 sorties, 125 hours 50 minutes). Repatriated 2 August 1945. Retired 12 October 1945. Worked in Dominion Electrohome Industries. Died in Waterloo, Ontario, 25 July 1966. RCAF photo PL-33448 (ex UK-15752 dated 11 October 1944) taken outside Buckingham Palace following investiture.

As a member of an aircraft crew this officer has displayed great gallantry and determination in attacks against targets in enemy occupied territory.

NOTE: Public Record Office WO 208/3311 has his MI.9 report filed after evasion:

I took off from Topcliffe at 2005 hours on 16 September 1942 to bomb Essen. On the way back we were attacked and I baled out at about 0030 hours, 17 September 1942, landing north of Maubeuge, Occupied France (ten miles south of Mons). The aircraft was burning hard while it went down. The rest of the crew were:

Sergeant W.F. Murray, pilot, [killed]
Sergeant W.S. Grant, bomb aimer, [killed]
Sergeant C.A. Paton, navigator, [killed]
Sergeant C. Kitson, rear gunner, [killed]
Sergeant St. Louis, mid-upper gunner, [killed]
Sergeant Barnicoate (engineer, POW)

According to reports from peasants one of these was captured and the other five were killed.

I landed in a turnip field half a mile away from the aircraft and made off for two or three miles in a south-westerly direction, carrying all my equipment. I then slept until dawn in some bushes. I had a slightly sprained ankle. Leaving my equipment hidden, I walked south across country until I encountered two farm workers in a clearing. I showed them my map and they pointed south, informing me that Maubeuge lay two or three miles off in that direction. Meanwhile they hid me among wheat sheaves until dusk, when they brought me food and clothing. After dark I skirted Maubeuge, at first hiding a little to the west of the town, but finding that this was rather exposed, I continued south a little across fields until I found a better place. Here I accosted some women who arranged for a man to bring me shoes after dark, and then take me to a house on the outskirts of the town. In the latter I had a meal which included three eggs and a large hunk of steak. After sleeping the night there, I was taken on a bicycle the next morning (19 September) to Grand Reng., five kilometres northeast of Maubeuge, just on the Belgian side of the border. In this town I met an ex-Belgian soldier and his wife, who accompanied me from a nearby railway station to Charleroi, where I stayed with the soldier's parents, on the outskirts of the town. Here I exchanged my French money for Belgian. At 0800 hours, 20 September, I left by train for Brussels and went to his father-in-law's house, where I stayed for one night and was provided with a suit of clothes. These people established contact with an organisation by means of which I was brought back to the United Kingdom.

He left Gibraltar on 31 October 1942, arriving at Portreath, 1 November 1942.

Public Record Office Air 40/258 has a detailed report of events prior to his evasion.

When about 10 or 15 minutes flying time from the target and at about 17/18,000 feet the flame damper of the port inner engine burnt through and a considerable flame was visible. The pilot decided to carry on using the engine until after releasing the bombs and then to feather the propeller and switch off the affected engine.

When making the run into the target the oxygen supply failed and the crew used the emergency portable bottles.

The bombs were released on the target and they were not troubled very much by flak or searchlights. The IFF modification was used.

Shortly after leaving the target the rear gunner reported that he felt faint and P/O Kropf went to the rear turret and found the emergency oxygen bottle was not properly plugged in.

The crew had been briefed to return over the south of Belgium, turn at St. Quentin and cross the coast near Dunkerque, but the navigator was heard to say that in view of the oxygen failure they would return the shortest route, i.e. over the Zuider Zee. Height was maintained at about 17,000 feet.

The Flight Engineer endeavoured to trace the fault in the oxygen supply but without success. P/O Kropf conserved his oxygen supply by switching it on and off, and still had some left when the pilot's supply was exhausted. He then handed his half-used bottle to the pilot.

About 20 minutes after leaving the target, bullets were heard striking the port wing and there was a shout on the intercom of "night fighter". The pilot warned the gunners to keep the sharpest lookout, but two minutes later while between 16/17,000 feet another attack was delivered and set the port wing on fire.

The pilot said he thought that they would have to bale out and in reply to the Flight Engineer's query confirmed it and said that the whole wing was on fire and that it was necessary to bale out quickly.

P/O Kropf proceeded to reel in the aerial and shortly felt himself very heavily pressed down by "G". He noticed the navigator and bomb aimer, who were later joined by the Flight Engineer, struggling to open the hatch. The "G" became worse and P/O Kropf was forced on to his hands and knees on the floor of the aircraft. The escape hatch had not been opened and he realised that it would be impossible to do so now, and shut his eyes waiting for the crash.

There was a terrific explosion - he does not know where -and he found himself half in and half out of the aircraft. He kicked and struggled and fell clear, but had no idea how or where he got out. The parachute opened although he does not recollect having pulled the release.

Before landing he saw another parachute below and also the aircraft burning fiercely on the ground. He landed safely a few miles north of Mauberge, and

carried his parachute two miles and hid it in some bushes. He had his "box" and "purse" and also passport photographs with him.

P/O Kropf does not understand how he came to land in northern France as he understood they were returning by the Zuider Zee, and about five minutes before being attacked the navigator has said over the intercom that the Zuider Zee would be reached in about five minutes. He considers it possible that the pilot might have been suffering from lack of oxygen and this may have contributed to the fact that he was unable to hold the aircraft.

On 23 September 1942 while in Brussels he saw six Messerschmitt 110s flying over the town in formation at about 2/3,000 feet.

Note: Application for Operational Wing, 29 May 1945 (when he was at No.1659 Conversion Unit) that he had flown three sorties (16 hours 38 minutes) with No.405 Squadron, 8-16 August 1942, and 20 sorties (125 hours 50 minutes, 23 October 1944 to 13 February 1945) with No.432 Squadron.

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KRUGER, FS Frederick Charles (R86096) - **Distinguished Flying Medal** - No.97 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born 5 September 1920 in Ruth, Manitoba (obituary notice). Home in Bede, Manitoba; enlisted in Winnipeg 16 December 1940 when posted to No.2 Manning Depot. To No.5 BGS, 15 January 1941. To No.2 ITS, date uncertain but graduated and promoted LAC, 8 April 1941 when posted to No.18 EFTS; graduated 9 or 19 June 1941 when posted to No.12 SFTS; graduated and promoted Sergeant, 1 September 1941. To Embarkation Depot, 2 September 1941. To RAF overseas, 17 September 1941. Promoted Flight Sergeant, 1 March 1942. Commissioned 17 November 1942. Promoted Flying Officer, 17 May 1943. Promoted Flight Lieutenant, 9 May 1944. Promoted Squadron Leader, 25 June 1944. Invested with award overseas by George VI. Repatriated 15 November 1944. To No.17 SFTS, 10 January 1945. Postwar member of the RCAF (26326), reverting to Flight Lieutenant on 1 October 1946. Pilot instructor (1948-1949), officer commanding an Auxiliary Support Unit, Training Command and Air Defence Command (1949-1953), liaison officer to Strategic Air Command, Omaha and Deputy Commanding Officer, No.432 Squadron, Bagotville, 1957 to 1960. Worked for the NORAD Sector from 1960 to 1963, in Moses Lake, Washington. He became the Chief Administrative Officer, Moose Jaw, 1963 to 1967, when he retired from RCAF. He continued working for the Federal Government in various positions, finally retiring from the Correctional Service of Canada, in Abbotsford in 1985. Died in Abbotsford, British Columbia, 26 November 2007. RCAF photos PL-32886 (ex UK-15024) and PL-32888 (ex UK-15026), both dated 19

September 1944, shows him alone. PL-32889 (ex UK-15027) shows S/L Bob Deegan (Smith Falls, Ontario, left) and S/L Fred Kruger, DFC, DFM (Reston, Manitoba) with LAC Donald Calvin (Saint John, New Brunswick, overseas three years) rolling out a 500-lb bomb.

Flight Sergeant Kruger has taken part in many sorties against targets in Germany and Italy, including the daylight raid on Milan. One night in November 1942, when on an outward flight to Turin, he found the aileron controls were not working satisfactorily. Nevertheless, displaying great skill, Flight Sergeant Kruger succeeded in flying over the Alps and proceeded to the target. During the run up the aircraft was hit by anti-aircraft fire but this airman pressed home his attack and afterwards flew safely back to base.

Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) the following recommendation as found in Public Record Office Air 2/8937, drafted 17 December 1942 when he had flown 32 sorties (198 hours 25 minutes):

This Non-Commissioned Officer has carried out many sorties against Germany and Italy including the daylight raid on Milan. On 28th November 1942, when detailed to attack, Turin, Flight Sergeant Kruger found that the aileron controls were not working satisfactorily. Nevertheless he crossed the Alps and bombed the target. During the run-up, the aircraft was hit by anti-aircraft fire but Flight Sergeant Kruger pressed home his attack and brought his aircraft and crew safely back to this country.

KRUGER, S/L Frederick Charles, DFM (J16392) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 20 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944.

Squadron Leader Kruger has completed many sorties on his second tour of operational duty. He has carried out many successful attacks on targets of importance in Germany, France and Italy. He has proved himself an excellent leader and his courage and ability are of the highest standard.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has the recommendation for this award, drafted by W/C McKenna, 22 August 1944 when he had flown a total of 51 sorties (299 hours five minutes) of which 19 sorties (96 hours 20 minutes) had been since his previous award. Complete sortie list and submission as follows:

20 March 1942 - Gardening (3.55)

27 April 1942 - Tirpitz (9.10)
28 April 1942 - Tirpitz (9.35)
2 May 1942 - Danzig Bay (9.30 - first trip by Bomber Command)
8 May 1942 - Warnemunde (7.15)
29 May 1942 - Paris (4.40)
30 May 1942 - Cologne (5.35, 1,000-bomber raid)
2 June 1942 - Essen (3.05)
25 June 1942 - Bremen (5.20, 1,000-bomber raid)
29 June 1942 - Bremen (5.20)
8 July 1942 - Wilhelmshaven (4.45)
31 July 1942 - Dusseldorf (3.45)
3 August 1942 - Gardening, Kiel Bay (5.10)
4 August 1942 - Gardening, Frisians (3.20)
9 August 1942 - target not specified (2.10, duty not carried out, returned on three engines)
11 August 1942 - Mainz (4.43)
12 August 1942 - Mainz (5.55)
15 August 1942 - Dusseldorf (3.40)
1 September 1942 - Gardening, Danzig Bay (9.35)
8 September 1942 - Frankfurt (6.30)
10 September 1942 - Wilhelmshaven (4.20, credited for one large explosion)
13 September 1942 - Bremen (4.50)
14 September 1942 - "ops" (not named; 4.23)
19 September 1942 - Munich (7.15)
23 September 1942 - Wismar (2.30, incomplete, rear gunner wounded)
1 October 1942 - Wismar (7.50)
5 October 1942 - Aachen (4.55)
12 October 1942 - Wismar (6.45)
13 October 1942 - Kiel (5.40)
24 October 1942 - Milan (9.45, daylight)
8 November 1942 - Gardening, Bordeaux (6.40)
15 November 1942 - Genoa (9.00)
22 November 1942 - Stuttgart (7.45)
28 November 1942 - Turin (8.45; ailerons unserviceable on way out; bombed target. Large flak hole in port main plane; one-third of bomb doors missing; aircraft controlled by rudders and throttle.

