

LA FRANCE, WO Joseph Francis (R88754) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Trenton, 26 November 1915; home there (cotton spinner). Enlisted in Toronto, 8 January 1941. To No.1A Manning Depot, 21 January 1941. To No.8 SFTS (guard duty), 1 March 1941. To No.3 ITS, 3 May 1941. Graduated and promoted LAC, 8 June 1941 when posted to No.4 WS; to No.1 BGS, 1 September 1941; promoted Sergeant, 11 October 1941 and posted that date to No.2 ANS, 11 October 1941. To "Y" Depot, 11 November 1941. To RAF overseas, 8 December 1941. Promoted Flight Sergeant, 11 April 1942; promoted WO2, 11 October 1942; promoted WO1, 1 January 1943. Commissioned 19 November 1943 (J19357). Promoted Flying Officer, 19 May 1944. Repatriated 28 February 1945. To No.16 SFTS, 5 April 1945; to No.4 Release Centre, 26 April 1945; retired 28 April 1945. Died in Trenton, 11 November 2008.

This Warrant Officer has completed many successful operational sorties during which he has displayed exceptional ability as an air bomber and has been instrumental in obtaining several splendid photographs. On one occasion his aircraft was subjected to two attacks by enemy night fighters and was badly damaged but this airman rendered valuable assistance to his pilot and so enabled him to fly the aircraft home and effect a safe landing.

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LA TURNER, F/L Robert (C27109) - **Mention in Despatches** - No.428 Squadron (AFRO gives only "Overseas" - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 10 December 1919. Enlisted in RCAF in London, England, 30 January 1942 (transfer from Army). Repatriated to Canada via No.31 Personnel Depot, 14 September 1942; promoted Sergeant, 26 May 1943, subsequently being commissioned with effect from that date; to No.31 GRS, 9 July 1943, to No.31 Personnel Depot again, 9 October 1943. To United Kingdom, 26 October 1943. Promoted Flying Officer, 26 November 1943. Repatriated with No.428 Squadron, 1 June 1945. Trained for Tiger Force. Retired 10 November 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted 2 February 1945 stating he had served 23 months in Canada, 14 months overseas, which is difficult to reconcile with the postings just cited (particularly as regards home service). He appears to have taken pilot training in the United Kingdom, as he qualified as a pilot on 26 May 1943 and the listings show no training stations in Canada. RCAF photo PL-44559 (ex UK-21884 dated 2 June 1945) is captioned as follows: "When the Ghost Squadron of Canadian Bomber Group in Yorkshire took off for Canada on May 31st, 1945, their task of operational flying in Europe finished, they did not forget to take along the squadron mascot. A member of aircrew for the long trans-Atlantic flight, the puppy is shown being handed up to F/O Phil Mitchell, DFC, DFM, of Maidstone, Saskatchewan by F/L Bob La Turner of Los Angeles, U.S.A., an American in the RCAF."

This officer has displayed great loyalty, co-operation and devotion to duty far

beyond the ordinary call. His efforts in furthering the interests of his section and the squadron as a whole have been outstanding and an inspiration to all. No task has been too great for him to meet with cheerfulness.

He was also recommended for a DFC by W/C M.W. Gall, 22 May 1945 when he had flown 24 sorties (178 hours 40 minutes). Submission and sortie list as follows:

1 November 1944 - Oberhausen (6.50)
4 November 1944 - Bochum (6.15)
6 November 1944 - Gelsenkirchen (6.50)
16 November 1944 - Julich (5.45)
18 November 1944 - Munster (6.20)
21 November 1944 - Castrop (6.50)
27 November 1944 - Nruess (6.00)
30 November 1944 - Duisburg (6.55)
2 December 1944 - Hagen (4.50, crash landed, two members of crew killed)
14 February 1945 - Chemnitz (9.15)
20 February 1945 - Dortmund (7.00)
21 February 1945 - Duisburg (7.05)
23 February 1945 - Pforzheim (9.10)
27 February 1945 - Mainz (7.55)
28 February 1945 - Neuss (3.20, recalled)
1 March 1945 - Mannheim (7.30)
2 March 1945 - Cologne (6.20)
5 March 1945 - Chemnitz (10.15)
7 March 1945 - Dessau (8.50)
11 March 1945 - Essen (6.10)
12 March 1945 - Dortmund (6.40)
14 March 1945 - Zweibrucken (7.20)
15 March 1945 - Hagen (6.55)
16 March 1945 - Schwandorf (8.55)
22 April 1945 - Bremen (5.30)
25 April 1945 - Wangerooge (5.15)

This officer has displayed a high degree of courage, determination and resourcefulness. On one occasion his aircraft encountered severe icing conditions while crossing the French coast. He ordered the crew to abandon but with intrepid courage remained at the controls as it was impossible to jettison. He regained control and landed in French territory with full bomb load. Warned by R/T of holes in the runway he swung deliberately on landing on landing in order to safeguard personnel against his bombs exploding.

As a captain of aircraft he has displayed great leadership and his devotion to duty has been of a very high standard. I recommend the non-immediate award of the Distinguished Flying Cross.