22 March 1944 - Frankfurt (6.25)
24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (5.30)

30 March 1944 - Nuremberg (2.55, duty not carried out, early return)
18 April 1944 - Noisy-le-Sec (5.20)
20 April 1944 - Lens (4.20)
22 April 1944 - Dusseldorf (5.05)
27 April 1944 - Aulnoye (4.25)
30 April 1944 - Somain (4.25)
1 May 1944 - St. Ghislain (4.10)
8 May 1944 - Haine St. Pierre (4.20)
10 May 1944 - Ghent (4.05)
19 May 1944 - Merville Franceville (4.30)
5 June 1944 - Houlgate (5.00)
9 June 1944 - Le Mans (5.35)
23 June 1944 - Bientques (4.35)
17 July 1944 - Caen area A.1 (4.20)
28 July 1944 - Hamburg (5.55)
4 August 1944 - Bois de Casson (4.15)
7 August 1944 - La Hogue (3.45)

Squadron Leader Kruger, DFM, as Flight Commander, has now completed 19 sorties of his second operational tour.

He now has the distinction of having carried out successful attacks on every target of major importance in Germany, many of the most heavily defended areas in France, and three attacks on targets in Italy. Squadron Leader Kruger, DFM, in successfully completing such sorties has, without any doubt, proven himself a superb captain of his aircraft and his determination against all enemy defences has set a magnificent example to the squadron as a whole.

For his outstanding record of achievement, his high degree of courage, skill and initiative, it is strongly recommended that Squadron Leader Kruger, DFM be awarded the Distinguished Flying Cross.

On 24 August 1944 the Officer Commanding, Station Tholthorpe (G/C J.L. Hurley) added his remarks:

Squadron Leader Kruger is a veteran pilot on his second operational tour, having completed 51 operational sorties to such difficult targets as Berlin, Frankfurt, Dusseldorf and Essen.

This officer's leadership in the air has been of the highest calibre and he has

imbued personnel of his squadron with a high sense of duty and a determination to reach the targets at any cost.

In recognition of Squadron Leader Kruger's excellent leadership and hard work both on the ground and in the air, I strongly concur with his Squadron Commander and recommend the non-immediate award of the Distinguished Flying Cross.

Public Record Office Air 50/200 has a Combat Report bearing on his career, viz:

2/3 May 1942: Lancaster X/207, 7571, crew listed as follows: F/L Coton (captain), Sergeant Frederick C. Kruger (second pilot, RCAF, later awarded DFM and DFC), F/O Boddington (observer), Sergeant Newall (first WOP), Sergeant Middleton (second WOP), FS Robinson (air gunner) and Sergeant McMahon (air gunner).

On the night 2/3rd May 1942, Lancaster aircraft 7571 "X" of No.97 Squadron was detailed for mining operations in Danzig Bay. After carrying out their task and on course 270 for home, at approximately 0315 hours slightly west of Fano flying at 10,000 feet, the attention of the rear gunner was attracted by an aircraft flashing its navigation lights on and off. The aircraft was identified as a Ju.88 and was following dead astern 100 feet below and 1,000 yards behind. The rear gunner informed pilot who immediately altered course 20 away from moon. The enemy aircraft continued on a straight course and disappeared in about four minutes; no attack was made. The weather at the time of sighting was very clear, good visibility with patchy cloud below. Full moon silhouetted enemy against cloud.

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KRYSKOW, F/L Peter (J12267) - **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 29 November 1920. Enlisted in Toronto 7 August 1941 and posted to No.1 Manning Depot. To Trenton, 20 August 1941. To No.1 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941 when posted to No.3 EFTS; graduated 30 January 1942 and posted next day to No.1 Manning Depot; to No.1 SFTS, 28 February 1942; graduated and commissioned 19 June 1942. To Trenton, 18 July 1942. To No.8 SFTS, 9 September 1942. Promoted Flying Officer, 19 December 1942. To Rockcliffe, 21 May 1943. To No.165 Squadron, 20 October 1943. To No.164 Squadron, 11 February 1944. Promoted Flight Lieutenant, 1 August 1944. To Station Rockcliffe, 25 January 1945. To No.3 Release Centre, 3 March 1946; retired 13 March 1946.

This officer has flown hundreds of hours on trans-Atlantic and other over-water

flights. As a transport captain he has proved skilful and has shown high qualities of leadership. On one occasion when an engine failed he flew his heavily loaded twin engine transport for one and a half hours on instruments before successfully landing at his destination.

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KUBIAK, P/O Waclas (J89016) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 10 October 1917 in Montreal (date on MI.9 interrogation report); home there (clerk). Formerly in Royal Canadian Artillery. Enlisted in Montreal 15 October 1941 as "Tradesman" and posted to No.1 Manning Depot. To "S", 10 November 1941. To No.9 BGS, 6 December 1941. Promoted AC1, 15 January 1942; promoted LAC, 15 April 1942; remustered to aircrew, 28 December 1942; graduated at No.9 BGS, 2 April 1943 and promoted Sergeant. To No.34 OTU, 16 April 1943. To "Y" Depot, 13 June 1943. To United Kingdom, 22 June 1943. Promoted Flight Sergeant, 2 October 1943. Promoted WO2, 2 April 1944. Commissioned 9 August 1944. A member of F/O Morrison's crew; shot down by flak, 8 September 1944 while orbiting objective (Le Havre). Baled out, and on landing he ran for woods where he hid parachute. Ran about a mile but was finally taken by two Germans and interrogated by a German officer. Taken to Fort Tourneville (Le Havre) where he met other Canadians. Liberated by our troops on 12 September 1944. Repatriated to Canada, 28 October 1944. To No.9 BGS, 6 November 1944; to No.3 Training Command, 4 December 1944; promoted Flying Officer, 9 February 1945; to No.10 BGS, 8 April 1945; to Central Flying School, 31 May 1945; to St. Hubert, 27 August 1945. To "Y" Depot, 16 October 1945. To United Kingdom, 24 October 1945. Promoted Flight Lieutenant, 1 December 1945. Repatriated via 10 Group, 29 April 1947. Released 10 October 1947. No citation other than ".in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8882 has recommendation dated 20 September 1944 when he had flown 47 sorties (219 hours 45 minutes), 27 October 1943 to 8 September 1944.

* denotes counted as 1/3 sortie

27 October 1943 - NICKLING, Paris (4.10)
20 December 1943 - Frankfurt (5.40)
24 December 1943 - Berlin (7.30)
29 December 1943 - Berlin (6.15)
2 January 1944 - Berlin (7.05)
3 January 1944 - Berlin (6.05)
6 January 1944 - Stettin (8.30)
27 January 1944 - Berlin (7.15)

28 January 1944 - Berlin (7.45)
25 February 1944 - Augsburg (6.55)
2 March 1944 - Stuttgart (6.55)
13 March 1944 - Stuttgart (6.40)
18 March 1944 - Frankfurt (4.35)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (6.50)
30 March 1944 - Nuremburg (6.50)
18 April 1944 - Tergnier (3.00)*
20 April 1944 - Lens (4.20)*
24 April 1944 - Karlsruhe (5.45)
27 April 1944 - Friedrichshafen (7.00)
8 May 1944 - Haine St.Pierre (2.35)
10 May 1944 - Ghent (2.35)
11 May 1944 - Boulogne (2.15)
19 May 1944 - Le Mans (4.00)
22 May 1944 - Le Mans (3.30)
27 May 1944 - Rennes (3.40)
28 May 1944 - Mardick (1.40)
11 June 1944 - Tours (4.55)
12 June 1944 - Amiens (2.40)
14 June 1944 - Cambrai (2.45)
15 June 1944 - Lens (2.40)
24 June 1944 - Middle Straete (1.50)
28 June 1944 - Metz (5.05)
2 July 1944 - Oisemont-au Bois (2.15)
7 July 1944 - Caen (2.45)
10 July 1944 - Nucourt (2.40)
12 July 1944 - Paris (3.10)
18 July 1944 - Cagny (2.40)
25 July 1944 - Russelheim (6.40)
7 August 1944 - TOTALIZE 5 (2.45)
8 August 1944 - Lucheux (2.45)
12 August 1944 - Russelheim (4.40)
14 August 1944 - Quesnay (2.35)
16 August 1944 - Kiel (5.20)
18 August 1944 - Bremen (4.50)
26 August 1944 - Kiel (5.50)
1 September 1944 - Pourchinte (2.15)
5 September 1944 - Le Havre (2.15)

6 September 1944 - Le Havre (2.20)

8 September 1944 - Le Havre (Missing)

Warrant Officer Kubiak is an outstanding Air Gunner in a very successful crew. He has participated in many raids against such heavily defended enemy targets as Berlin, Kiel and Russelheim. He is of a very quiet nature, but possesses a fine offensive spirit, and keenness for operational duty which has inspired his crew to greater achievements. Although often subjected to strong enemy fire and been placed in extreme personal danger, he has stayed at his post and warded off attacks to the fullest possible extent. His extreme devotion to duty and very cheerful manner even under the most adverse conditions is most commendable.

The website "Lost Bombers" provides the following information respecting his final sortie. Lancaster PA970 (LQ-Y), had previously been involved in the following sorties: Caen, 7 July 1944; Courtrain, 20/21 July 1944; Kiel, 23/24 July 1944; Stuttgart, 24/25 July 1944; Stuttgart, 28/29 July 1944; Normandy Battle Area (Tactical), 7/8 August 1944; Kiel, 26/27 August 1944. On 8 September 1944 the target was Le Havre. It was airborne at 0657 hours from Gransden Lodge to bomb strong-points near the beleaguered garrison. W/C H.A. Morrison was to be Master Bomber. Aircraft crashed just inside the enemy perimeter. The crew consisted of W/C H.A. Morrison, (RCAF, evaded, awarded Bar to DFC), Flight Sergeant R.A.W. Matsham (evaded), F/L L.W. Queale, (RCAF, evaded), F/L R.A. Swartz, (RCAF, evaded, awarded Bar to DFC), F/L R.B. Baroni, (RCAF, evaded, awarded Bar to DFC), WO2 G.J. Darcy, (RCAF, evaded), Flight Sergeant R. Benabo, (RCAF, evaded), WO2 W. Kubiak, (RCAF, evaded, awarded DFC), The association of this eight-man crew and the position as Master Bomber probably indicates an extra H2S Operator.

A "Questionnaire for Returned Aircrew: Loss of Bomber Aircraft" apparently filed by both Morrison and Kubiak notes that crew composition was as follows: W/C H.A. Morrison, (pilot), Flight Sergeant R.A.W. Matsham (Flight engineer), F/L L.W. Queale, (navigator I), F/L R.A. Swartz, (navigator II), F/L R.B. Baroni, (air bomber), WO2 G.J. Darcy, (WOP), Flight Sergeant R. Benable, (mid-upper gunner), WO2 W. Kubiak, (rear gunner). The statement of events was as follows:

The aircraft reached the target without incident. After visual identifying the aiming point from 6,000 feet cloud came over and obscured it. There was no improvement in visibility after two orbits had been made so height was reduced to 3,500 feet where broken cloud was encountered. The first report that the aircraft had been hit by flak came from the WOP who said "Skipper, the kite is on fire." When asked where he said, "In the rear." The aircraft began to roll from side to side and the pilot gave the order to bale out. The rear gunner waited a few seconds until the order was repeated, disconnected his heating equipment

and intercom, rotated his turret to the beam and baled out. He was wearing a seat chute. On landing he found he had bruised his shoulder and knee on leaving the turret and was unable to walk. He lay in a field for two hours before being captured by two Germans who were burying mines about 300 yards away.

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KUCHMA, FS William Gordon (R269907) - **Distinguished Flying Medal** - No.431 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 21 September 1945 and AFRO 1704/45 dated 9 November 1945. Born 19 August 1925 at Beausejour, Manitoba; home there (student). Enlisted in Winnipeg, 1 September 1943 and posted to No.3 Manning Depot. To No.9 Pre-Aircrew Education Unit, 11 October 1943. To No.12 SFTS (non-flying duty), 26 November 1943. To No.10 BGS, 21 December 1943; promoted LAC, 14 February 1944; graduated and promoted Sergeant, 24 March 1944. To No.3 Aircrew Graduate Training School, 1 April 1944. To "Y" Depot (Lachine), 6 May 1944. Embarked from Halifax, 25 May 1944; disembarked in Britain, 3 June 1944. To No.22 OTU, 27 June 1944. To No.61 Base, 20 September 1944. Attached to No.1664 Conversion Unit, 4 October to 19 November 1944. To No.431 Squadron, 19 November 1944. To No.64 Base, 4 June 1945. To No.62 Base, 29 June 1945. To No.8 ACHU (whatever that is), 28 August 1945. To Linton, 30 September 1945. Repatriated 11 January 1946. Released 22 February 1946. Re-engaged in Whitehorse as Personnel/Education Officer, 21 August 1956 with rank of Flying Officer (301505); with No.551 Squadron (Whitehorse), Royal Canadian Air Cadets. Released 10 April 1957. RCAF photo PL-43607 (ex UK-20857, 26 April 1945) is captioned as follows: "F/L Bob Murray of Saskatoon, intelligence officer in RCAF Bomber Group, interrogates two fliers of the Iroquois Squadron on their return from attacking Leuna, one of the few synthetic oil centres under Nazi control in Germany. Murray is at left; centre, F/O Charles Heaven of Orillia, Ontario, who pilots a Canadian-built Lancaster; right, Flight Sergeant Bill Kuchma, rear gunner, of Beausejour, Manitoba, who is pleased because he has just finished his first tour. Only 19, he destroyed one aircraft and damaged another in the course of his duties." Died in Delta, British Columbia, 28 December 1984 as per **Airforce Magazine** of July-August-September 1985.

Flight Sergeant Kuchma has completed numerous sorties against such heavily defended targets as Mersberg, Hamburg, Hanover, Essen and Nuremburg. During at attack on Hamburg in March 1945, his aircraft was attacked three times by enemy fighters but, throughout the combats, Flight Sergeant Kuchma displayed great skill and daring and is credited with one aircraft destroyed and one damaged. He has always been a most cheerful, cool and determined member of his crew.

NOTE: Recommendation in DHH file 181.009 D.1941 (National Library and Archives of Canada

RG.24 Volume 20612), filed 23 April 1945 by W/C W.F. McKinnon completion of 19 sorties (138 hours five minutes) includes following sortie list and text (all as rear gunner):

23 November 1944 - Neuss (5.55)
28 November 1944 - Soest (6.45)
15 December 1944 - Ludwigshaven (6.45)
21 December 1944 - Cologne (5.55)
24 December 1944 - Dusseldorf (6.10)
28 December 1944 - Upladen (6.20)
29 December 1944 - Scholven (6.45)
30 December 1944 - Cologne (6.30)
2 January 1945 - Nuremberg (8.50)
5 January 1945 - Hanover (5.35)
7 March 1945 - Dessau (9.50)
11 March 1945 - Essen (6.05)
14 March 1945 - Zweibrucken (7.40)
15 March 1945 - Hagen (6.40)
20 March 1945 - Hemmingstedt (5.25)
24 March 1945 - Bottrop (6.00)
25 March 1945 - Hanover (6.25)
31 March 1945 - Hamburg (5.50)
4 April 1945 - Merseburg (9.20)

Flight Sergeant Kuchma, a rear gunner, has completed 19 sorties. In the face of the heaviest opposition against such heavily defended targets as Merseberg, Hamburg, Hanover, Essen and Nuremberg, he has been a cheerful, cool and determined member of his crew. During a raid on Hamburg on the 3rd March 1945 [sic - 31st] his aircraft was attacked three times by Messerschmitt 262s. Throughout these attacks Flight Sergeant Kuchma displayed great skill and daring, and is credited with one destroyed and one damaged.

In view of his undaunted courage, great skill and continued cheerful cooperation, I strongly recommend the award of the Distinguished Flying Medal.

Notes: On repatriation form dated 31 December 1945 he stated he had flown 22 sorties (160 operational hours), the last on 15 May 1945 (likely a POW transport flight). Also 240 non-operational hours. Types experienced were Wellington (90 hours), Halifax (40) and Lancaster (270).

Training: Course at No.9 Pre-Aircrew Education Unit was 12 October to 19 November 1943 at

McGill University. Subjects were English (68 percent), Mathematics(80 percent), Aircraft Recognition (73 percent), and Signals (100 percent).

Attended No.10 BGS, 3 January to 24 March 1944. Bolingbroke aircraft - 17 hours 30 minutes. Exposed five films. Fired 300 rounds air-to-ground and 2,850 air-to-air. Turret manipulation with Bristol turrets (four hours 25 minutes), Fraser Nash (7.45) and Boulton-Paul (5.25). Graded in Guns, Ammunition, Pyrotechnics (231/300), Sighting (184/250), Turrets, practical (157/200), Aircraft Recognition (102/150) and Signals (85/100). Rated 750/1000 in Air Firing. "Has had to work hard for his marks. Very keen to go overseas."

Attended No.22 OTU, 28 June to 7 September 1944. Wellington III aircraft (64.30 by day, 35.35 by night). Completed ten cine-camera gun exercises, five fighter affiliations (all by day), one daylight air to beam firing exercise (600 rounds), two standard day air-to-air firing exercises (1,200 rounds), two standard night air-to-air firing exercises (1,800 rounds), three day self-tow firing exercises (1,800 rounds), three night self-tow firing exercises (1,800 rounds), scored 3.6 percent hits. One night interception exercise. Rated in Aircraft recognition (130/200), Guns (130/200), Reporting, Fighting Control (120/200), Sighting including practices in GTST (140/200) and Turrets, drill and components (150/200). "Average gunner, ground results in flights quite satisfactory; a little weak in aircraft recognition, needs plenty of revision on this subject. An average fighting controller. Cine film results fair, should allow more deflection. Turret manipulation quite good. Crew cooperation quite good, General appearance neat. Not recommended for a commission at this stage."

At No.1664 Conversion Unit he fired 1,000 rounds on 400-yard range, 400 rounds air-to-air, 30 clay pigeons fired, did three fighter affiliation details. Rated in following subjectc - Sighting (37/40), Browning Guns (17/20), Boulton-Paul Turrets (25/30), Tactics (45/50), Aircraft Recognition and Range Estimation (24/40), Harmonization (18/20). Spent ten hours in turret manipulation. Above average. "A hard worker, keen and reliable." (F/O R. Hurst, Gunnery Leader, 18 November 1944).

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KUCZMA, P/O Harry Peter (J92701) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 27 October 1921, Sifton, Ontario; home in Sudbury (fitter). Enlisted in Sudbury 6 October 1942. Granted Leave Without Pay until 5 November 1942 when posted to No.2 Manning Depot. To No.8 Repair Depot, 28 December 1942. To No.4 Pre-Aircrew Education Unit, 4 April 1943. To No.2 Advanced Ground Gunnery Training School, 14 May 1943. Promoted LAC, 26 June 1943 and posted to No.3 BGS; graduated and promoted Sergeant, 20 August 1943; posted that date to "Y" Depot; date of arrival in United Kingdom unclear.

Commissioned 5 November 1944 (J92701). Repatriated 23 March 1945. Released 11 May 1945. Medal presented at Stamford, Quebec, 7 August 1949.

This officer has completed, in the capacity of gunner, many operational missions against the enemy. In June 1944 his aircraft was detailed to attack Santrecourt. Whilst approaching the target an attack was made by two Messerschmitt 109s. With cool determination and precision this officer opened fire and hit one enemy aircraft which was seen to dive to the ground out of control. Whilst on his fourth mission his aircraft was severely damaged by anti-aircraft fire and it was necessary to make a crash landing. Pilot Officer Kuczma sustained injuries to his spine. Undeterred by this harassing experience he resumed operational flying immediately on recovery and has continued to display outstanding courage and devotion to duty.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Vol.20600) has recommendation drafted by S/L J.E.G. St. Jean (acting Commanding Officer), 15 January 1945 when he had flown 24 sorties (133 hours 20 minutes); no sortie list:

A most courageous and outstanding Air Gunner, Pilot Officer Kuczma, on the 18th June 1944, was detailed along with a bomber crew to attack Sautrecourt, France.

Approaching the target, two enemy aircraft were sighted and identified as Me.109s by the Rear Gunner, Mid-Upper, and the pilot. The first enemy fighter directed his attack from dead astern and was driven off by the Rear Gunner's burst of fire. The second Me.109 attacked from starboard quarter up and broke away to port quarter down. With cool determination and precision, Pilot Officer Kuczma fired from his mid-upper position approximately 75 rounds of ammunition which were seen to hit about the cockpit. The enemy aircraft was last seen banking steeply to port and then went into a spin and disappeared in the 10/10s cloud below. It was claimed as being probably destroyed.

This newly-commissioned officer, on many other occasions, has been responsible for the safe return of his crew and aircraft by giving the proper evasive action in time, and always succeeded in evading the enemy.

Throughout his Air Force career, Pilot Officer Kuczma has unfortunately lost three different captains. On his fourth operational sortie, his aircraft returned on three engines due to flak damage and crash-landed on the aerodrome. He spent several months in the hospital with spinal injuries which resulted in his being grounded for a long period of time. In spite of all these mishaps and the

fact that he had been subject to coning and heavy flak attacks, this determined and loyal officer persisted to the end for another chance to serve.

Pilot Officer Kuczma has manifested courage and exceptional devotion to duty which is worthy of highest praise. Most deserving of a commendation, I strongly recommend this officer for the immediate award of the Distinguished Flying Cross.

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KUEBLER, F/O Frank Gustav (J16781) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 20 February 1920 in Scout Lake, Saskatchewan; home there (farmer). Enlisted in Regina, 21 June 1940. Granted Leave Without Pay until 30 June 1940 when posted to No.1 WS; promoted LAC, 17 August 1940; posted on 20 August 1940 to No.2 BGS; graduated and promoted Sergeant, 20 January 1941. To Embarkation Depot, 30 January 1941; to RAF overseas, 2 March 1941. To No.1 Signal School, 3 March 1941. To No.19 OTU, 24 May 1941. To No.102 Squadron, 23 July 1941. To No.102 Squadron, 30 August 1941. Promoted Flight Sergeant, 1 November 1941. To No.102 Squadron, 8 January 1942. Reclassified as Air Bomber and promoted WO2, 19 May 1942. Promoted WO1, 19 November 1942. Commissioned 29 December 1942. To No.1652 Conversion Unit, 12 January 1943. To No.1663 Conversion Unit, 16 March 1943. To No.1659 Conversion Unit, 28 March 1943. Promoted Flying Officer, 29 June 1943. To RCAF Overseas Headquarters, 29 February 1944. Special leave in Canada, 16 March to 29 April 1944. Returned to United Kingdom, 7 May 1944. To No.61 Base, 25 May 1944. Attached to Dalton Battle School, 25 May to 1 June 1944. Attached to No.1664 Conversion Unit, 1 June to 1 July 1944. To No.429 Squadron, 1 July 1944. To No.427 Squadron, 23 August 1944. To No.434 Squadron, 16 September 1944. Repatriated 22 December 1944. Promoted Flight Lieutenant, 29 December 1944. Posted to Western Air Command, 31 December 1944. Retired 7 July 1945. Attended University of British Columbia and obtained Bachelor Degrees in Commerce (1947) and Law (1950). Unsuccessful in 1952 application to rejoin the RCAF. Died in Victoria, 31 October 1989 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March 1999. RCAF photo PL-19505 (ex UK-4923 dated 21 August 1943) shows a pig farm at an RCAF bomber base in Yorkshire; Joyce Smith (Bradford, Yorkshire) and Margaret Phillipson (Chigwell, Essex), both Land Army girls, do the work while P/O Frank Kuebler (Scout Lake, Saskatchewan) and F/O Harvey Lagace (Montreal) look on. "The girls raise the porkers that will later mean fresh meat to the mess on the station. In addition to the pig farm this station grows most of its own vegetables as well as a fair sized grain crop." NOTE: AFRO has misprint, giving unit as No.129 Squadron. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation by W/C A.F. Avant

dated 10 September 1944 when he had completed 42 sorties (249 hours 10 minutes). First tour was with No.102 Squadron (26 sorties, 174 hours, 18 July 1941 to 9 December 1942); second tour to date was 16 sorties (75 hours ten minutes), 9 July to 31 August 1944.

This officer has been engaged on operational work since 1941. He has completed a large number of sorties against such targets as Frankfurt, Karlsruhe and the Ruhr, displaying courage and fortitude of the highest order. Many times his watchfulness has implemented evasive action to save the aircraft and crew. At all times, even under the fiercest of enemy opposition, Flying Officer Kuebler has undeterredly pressed home his attack to bomb with precise accuracy. His cheerfulness and eagerness to come to grips with the enemy have been an inspiration to all.

It is considered that this officer's fine operational record, devotion to duty and skill fully merit the award of the D.F.C.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has further recommendation by W/C A.P Blackburn dated 17 November 1944, by which time he had completed 47 sorties (268 hours 40 minutes) as Air Bomber; submission as follows:

Flying Officer Kuebler has completed two tours of operations as Bomb Aimer, the majority of which have been attacks against heavily defended major German targets. Although he was seriously injured at the beginning of his first operational tour he has always shown great devotion to duty and displayed a fine offensive spirit. On two occasions when the aircraft has been engaged and damaged by enemy aircraft, Flying Officer Kuebler's coolness and gallantry has been a source of inspiration to the other members of the crew. His technical skill and keenness for operational flying has set a fine example to the whole Squadron. I recommend the award of the Distinguished Flying Cross.

The sortie list for both tours was as follows:

3 August 1941 - Frankfurt (8.40)
5 August 1941 - Frankfurt (5.05, duty not carried out; engine unserviceable
7 August 1941 - Dortmund (6.30)
29 August 1941 - Frankfurt (7.55 - crashed, three of crew killed, self and air gunner seriously injured).
19 May 1942 - Mannheim (6.25, one engine unserviceable on return; hit by flak and damaged by fighter)

29 May 1942 - Paris (5.55)
30 May 1942 - Cologne (5.05)
1 June 1942 - Essen (5.00)
3 June 1942 - Bremen (5.15)
25 June 1942 - Bremen (5.00)
8 July 1942 - Wilhelmshaven (5.00)
23 July 1942 - Duisburg (5.00, fighter destroyed)
25 July 1942 - Duisburg (4.00, incomplete, icing)
26 July 1942 - Hamburg (5.50)
29 July 1942 - Saarbrücken (6.30)
31 July 1942 - Düsseldorf (5.25, attacked by fighter)
28 August 1942 - Saarbrücken (6.15, fighter claimed)
1 September 1942 - Saarbrücken (3.50, duty not carried out)
2 September 1942 - Karlsruhe (6.55)
4 September 1942 - Bremen (5.30)
8 September 1942 - Frankfurt (3.15, duty not carried out)
10 September 1942 - Düsseldorf (5.40)
13 September 1942 - Bremen (5.25)
19 September 1942 - Saarbrücken (7.05)
23 September 1942 - Flensburg (6.00)
8 October 1942 - Osnabrück (7.45)
23 November 1943 - Sea Search (5.05)
3 December 1943 - Sea Search (3.25)
23 January 1944 - Sea Search (5.10)

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9 July 1944 - Ardouval (4.45)
12 July 1944 - Acquette (4.30)
18 July 1944 - Caen (4.35)
19 July 1944 - Wesseling (5.45)
21 July 1944 - Ferme du Grande Bois (3.55)
23 July 1944 - St. Nazaire (6.20)
3 August 1944 - Hazebrouck (4.05)
4 August 1944 - Bois de Casson (4.00)
5 August 1944 - St. Leu d'Esserent (5.20)
7 August 1944 - Caen (4.10)
8 August 1944 - Chantilly (4.35)
12 August 1944 - La Breteque (5.05)
14 August 1944 - Falaise (4.15)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (3.55)

31 August 1944 - Cezembre (5.10)
11 September 1944 - Minelaying, Kiel Bay (5.40)
13 September 1944 - Sea Search (4.30, located crew)
14 September 1944 - Operation not identified, recalled (3.20)
15 September 1944 - Kiel (5.40)
25 September 1944 - Calais (3.50)
4 October 1944 - Bergen (6.25)

Notes: He was in rear turret of Whitley aircraft, serial Z6951, No.102 Squadron which crashed at 0500 hours, out of fuel, Docking Aerodrome, 30 August 1941 on return from operations. The pilot had made approach from wrong end of flarepath; Kuebler heard him say that trim tabs were jammed and then aircraft went into dive. Aircraft destroyed by fire. Kuebler had concussion and shattered right elbow. Also in crew were 654147 Sergeant C Higson (burns to hand, survived), 1179327 Sergeant A.E. Masters (killed), R54194 Sergeant P.E. Carreau (killed), 920450 Sergeant D. Atkinson (killed).

Application for Operational Wing dated 29 November 1943 stated he had flown 25 sorties (154 hours) with No.102 Squadron, 3 July 1941 to December 1942 (Whitley and Halifax aircraft)

Application for Bar to Operational Wing dated 14 November 1944 stated he had flown 23 sorties (121 hours 45 minutes), 3 July to 4 November 1944.

Training: Attended No.1 WS, 19 August to 22 December 1940. Flew one hour as First Operator in Flying Classroom, three hours on listening watch in Flying Classroom and six hours as sole operator in two-sear aircraft. Described as "Excellent". Graded in following subjects - Theory (70/100), Practical Application (112/150), Morse, buzzer and lamp (153/200), Procedure (190/200), Signals Office Routine (60/100), Signals Organization (115/150), and Drill and PT (70/100). Ranked eighth in a class of 127.

Attended No.2 BGS, 23 December 1940 to 20 January 1941. Battle aircraft - eight hours 37 minutes on gunnery, 49 minutes as passenger. Scored 16 percent hits on Beam Test, 1.7 percent hits on Beam Relative Speed Test and 1.7 percent hits on Under Tail Test. Graded 51 percent in written examination, 69 percent on practical and oral tests. Rated 150/250 on Ability as Firer. Placed 20th in a class of 29. "Very keen and studious. Marks not a true indication of his work. Has had poor health to hold him back."

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KUEBLER, Corporal William John (R175176) - **Mention in Despatches** - Station Moncton - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 11 September 1912. Home in Toronto; enlisted there 23 June 1942 and posted to

No.1 Manning Depot. To No.1 SFTS (non-flying duty), 10 August 1942. To No.1 ITS, 26 September 1942. Promoted LAC, 4 December 1942; to No.1 AOS, 5 December 1942. Ceased training and posted to No.1 Composite Training School, 6 January 1943. Reclassified as "Tradesman", 14 January 1943. To No.1 Manning Depot, 26 January 1943. Reclassified as Clerk/Accounts, 5 February 1943. To Composite Training School, 18 March 1943. Promoted LAC, 1 July 1943. To Moncton, 21 January 1944. Promoted Corporal, 1 April 1944. To No.11 Air Inspection Detachment, 30 July 1945. To Release Centre, 16 November 1945; released 20 November 1945.

For the past year and a half this non-commissioned officer has cheerfully and conscientiously carried out his duties beyond his rank in an exemplary manner. His devotion to duty and the support given his superiors has been an inspiration to his fellow airmen. Above and beyond his regular duties, he has contributed to the welfare and interest of the Station personnel in many ways. His capable and unflinching interest in his work and his unselfish efforts on behalf of his associates have been in keeping with the highest tradition of the service.

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KUMCHY, F/O Fred Joseph, (J35919) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 17 October 1923, Lambton, Ontario; home in Sarnia (lab assistant). Enlisted in London, Ontario 28 August 1942 when posted to No.1 Manning Depot. To Trenton, 21 January 1943. To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943 but not posted to No.5 AOS until 1 May 1943; graduated and commissioned 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flying Officer, 17 March 1944. Repatriated 13 August 1945. Retired 2 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C H.M. Smith dated 14 January 1945 when he had flown 30 sorties (156 hours 55 minutes), 15 August 1944 to 7 January 1945. NOTE: The AFRO originally spelled his name "Kumsky". Correspondence dated 27 September 1949 suggested that at that date his name was either changed or corrected to "Kumchy". An "In Memoriam" notice in the Sarnia **Observer** subsequently confirms the spelling as "Kumchy"; noting that he had died 22 September 1999.

This officer, a navigator, has completed thirty operational trips against the enemy and has successfully navigated his aircraft to such distant targets as Nuremburg, Munich, Hagen and Duisburg (twice). A superior navigator and an outstanding crew member, Flying Officer Kumsky through his skill and courage

has made a notable contribution to an outstanding crew.

In recognition of Flying Officer Kumsky's devotion to duty and sterling qualities, I strongly recommend that he be awarded the Distinguished Flying Cross.

The sortie list was as follows:

15 August 1944 - Soesterburg (3.55)
26 August 1944 - Brest (4.55)
28 August 1944 - Mimey Neques (3.45)
31 August 1944 - Ile de Cezembre (5.15)
9 September 1944 - Le Havre (3.40)
10 September 1944 - Le Havre (4.35)
12 September 1944 - Wanne Eickel (4.45)
13 September 1944 - Osnabruck (4.35)
15 September 1944 - Kiel (5.55)
17 September 1944 - Boulogne (3.45)
18 September 1944 - Domberg (3.50)
20 September 1944 - Calais (3.20)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (5.55)
14 October 1944 - Duisburg (5.50)
14 October 1944 - Duisburg, again (5.40)
15 October 1944 - Wilhelmshaven (5.15)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.55)
4 November 1944 - Bochum (5.15)
6 November 1944 - Gelsenkirchen (5.20)
22 November 1944 - Castrop Rauxel (5.40)
27 November 1944 - Neuss (5.35)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (6.30)
6 December 1944 - Osnabruck (6.10)
30 December 1944 - Cologne (6.15)
2 January 1945 - Nuremburg (8.55)
5 January 1945 - Hanover (5.10)
7 January 1945 - Munich (8.20)

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KUMSKY, F/O Fred Joseph (J35919) - see KUMCHY.

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KUPERMAN, F/O Amiel (J28515) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 18 January 1921 at London, England; home in Ottawa (teacher). Enlisted in Windsor, Ontario, 23 April 1942. Granted Leave Without Pay until 31 May 1942 when posted to No.1 Manning Depot. To No.6 SFTS (guard duty), 10 August 1942; to No.6 ITS, 10 October 1942; graduated and promoted LAC, 18 December 1942 but not posted to No.9 EFTS until 23 January 1943; may have completed course by 19 March 1943 but not posted to No.6 SFTS until 3 April 1943; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943; to RAF overseas, 12 September 1943. Promoted Flying Officer, 23 January 1944. Repatriated to Canada, 23 April 1945. To Western Air Command, 8 May 1945. To No.5 OTU, 18 June 1945. To No.9 Release Centre, 20 September 1945. Retired 21 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9081 has recommendation dated 15 March 1945 when he had flown 36 sorties (205 hours two minutes), 6 October 1944 to 13 March 1945.

6 October 1944 - Sterkrade (4.16) - Bombed as ordered.
7 October 1944 - Cleve (4.30) - Bombed on aiming point.
9 October 1944 - Bochum (5.50) - Attacked made in cloud.
14 October 1944 - Duisburg (5.17) - do.
15 October 1944 - Wilhelmshaven (3.56) - do.
25 October 1944 - Essen (4.53) - Bombed target; cloudy.
29 October 1944 - Zoutelande (3.16) - Bombed aiming point.
31 October 1944 - Cologne (5.07) - Bombed through clouds.
18 November 1944 - Munster (5.05) - do.
21 November 1944 - Sterkrade (5.54) - Bombed target; many fires.
29 November 1944 - Essen (5.53) - Bombed through clouds.
30 November 1944 - Duisburg (5.55) - Successful attack in cloud.
5 December 1944 - Soest (5.56) - Many fires.
12 December 1944 - Essen (5.35) - Bombed through clouds.
26 December 1944 - St.Vith (5.20) - Bombed aiming point.
28 December 1944 - Opladen (5.35) - Many fires in target area.
29 December 1944 - Coblenz-Mosel M/Y (6.15) - Bombed marshalling yard.
30 December 1944 - Cologne (6.29) - Bombed through clouds.
2 January 1945 - Ludwigshaven (6.35) - Many fires seen.
6 January 1945 - Hanau (6.34) - Attacked through clouds.
27 January 1945 - Stuttgart (7.15) - Bombed through clouds.

1 February 1945 - Mainz (6.08) - Successful.
2 February 1945 - Wanne Eickel (4.58) - Many fires in target area.
7 February 1945 - Goch (5.46) - do.
9 February 1945 - Wanne Eickel (5.37) - Successful sortie.
20 February 1945 - Reisholz (6.21) - Bombed in cloud.
21 February 1945 - Worms (6.25) - Concentrated fires.
23 February 1945 - Essen (5.32) - Bombed target; cloudy.
24 February 1945 - Kamen (6.17) - do.
27 February 1945 - Mainz (6.46) - do.
2 March 1945 - Cologne (4.39) - Bombed aiming point.
5 March 1945 - Chemnitz (8.43) - Bombed through cloud.
7 March 1945 - Hemmingstedt (5.57) - Bombed TIs; fires seen.
11 March 1945 - Essen (5.17) - Cloudy; bombed target.
12 March 1945 - Dortmund (5.57) - Good bombing.
13 March 1945 - Wuppertal (5.13) - Successful attack.

Flying Officer Kuperman has just completed a tour of 36 operational sorties as a pilot and captain of Halifax III aircraft with No.158 Squadron. He has flown against a very wide range of targets and all but one have been in the most heavily defended areas of Germany.

A pilot whose airmanship has been consistently good, Flying Officer Kuperman has shown keenness and determination on all his operations. Against the severest defences he has displayed a complete disregard for his own safety and has set an example of personal courage which has inspired all in his crew.

It is recommended that this officer's outstanding operational record, his keenness, determination and courage in pressing home his attacks against the severest enemy fire be recognized by the award of the Distinguished Flying Cross.

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KUSCH, S/L Eric Francis Xavier (C2867) - **Mention in Despatches** - East Moor - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Ottawa, enlisted there 4 October 1940 in Administrative Branch. As of 26 November 1941 he was at Central Training School, Rockcliffe. Promoted Flight Lieutenant, 1 January 1942. To AFHQ, 8 February 1943. To "Y" Depot, 7 March 1943. To RAF overseas, 27 March 1943. Promoted Squadron Leader, 5 January 1944. Repatriated 7 November 1945. Retired 12 December 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. Senior Intelligence Officer; had served 30 months in Canada, 21 months overseas.

Squadron Leader Kusch as Senior Intelligence Officer on this station has indeed been a very valuable asset to the service. He has worked tirelessly to one end, that being to impart all possible knowledge and information to aircrew. He has continuously and energetically sought out every means of increasing his own knowledge, even to the extent of flying on operations himself. Squadron Leader Kusch has won the admiration and respect of all aircrew, who have come to believe that he is the very source of operational information.

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KUSIAR, WO2 (now P/O) George Walter (R65730/J15595) - **Distinguished Flying Cross** - No.108 Squadron - Award effective 30 August 1942 as per **London Gazette** dated 18 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Toronto, 10 April 1917; home in New Toronto (salesman, Macdonald Tobacco). Signaller, Second Division Signals, Royal Canadian Corps of Signals, 6 October 1933 to 18 November 1938. Enlisted in Toronto, 6 June 1940 and posted to No.1 Manning Depot. To No.1 ITS, Toronto, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.2 AOS, Edmonton; graduated 27 October 1940 and posted to No.2 BGS, Mossbank; graduated and promoted Sergeant, 9 December 1940; posted next day to No.1 ANS, Rivers; may have graduated 10 January 1941 but not posted until 27 January 1941 when sent to No.3 Manning Depot, Rockcliffe. To Embarkation Depot, 8 February 1941; taken on strength of United Kingdom, 2 March 1941; to No.15 OTU, 15 March 1941; to Middle East, 23 June 1941; promoted Flight Sergeant, 1 September 1941 and WO2, 9 December 1941; commissioned 17 April 1942 (Appointments, Promotions, Retirements dated 17 August 1942); served with No.108 squadron, 6 August 1941 to 30 August 1942 (Navigation Officer and Bombing Leader on Wellingtons and Liberators; a form dated 9 October 1942 credited him with 702 hours 30 minutes flown, 147 hours 40 minutes in previous six months); Operations Room Duty Officer at RAF Station Kabut, 1 September to 1 November 1942; Wing Navigation Officer to No.238 Wing (Kabut, Malta and Amirya), 1 November 1942 to 1 April 1943, which meant working as Navigation Officer with Nos.40 and 104 Squadrons. He may have flown as many as 67 sorties. Promoted Flying Officer, 17 October 1942. Repatriated to Canada, 8 April 1943; to Central Navigation School, Rivers, 27 May 1943; to No.1 AOS, Malton, 26 June 1943 as Navigation Instructor. Promoted Flight Lieutenant, 6 September 1943. To No.2 ANS, Charlottetown, 31 February 1944. Promoted Squadron Leader, 1 December 1944. To Station Mountain View, 14 February 1945. To Air Navigation School, Summerside, 28 October 1945. To Station Greenwood, 18 December 1945. To Air Navigation School, Summerside, 7 March 1946. Reverts to Flight Lieutenant, 1 October 1946. To Station Summerside

Headquarters, 1 March 1947. Promoted Squadron Leader, 1 January 1948. To AFHQ, Ottawa, 13 March 1948. To Staff College, Toronto, 5 September 1950. To AFHQ, Ottawa again, 18 July 1951, apparently attached to No.426 Squadron. To Canadian Joint Staff, Washington, 26 August 1951 (temporary duty in Japan, 31 July to 14 August 1951). To AFHQ again, 21 December 1951. Promoted Wing Commander, 1 June 1952. To No.1 Air Division, Metz, 18 September 1953. To Support Unit, SHAPE, 1 January 1956; to Air Defence Command, St.Hubert, 5 October 1957 until his death. At the time preparations were afoot to transfer him to RCAF Staff, 30 NORAD Region, Sault Ste. Marie Air Defence Sector, Marquette, Michigan, effective 15 July 1960. Killed in crash of Mitchell 5220, 30 April 1960. Aircraft crashed in Lake Michigan, two or three miles off shore from Milwaukee. Killed in crash of Mitchell 5220, 30 April 1960. Aircraft crashed in Lake Michigan, two or three miles off shore from Milwaukee.

This officer has displayed great skill and coolness in the face of heavy opposition. His accuracy of bombing has produced some very fine results whilst his navigation has always been of the highest standard. In many instances in very bad weather his skill has enabled him to locate the target.

NOTE: Public Record Office Air 2/9596 has recommendation communicated on 3 August 1942 to Air Ministry by Group Captain W.J.M. Akerman (Headquarters, Royal Air Force, Middle East).

Warrant Officer Kusiar entered the service on 3rd June 1940 [sic], and after completing his training as an Air Observer in Canada, was posted to an Operational Training Unit in England. He was then posted overseas and joined this squadron on 8th August 1941, at which time the squadron was being formed. During the period of the formation of the squadron, Warrant Officer Kusiar was detailed in charge of the Sergeant aircrews and did much fine work in organizing the work of the crews and promoting keenness among them. When the squadron commenced operations, Warrant Officer Kusiar was posted to a crew as Air Observer and has since carried out 40 operational raids and has flown 434 operational hours.

Through all his raids he has shown the greatest coolness and even in the face of heavy opposition from the enemy has not dropped his bombs until sure of hitting the specified target. He has thus produced some very fine results, His navigation has always been of the highest standard, particularly his astro-navigation. This has enabled him in many cases of very bad weather during the winter to locate the target where other aircraft have had to turn back.

Since the squadron has been on detachment in the desert, this Warrant Officer has been in charge of the other Observers for training and during the last month has acted as Squadron Navigation Officer. He has organized regular lectures for

the new Observers and has been training them in astro-navigation, with visible results, and has imbued them with his own keenness. he has also been operating during this period. Warrant Officer Kusiar has always been an excellent Non-Commissioned Officer and a shining example to all other aircrew both in the air and on the ground. His age is 25.

Training

At No.1 ITS, 27 June to 20 July 1940, took following courses: Mathematics (92/100), Armament, practical and oral (81/100), Drill (85/100), Law and Discipline (73/100). Placed 54th in a class of 84. "Cool and keen and should make a good observer." (W/C G.S. O'Brian).

At No.2 AOS, 5 August to 26 October 1940. Flew in Lockheed and Anson aircraft (17.50 by day as First Navigator, 17.00 by day as Second Navigator, 4.00 by night at First Navigator, 4.00 by night as Second Navigator. Courses and marks as follows: DR Plotting (96/150), DR Written (114/150), Compasses and Instruments (88/150), DF and W/T (71/100), Signals (47/50), Maps and Charts (60/100), Meteorology (50/100), Photography (80/100), Reconnaissance (58/100). Placed 34th in a class of 40. Was given "very serious consideration" for a commission.

At No.1 BGS, 28 October to 9 December 1940, flew 11.25 on bombing and 45 minutes on gunnery (all by day). Average high level bombing error was 148 yards, and best performance was 85 yards (no low level bombing training). No active gunnery carried out. Courses and marks were as follows: Bombing, W (119/150), Bombing, P (138/150), Gunnery, W (57/100), Gunnery P (61/100). Placed 9th in a course of 36. "Good type of airman. Very willing. Wrote final in hospital and obtained good marks. Air work average."

Advanced Air Observer training at No.1 ANS, 9 December 1940 to 6 January 1941. Flew 6.10 as First Navigator (day), 5.00 as Second Navigator (day), 9.10 as First Navigator (night) and 9.40 as Second Navigator (night). Air work described as "Keen, average navigator." Ground school was two courses - Astro Navigation, Plotting (95/100) and Astro Navigation, Written (88/100). "Slow to grasp the subject and could have worked harder on course." Placed 25th in a class of 36. "Tendency to laziness, not suitable for commission." (W/C F.R. Miller, 6 January 1941).

Attended Central Navigation School 31 Ma to 25 June 1943. Flew in Ansons (9.55 day, 3.00 night) and Air Marks assigned were 600/700 (day) and 255/300 (night). Described as "exceptional" in the air. Ground courses as follows: Instructional technique (210/300), Navigation (78/100), Synthetic Training (160/200), Instruments (89/100), Mathematics (60/100), geography (177/200). Described by F/L M.C. Minton or Winton as follows: "Hard working, conscientious. Excellent handler of men."

Specialist Armament Officers Course, 19 February 1945 to 29 October 1945. This entailed flying in Bolingbroke (1.25), Ventura (4.50) and Anson (20.45). Courses and marks were as follows: Phase I (218/300), Bombs (100/140), Turrets (75/100), Guns and Sighting (109/175), Bombing Theory (73/100), Bombing Instruments (83/100), Armament Administration (73/85). Placed seventh in a class of twelve. Described by F/L A.B. Hamilton as follows: "Is keen and industrious in all his undertakings. Has an inquiring mind and will persevere until he has managed to master a difficult subject. Is very diplomatic and tactful and is quite willing to accept responsibility. He is now well qualified as a Specialist Armament Officer. Has been assessed "A" in machine shop practice on the course."

General Career

Letter of 30 March 1943 (RCAF Overseas Headquarters to AFHQ, Ottawa) describes his situation at that time.:

The above referenced officer who arrived in the United Kingdom in February 1941, completed his training and was posted to the Middle East in June 1941.

He completed his first operational tour with 108 Squadron at the end of January 1942. He was then retained as Squadron Navigational Officer as at the time there were no Officers on the Squadron with operational experience. He continued with operational flying while filling such positions as Navigation Officer, Parachute Officer and Bombing Leader. Later he went back into the regular crew and remained with the Squadron until the completion of his second operational tour at the end of August 1942.

He was then posted as No.238 Wing Navigation officer and Bombing Leader in control of No.40 and No.104 Squadrons. When these squadrons proceeded to Malta the Air Staff of No.238 Wing proceeded with them. On completion of duties there, Flight Lieutenant Kusiar proceeded to the Middle East to take over the duties with No.40 and 104 Squadrons which had preceded him. These squadrons, however, were allocated to other Wings and Flight Lieutenant Kusiar was consequently left in a supernumerary capacity.

This officer, who is 26 years old, is reported to have completed more operational flying than any other navigator in the Middle East. He has completed 327 operational hours composed of two tours of operations with sorties over nearly every target in the Middle East. In addition, he has had eight months' experience as a Squadron Navigation Officer and six months as a Staff Navigator, while holding the position of Wing and Station Navigation Officer.

The Officer Commanding RCAF District Headquarters, Middle East, reports:

“This officer arrived in the Middle East as a Flight Sergeant and through his keenness in operational and non-operational duties with his Squadron, Wing and Group, he has now reached the rank of Flight Lieutenant and is considered one of the outstanding Navigators in this Command.”

Flight Lieutenant Kusiar arrived back in the United Kingdom on 23rd March 1943 and is being repatriated at an early date against requirements in Canada for operationally experienced navigators.

Assessments

On 14 January 1944, an officer in No.1 AOS (name looks like “S/L Dadson” recommended him for an Air Force Cross as follows:

After a tour of operations in the Middle East, during which Flight Lieutenant Kusiar received the DFC, he returned to Canada as a Navigation Officer. He has been a senior instructor of Navigators at No.1 AOS for seven months. During this time he has displayed tireless effort and high efficiency. He has set a good example to trainees. He is a leader among fellow officers.

This was endorsed the same day by the Commanding Officer of No.1 AOS (Laxdal ?) who wrote:

A graduate of the J.A.T.P. His keen service spirit,, high sense of loyalty and willingness to perform duties over and above what is normally expected has helped considerably in maintaining a high standard of morale at this school during a very trying period recently.

On 14 December 1944, W/C D.G. Price, Commanding Officer of No.2 Air Navigation School, Charlottetown, recommended F/L Kusiar for an MBE. Although not granted, the text is worth noting:

Flight Lieutenant Kusiar has been Chief Ground Instructor at this unit for the past six months. Due to his untiring attention to detail and to other aspects of training beyond his normal duty, the Ground Instructional School at this unit has functioned exceptionally smoothly and efficiently. His leadership, organization and zealousness have been an inspiration to all personnel of this unit.

On 17 December 1947, Dr.O.M. Solandt (Chairman, Defence Research Board) wrote to the Chief of Air Staff as follows:

For the operations of Task Force 68 during the summer of 1947, the Defence Research Board was invited to send observers. As you will recollect, two of these observers, F/L G.W. Kusiari, DFC and F/L A.H. Tinker, OBE, were provided by the RCAF. They have now returned to their RCAF duties, having completed their reports.

I should like to take this opportunity of thanking you for providing observers of such calibre. I feel that their professional knowledge, keen perception and their painstaking application to detail made their work of outstanding value, not only to the Department of National Defence, but also to other government departments. I am also sure that their ability together with their personal qualities must have created a most favourable impression upon the United States Navy personnel with whom they worked.

Task Force 68 was a U.S. Navy cruise in the north; Kusiari was attached to this, 15 Jul to 27 November 1947 and described his duties as "Preparing maps, preserving sovereignty, report writing".

A report dated 12 July 1951 on his Staff College performance is enlightening and amusing. Excerpts (emphasis added by this transcriber):

Written Work

Squadron Leader Kusiari has worked conscientiously and hard during the course and has made remarkable progress. At first, his grammar, syntax and power of expression were **the despair of the Directing Staff**, but with serious application on his part and patient guidance by the DS, he can now write **acceptable** staff papers....

Oral Expression

On the platform, Squadron Leader Kusiari is neither forceful nor persuasive enough to be rated as a first-class public speaker. All his talks, however, have been notable for their audience interest and careful preparation. He is nervous on the platform but his enthusiasm, sincerity and humour combine to lessen the disturbing nature of several mannerisms....

Character and Personality

This officer has an outstanding personality. He is loyal, sincere, hard working and has an infectious enthusiasm concerning the Service and everything connected with it. His attitude toward this course has been exemplary and even during the periods when his DS have been most critical, his attitude did not waver. He has been an ideal student.

Squadron Leader Kusiar has an abundance of nervous energy and once or twice during the course he drove himself almost to the point of physical exhaustion. However, he could not at any time have been described as temperamental, and he has unquestionable ability to work as a member of a team. He is cooperative, friendly, likeable and popular.

Special Aptitudes and/or Limitations

Squadron Leader Kusiar has many attributes which seem to indicate he would be well-employed as a member of a joint staff or as an exchange officer. However, before being so employed he needs a full tour of duty as a staff or field officer in the RCAF to round out his professional ability. He would be a decided asset to any field or staff commander.

On 30 January 1955, an RAF officer, Group Captain D.G. Keddie, in the Intelligence Division of SHAPE noted that W/C G.W. Kusiar was then a Staff Officer in the Intelligence Division, SHAPE and recommended him for an OBE as follows:

Wing Commander Kusiar has been employed for approximately 18 months in the Air Intelligence Section of the Intelligence Division, SHAPE. In this capacity he has been responsible for working up estimates on Soviet and Satellite Air Order of Battle and the threat posed by Soviet and Satellite Air Forces facing SACEUR. These estimates are derived from reports received by SHAPE from the NATO nations, and the quality and amount of intelligence received is directly proportional to the confidence these National Staffs have in the integrity and ability of SHAPE Intelligence Division to use the materially supplied wisely and discreetly.

The development of these important studies by Wing Commander Kusiar has entailed long and arduous application to work, and the estimates and studies undertaken by him have often necessitated many hours of overtime effort in his

office. He has never failed to undertake this work cheerfully and to complete it accurately and well. His devotion to duty and his untiring willingness in this respect have resulted in a great increase in the quality and scope of the intelligence estimates on Soviet capabilities produced by SHAPE, and this has made possible a marked improvement in the development of plans and studies by the whole headquarters in its preparations for war.

Wing Commander Kusiar's willing devotion to duty is worthy of the highest praise, and fully merits recognition by the award to this officer of the honour of appointment to Officer in the Order of the British Empire.

This submission to No.1 Air Division was returned to SHAPE, who were informed that Canadian policy was for awards only in respect of "Acts of Bravery and Saving of Lives." It was nevertheless forwarded to AFHQ on 2 August 1955 and placed on his file.

Assessed 27 January 1960 by G/C R.D.P. Belgrave (Air Defence Command Headquarters SPSO) as follows:

This officer gets involved in more things than five average people - he can't resist it and he loves it. There is nothing very restful about him and sometimes its is difficult to keep him on one subject. He could be very suitable to command a unit in need of stirring up. He is happy of disposition and husky os physique.

To the above, Air Commodore J.B. Harvey added (28 January 1960):

Not only is W/C Kusiar ideally suited to his present staff appointment, but has also been given many other tasks which he undertakes with intelligence and energy . I gather he has been a very valuable asset to this Headquarters and my association with him to date bears this out. I agree, he would make an excellent station commander.

Operational Notes: In applying for the Aircrew Europe Star he claimed service as a Sergeant at RAF Station Harwell, March to June 1941, and in particular a raid over France, 12 June 1941 (this was an OTU Nickel Raid). He also claimed in his Africa Star submission that his first sortie with No.108 Squadron had been 2 July 1941 although on another form he gave it as September 1941. His claim for a Clasp to the Africa Star noted service with No.238 Wing, Western Desert and Malta, 23 October 1942 to 12 March 1943.

His application for Operational Wings is very informative, listing the following sorties, all of which were on Wellingtons except those otherwise noted towards the end:

Nickel Raid, Harwell OTU - France - 4.35
25 June 1941 - Harwell to Gibraltar - 9.56
28 June 1941 - Gibraltar to Malta - 8.05
1 July 1941 - Malta to Egypt (7.12)

No.108 Squadron

22 September 1941 - Shipping, Benghazi harbour (11.25)
27 September 1941 - Harbour installations, Rhodes (8.50)
29 September 1941 - Benghazi harbour (10.40)
13 October 1941 - Benghazi harbour (10.45)
19 October 1941 - Benghazi harbour (11.25)
31 October 1941 - Benghazi harbour and Berka aerodrome (11.40)
2 November 1941 - Offensive recce, Barce-Derna, strafing (11.00)
6 November 1941 - Derna (9.35)
8 November 1941 - Benghazi harbour (10.40)
12 November 1941 - Offensive recce, Tocra-Cirene, strafing (11.40)
18 November 1941 - Martuba aerodrome (9.10)
20 November 1941 - Cazala - Timini aerodrome (8.55)
26 November 1941 - Derna dumps (8.45)
29 November 1941 - Benghazi-Melchilli-Soluch road (10.05)
1 December 1941 - Derna aerodrome and shipping (9.20)
4 December 1941 - Troop concentrations, El Adem (8.10)
8 December 1941 - Derna aerodrome (10.00)
11 December 1941 - Maleme, Crete (9.10)
14 December 1941 - Derna (9.55)
18 December 1941 - Berka aerodrome (9.45)
24 December 1941 - Troops, Marble Arch (12.15)
6 January 1942 - El Adem - Benghazi, duty not carried out (6.15)
8 January 1942 - Tanks, Achelia (11.45)
11 January 1942 - Tripoli (16.05)
18 January 1942 - Ops to Benghazi - hit wires on take-off (25 minutes)
10 February 1942 - Martuba (9.00)
14 February 1942 - Benghazi (11.00)
16 February 1942 - Benghazi (11.20)
23 February 1942 - Martuba (9.30)
5 March 1942 - Benghazi (10.55)
9 March 1942 - Convoy in Mediterranean (12.55)
14 March 1942 - Calato aerodrome, Rhodes (7.00)

20 March 1942 - Herakleion aerodrome, Crete (6.20)
26 March 1942 - Benghazi (7.00)
31 March 1942 - Benghazi-Barce (7.25)
14 April 1942 - Martuba (5.55)
24 April 1942 - Benghazi - duty not carried out; electrical circuit on fire (3.25)
26 April 1942 - Benghazi (7.40)
1 May 1942 - Benghazi, prop off s. Mersa Matruh (7.40)
14 May 1942 - Benghazi (7.30)
19 May 1942 - Tybaki aerodrome, Crete (6.10)
24 May 1942 - Martuba (5.50)
27 June 1942 - Benghazi (7.40)
28 June 1942 - Advanced enemy positions (6.30)
30 June 1942 - Heraklion, Crete (8.40)
18 July 1942 - Tobruk (7.45)
28 August 1942 - Battle area, tanks (3.05)
31 August 1942 - Battle area, tanks (2.45)
2 September 1942 - enemy concentrations (2.05)
3 September 1942 - enemy concentrations (2.00)

No.238 Wing

12 October 1942 - enemy concentrations (3.55)
2 November 1942 - enemy concentrations (3.45)
3 November 1942 - enemy concentrations (4.10)
date not indicated - Bizerte (3.05), with No.40 Squadron
date not shown - Malta-Tunis-Gibraltar (8.25), with No.104 Squadron
date not shown - Gibraltar-Maison Blanche (2.20), with No.104 Squadron
date not shown - Maison Blanche-Malta (5.10), with No.104 Squadron
date not shown - Malta-Kilo 40 (7.10), with No.104 Squadron

Other Units

date not shown - Ferry Command, Liberator, LG.22-Gibraltar, "date March 22, 1942"
[sic] (11.35)
date not shown - ATC C-47, Prestwick-Reykjavik (1.45, cancelled)
date not shown - ATC C-47, Prestwick-Reykjavik (4.15)
date not shown - ATC C-47, Reykjavik-Presqu'île, Maine (10.35)

As an example of operations he mentions what is numbered "30" - that of 10 February 1942 where he flew from Feyid to an Advanced Landing Ground with 4,000-lbs of bombs (1.45) and

then carried out operation, ALG to Martuba (7.15).

Notes on Flying Times: As of 3 February 1958 he reported having flown 1,567 hours ten minutes to date. This included the following types of aircraft: Wellington (549.25), Liberator (18.55), Anson (87.45), Dakota (285.30), Ventura (12.30), Expeditor (165.00), North Star (189.50), DC-4 (34.50) and Miscellaneous (211.55, of which he notes, "Includes totals in log book lost to enemy action in 1941.")

Particulars of death: On 30 April 1960, Mitchell aircraft was reported on radar 25 miles out from Milwaukee on VHF contact, reported doing a GCA approach on final. Travelling high and fast. Weather was 300, scattered 3,000, broken one and one-half in fog, smoke and haze. Time was 0030Z or about 7.30 a.m. Aircraft made approach. Propeller was heard to run away on overshoot and aircraft went on to crash in water.

* * * * *

KUTYN, P/O Michael (J89304) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. . Born 4 April 1922, Mondare, Alberta; home in Edson, Alberta (mink rancher). Enlisted in Edmonton, 30 June 1941 but not posted to No.2 Manning Depot until 21 July 1941. To No.3 BGS, 1 September 1941 (guard duty). To No.2 ITS, 25 September 1941; graduated and promoted LAC, 22 November 1941) when posted to No.2 EFTS. Ceased training and posted elsewhere, 11 January 1942; to No.8 AOS, 31 January 1942; graduated 11 May 1942 when posted to No.9 BGS;; graduated 27 June 1942 but not posted to No.1 ANS until 4 July 1942; graduated 21 August 1942 when he was promoted Sergeant. To "Y" Depot, 8 September 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 21 February 1943. Promoted WO2, 21 August 1943. Commissioned 12 August 1944. Repatriated 18 December 1944. Retired 23 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 23 December 1944 when he had flown 32 sorties (150 hours 35 minutes), 16 June to 30 October 1944.

16 June 1944 - Domleger (3.50)
22 June 1944 - Laon (4.10)
25 June 1944 - Montorgueil (3.30)
12 July 1944 - Thiverny (4.30)
15 July 1944 - Nucourt (4.30)
17 July 1944 - Mont Candon (3.35)
18 July 1944 - Vaires (4.30)
20 July 1944 - Bottrop (4.15)

23 July 1944 - Kiel (5.00)
24 July 1944 - Stuttgart (6.00)
28 July 1944 - Foret de Nieppe (4.00)
8 August 1944 - Philibert Ferme (3.25)
9 August 1944 - Foret de Mormal (3.50)
10 August 1944 - Dijon (6.45)
11 August 1944 - Le Nieppe (3.15)
12 August 1944 - Brunswick (5.40)
17 August 1944 - Brest (4.40)
18 August 1944 - GARDENING (6.45)
26 August 1944 - GARDENING (6.30)
1 September 1944 - Lumbres (3.35)
3 September 1944 - Soesterburg (3.15)
10 September 1944 - Le Havre (3.35)
11 September 1944 - GARDENING (5.30)
27 September 1944 - Calais (3.30)
4 October 1944 - GARDENING (5.45)
6 October 1944 - Scholven (4.45)
7 October 1944 - Cleves (4.20)
14 October 1944 - Duisburg (4.40)
15 October 1944 - GARDENING (5.10)
23 October 1944 - Essen (5.25)
25 October 1944 - Essen (4.50)
30 October 1944 - Cologne (5.35)

Pilot Officer Kutyn was posted to No.10 Squadron in June 1944, and after completing 32 sorties, comprising 151 operational hours has been screened and posted. he has operated with success against such heavily defended German targets as Stuttgart, Brunswick, Duisburg, Essen (twice), and Cologne.

This Canadian officer has been one of the outstanding navigators of the squadron and has proved himself to be a courageous and most dependable member of aircraft crew. His fine navigational ability has played a good part in the successes obtained and has enabled his pilot to obtain no fewer than five aiming point photographs and several showing fire tracks in the target area. He has shown marked instructional ability on the ground and has rendered good service in the training of new crews.

He was the navigator of a Halifax aircraft detailed to attack Essen on 25th October 1944. His aircraft was damaged by flak when approaching the target

area and driven off track. By skilful navigation he enabled his pilot to successfully complete the mission.

I consider Pilot Officer Kutyn a navigator of outstanding ability and fine qualities which have inspired the other members of his crew. I strongly recommend that his fine record of achievement, courage and devotion to duty be recognized by the award of the Distinguished Flying Cross.

RCAF Press Release 7313 dated 8 November 1944 read as follows:

WITH CANADIANS FLYING IN THE R.A.F. --- P/O Mike Kutyn, navigator, of Edson, Alta., has been screened following completion of a tour of operations in a Halifax bomber.

Kutyn completed a total of 35 bombing missions of which 17 were on major German targets, including Stuttgart, the Ruhr Valley, Kiel and Brunswick.

German fighters gave Kutyn and his crew their worst moments during the tour. Two enemy fighters attacked the Halifax during the attack on Brunswick. The rear turret of the big bomber was unserviceable, but the Canadian pilot took such violent evasive action that he managed to shake off the enemy.

Over Kiel, the gunners of the Halifax shot down a German fighter, and were responsible for driving off another enemy fighter which attacked them while they were busy bombing Stuttgart.

Kutyn's aircraft was holed several times by flak, but no serious damage was done and no trouble was experienced in returning to base.

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

When I was seven years old, while we were living in Wildwood, Alberta, on the Sunday afternoon, we heard this funny noise and it was an airplane just outside our house, flying above our house. And when I saw that airplane, that's when I told my parents, boy, some day, I'm going to be a pilot in one of those.

Later on, when I was 12 years old, an airplane landed in the farmer's field and they'd take people up for a little ride, to have a look at their place and when I was watching this airplane, I had a vision. And the vision was a lady holding a child behind this airplane. So I asked my friend that was with me, did he see

anything different? And he said, no. So I didn't bother saying anything either because they'd have thought I might have been a queer person. [laughs]

So nothing further was said at that instant. When we wrote our final exam, at [the Royal Air Force heavy] conversion unit [training for heavy bomber crews], I had 87 percent average in navigation. Well, that 87 percent was the top mark of all those people from Poland, France, British Commonwealth, that was the highest mark of any person that did that exam at that time. And that changed my whole life because with that, I got posted to the 1577 Research and Development unit in England. As a top navigator, because I had the highest marks of anybody and the Air Ministry in London, they weren't going to pass me by to somebody else, they took advantage of that.

So I went from the bottom to the top and then getting to the top, I got to go to India on a special assignment. That's how I got to India with 1577 Research and Development unit. And then when we were in India, we had people from their unit, we were just air corps, they had an experienced crew in the [Avro] Lancaster [heavy bomber] and they had two green crews in the Lancaster and a [Handley Page] Halifax [heavy bomber]; and I was one of the green crews in the Halifax. So we got posted to go to India and I have the distinction of flying the first Halifax to Persia and India. [laughs] And then in India, we had an accident. We were, we'd had flown to Bombay from, we were in the jungle at Salbani, this is northwest of Calcutta. And we were doing the tests because they tell us what to do and we just flew the airplanes. And then we, when we were in Bombay, we were going back to our base in Salbani and as we got to Calcutta, there was an aerial battle going on between the Japanese airplanes and the [Hawker] Hurricanes [British fighter aircraft] in Calcutta. They had a squadron of Hurricanes, fighter airplanes, in Calcutta. So we couldn't land there.

So we went back to our base and as we approached our base... In India, there's a lot of cross winds and a lot of winds. There was a terrible windstorm getting into Salbani, so we landed. And as we landed, the wind picked our airplane up, put it in a different course and we landed on the ground, but we were not on the runway anymore, we were going across the dirt, you know, via the runway. And we hit a gun emplacement [field defense structure] and, of course, it crashed the airplane. You know, we couldn't fly it anymore, it was crashed so bad, but we never got seriously hurt or nothing. But the airplane was gone.

You know what a monsoon is? Well, I went in to search for a monsoon when we were in October of that year and we went in the Lancaster. And as we were

flying into the monsoon area, the hatch of the Lancaster blew off. Monsoons are terrible storms. All the water came into the airplane and we found the eye of the, of this monsoon and we, as you go into the eye, everything is calm. The cloud is just like it's shaven. And you can look up and see the sky and you look below and you can see the water. See, in this eye of the monsoon, everything is clear.

Now, the year before, they had a monsoon that went through this area and it was between Ceylon and the Bay of Bengal in Calcutta, but it was way south from where we were up in the north there. Anyway, they wanted to know which way this monsoon was moving because they lost a lot of airplanes the year before because when the airplanes were outside, the wind would just pick them up and throw them. So what happened there, we found out, we took sun shots and plotted it and then we had to get back into the storm. Well, when we got back into the storm, and the water's coming into the airplane, and the water then went in the airplane, it's not very good. And the propellers, as they were turning, everything was yellow. You know, the electricity, all these four propellers that were turning were all yellow. I'd never seen that before either.

Anyway, we got back without a problem, but I think the good Lord helped you there because water and airplanes, they don't mix.

* * * * *

KUZMA, F/O Andrew (J24633) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 26 March 1919 in Veillette, Alberta; home in Vancouver (mill hand). Served in Canadian Army. Enlisted in Vancouver, 8 April 1942 but not posted to No.3 Manning Depot until 25 March 1942. To No.8 BGS (guard duty), 25 May 1942. To No.2 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942. To No.2 EFTS, 10 October 1942. Ceased training and posted to No.1 Composite Training School, 17 November 1942. To No.7 BGS, 4 December 1942; graduated 5 February 1943 and posted next day to No.7 AOS; graduated and commissioned 19 March 1943. To "Y" Depot, 3 April 1943. To RAF overseas, 13 April 1943. Promoted Flying Officer, 19 September 1943. Repatriated at uncertain date (card says 14 May 1944 but this does not fit his sortie record). Promoted Flight Lieutenant, 19 March 1945. Posted to Western Air Command, 27 June 1945; to No.5 OTU, 4 July 1945. Retired 14 September 1945. Died in Vancouver, 2 December 2002. 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 27 June 1944 when he had flown 29 sorties (197 hours 53 minutes), 1 January to 16 June 1944.

* denotes early return

1 January 1944 - Berlin (7.45)
5 January 1944 - Stettin (8.20)
14 January 1944 - Brunswick (6.30)
21 January 1944 - Magdeburg (7.00)
27 January 1944 - Berlin (1.57)*
15 February 1944 - Berlin (7.25)
19 February 1944 - Leipzig (6.50)
20 February 1944 - Stuttgart (6.50)
24 February 1944 - Schweinfurt (3.00)*
25 February 1944 - Augsburg (1.10)*
1 March 1944 - Stuttgart (7.12)
10 March 1944 - Clermont-Ferrand (6.15)
15 March 1944 - Stuttgart (7.55)
18 March 1944 - Frankfurt (5.42)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (6.10)
9 April 1944 - Konigsburg (9.03)
15 April 1944 - Tours (5.21)
18 April 1944 - Paris (4.46)
20 April 1944 - La Chapelle (1.24)*
23 April 1944 - Schwenmunde (7.07)
24 April 1944 - Munich (9.49)
26 April 1944 - Schweinfurt (8.36)
29 April 1944 - Paris (6.55)
1 May 1944 - Clermont-Ferrand (4.45)
3 May 1944 - Maily (5.20)
7 May 1944 - Tours (5.00)
9 May 1944 - Annecy (9.30)
11 May 1944 - Bourge Leopold (3.29)
19 May 1944 - Amiens (4.10)
21 May 1944 - GARDENING (5.33)
22 May 1944 - Brunswick (5.44)
6 June 1944 - Caen (4.28)
9 June 1944 - Etampes (4.36)
16 June 1944 - Doullens (3.31)

Flying Officer Kuzma has successfully completed 29 sorties. Despite the fact that

many of these attacks have been directed against the most heavily defended targets in Germany, including Berlin, Leipzig, Brunswick and Stuttgart, he has always displayed great coolness and determination to drop his bombs accurately in spite of the fiercest opposition.

Throughout his tour he has been insistent on improving an already high degree of efficiency, and studies carefully the photographic results of each raid in an endeavour to discover and rectify any errors which he may have made.

His enthusiasm and exceptional skill have ensured that the maximum benefit has been derived from each operation in which he has participated.

* * * * *

KYTE, F/O Melville Stephen (J27719) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 29 December 1917 in Toronto; home there (mail order clerk). Served with Royal Canadian Artillery. Enlisted in London, England, 30 January 1942. Repatriated to Canada, via No.31 Personnel Depot, 7 November 1942. To No.4 Training Command, 20 December 1942. Trained at No.35 EFTS and graduated 19 February 1943. To No.16 SFTS, 6 March 1943; graduated and commissioned 25 June 1943. To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Promoted Flying Officer, 25 December 1943. Promoted Flight Lieutenant, date uncertain. Repatriated 14 May 1945. To No.16 SFTS, 27 June 1945. Retired 12 October 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 20 January 1945 when he had flown 40 sorties (162 hours 55 minutes), 24 May 1944 to 5 January 1945.

24 May 1944 - Trouville (4.05)
27 May 1944 - Le Clipon (4.00)
4 June 1944 - Calais (3.40)
5 June 1944 - Merville (5.50)
6 June 1944 - Conde sur Noireux (5.45)
12 June 1944 - Arras (4.35)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sterkrade (4.40)
1 July 1944 - Biennais (4.25)
4 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (4.15)
9 July 1944 - Mont Condon (3.45)

7 August 1944 - Caen (2.30)
12 August 1944 - La Pallice (5.30)
14 August 1944 - TRACTABLE (2.35)
18 August 1944 - Bremen (4.50)
25 August 1944 - Russelsheim (7.00)
26 August 1944 - Kiel (5.15)
11 September 1944 - Castrop Rauxel (3.20)
12 September 1944 - Wanne Eickel (3.25)
13 September 1944 - Nordstern (3.20)
20 September 1944 - Calais (2.05)
25 September 1944 - Calais (2.10)
30 September 1944 - Bottrop (3.20)
6 October 1944 - Sterkrade (3.05)
14 October 1944 - Duisburg (3.20)
28 October 1944 - Cologne (4.05)
29 October 1944 - Walcheren Island (2.05)
31 October 1944 - Cologne (4.10)
4 November 1944 - Bochum (3.45)
6 November 1944 - Gelsenkirchen (3.40)
11 November 1944 - Dortmund (4.10)
16 November 1944 - Julich (3.15)
18 November 1944 - Wanne Eickel (4.15)
12 December 1944 - Essen (4.20)
21 December 1944 - Cologne (4.05)
30 December 1944 - Cologne (4.10)
2 January 1945 - Nuremburg (6.30)
4 January 1945 - Royan (5.00)
5 January 1945 - Hanover (4.25)

Flying Officer Kyte is a highly skilled and courageous pilot who possesses the qualities of a fine leader. He has participated in many attacks on such heavily defended areas as Kiel, Bremen and Sterkrade. Throughout his operational career, his example of determination and devotion to duty has been of the highest order.

KYTE, F/L Melville Stephen, DFC (J27719) - **Bar to Distinguished Flying Cross** - No.405 Squadron
- Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and
AFRO 133/46 dated 8 February 1946.

As captain of aircraft this officer has completed numerous successful operational

sorties since the award of the Distinguished Flying Cross. He has at all times displayed outstanding determination, courage and devotion to duty. Flight Lieutenant Kyte has set a fine example to the other members of his squadron.

Public Record Office Air 50/248 has a Combat Report for the night of 25/26 August 1944, Lancaster H/405 (PB229), target Russelshein. The bomber carried Visual Monica which was reported "serviceable" and the operator was trained in its use. Time was 0025, height 18,000 feet, heading 089 True, position 4945 N 0740 E, on track and outward bound. The weather was 6/10 cloud at 20,000 feet, 6/10 cloud below 8,000 feet, visibility moderate. First visual was at 600 yards, closing to 300 yards. Fighter opened fire at Pilot was F/O M.S. Kyte; rear gunner was a P/O Campbell; mid-upper gunner was P/O R.F. Hubley. Narrative as follows:

While on the way to Russelheim on the night of 25/26th August 1944, at 0025 hours, flying at 18,000 feet, on heading 089 T at a position 49.45 North 07.40 E, Lancaster H, serial PB229 of No.405 (RCAF) Squadron was attacked by a single engined unidentified aircraft

Visibility during the encounter was moderate with 6/10 cloud at 20,000 feet and 6/10 cloud below at 8,000 feet. The first warning of the fighter's presence was received by W/Air on Monica which showed an aircraft on the starboard. Immediately after the Rear Gunner [P/O Campbell] sighted the fighter at 400 yards range on the starboard quarter above. The pilot [F/O M.S. Kyte] was directed to corkscrew to starboard.

The fighter opened fire at 400 yards. The rear gunner and mid-upper replied a few seconds later with two short bursts of 75 rounds from each turret, after which the fighter broke away on the port quarter up and was not seen again.

No visual damage was caused to the fighter. Our aircraft was not hit.