Earlier (10 December 1944) he had been recommended by W/C A.C. Hull for a DFC (DHist file 181.009 D.1634 (RG.24 Volume 20604) when he had flown eight sorties (55 hours 15 minutes) as follows:

On the night of the 2nd December while en route to attack Hagen, Flying Officer Leturner's [sic] aircraft encountered severe icing conditions immediately after crossing the French coast. He lost control of the aircraft and ordered the crew to put on parachutes and stand by. At 4,000 feet he regained control momentarily and ordered the crew to abandon. With consummate coolness and intrepid courage he remained at the controls and, as the aircraft was over French territory, decided not to jettison his bomb load or abandon the aircraft but to try and land. On landing he was warned by R/T of soft filled-in craters at the end of the runway and in order to safeguard the landing strip and the lives of personnel on same, he swung on landing so as to land the 4,000-lb bomb on its side rather than its nose to lessen the danger of detonating it.

Flying Officer Leturner's first interest at all times was the safety of his crew and the aircraft. He showed utter disregard for his personal safety, a high degree of courage, initiative and clear thinking. I recommend the immediate award of the DFC.

The sortie list was as follows:

1 November 1944 - Oberhausen (6.50)
4 November 1944 - Bochum (6.15)
6 November 1944 - Gelsenkirchen (5.50)
16 November 1944 - Julich (5.45)
18 November 1944 - Munster (6.20)
21 November 1944 - Castrop (6.50)
27 November 1944 - Neuss (6.00)
30 November 1944 - Duisburg (6.55)
2 December 1944 - Hagen (4.50, crash landed)

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LA VALLEY, F/O Lawrence Eli (J86466) - **Distinguished Flying Cross** - No.10 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 26 October 1921. Home in Princeton, British Columbia; enlisted in Vancouver, 9 March 1942 and posted to No.3 Manning Depot. To No.4 ITS, 20 June 1942; graduated and promoted LAC, 28 August 1942 but not posted to

No.5 EFTS until 10 October 1942; may have graduated 11 November 1942 but not posted to No.7 SFTS until 28 December 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943. Promoted Flight Sergeant, 16 October 1943. Commissioned 15 May 1944. Promoted Flying Officer, 15 November 1944. Repatriated 25 January 1945. To Western Air Command, 26 January 1945. To No.8 Release Centre, 26 March 1945. Retired 29 March 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty."

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LABERGE, P/O Joseph Andre Roger (J17674) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 6 November 1943 as per **London Gazette** dated 16 November 1943 and AFRO 2610/43 dated 17 December 1943. Born in Montreal, 18 April 1922; home there. Enlisted there 12 August 1941 and taken on strength of No.4A Manning Depot. To No.3 ITS, 13 September 1941; graduated and promoted LAC, 19 October 1941; to No.10 AOS, 7 November 1941; to No.6 BGS, 13 February 1942; promoted Sergeant, 24 March 1942; to No.2 ANS, 28 March 1942. To "Y" Depot, 28 April 1942. To No.31 OTU, 12 May 1942. To Ferry Command, 30 June 1942; to RAF overseas, 20 July 1942. Commissioned 24 April 1943. Promoted Flying Officer, 24 October 1943. Shot down and taken prisoner with No.405 Squadron, 30 January 1944. Promoted Flight Lieutenant, 24 April 1945. Repatriated 7 July 1945. To Lachine, 20 July 1945. Retired 19 September 1945. No citation in AFRO other than "completed many successful operations against the enemy in which [he] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 18 September 1943 when he had flown 30 sorties (151 hours five minutes), 29 January to 8 September 1943.

This officer has shown a high degree of skill and initiative. His cheerful confidence has inspired a high standard of morale in his crew. Of his 30 operational sorties, 16 of them have been over heavily defended targets in Germany, such as Essen, Wuppertal, Krefeld, Mulheim, Cologne, Hamburg, Frankfurt, and Mannheim. For this fine record of achievement, his outstanding ability and strong sense of duty, this officer is strongly recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

29 January 1943 - Lorient (3.10, unsuccessful)
11 February 1943 - Ameland (4.10)

16 February 1943 - Lorient (7.30)
20 February 1943 - Ameland (3.45)
1 March 1943 - Ameland (4.35)
9 March 1943 - Gardening, Heligoland (5.15)
2 April 1943 - St. Nazaire (6.50)
4 April 1943 - Kiel (3.00, unsuccessful)
10 April 1943 - Frankfurt (6.20)
16 April 1943 - Mannheim (7.45)
27 May 1943 - Essen (5.10)
29 May 1943 - Wuppertal (5.50)
1 June 1943 - Gardening, Zuider Zee (3.30)
21 June 1943 - Krefeld (4.30)
22 June 1943 - Mulheim (4.45)
24 June 1943 - Elberfeld (5.45)
28 June 1943 - Cologne (3.00, unsuccessful)
2 July 1943 - Gardening, Brest (4.55)
3 July 1943 - Cologne (5.50)
8 July 1943 - Gardening, Brest (6.10)
13 July 1943 - Aachen (5.10)
29 July 1943 - Hamburg (5.50)
2 August 1943 - Hamburg (4.15, unsuccessful)
3 August 1943 - Gardening, Lorient (6.30)
6 August 1943 - Gardening, Zuider Zee (3.20)
24 August 1943 - Gardening, Zuider Zee (3.20)
25 August 1943 - Gardening, St. Nazaire (6.30)
3 September 1943 - Raisnes Forest, ammunition dump (4.50)
5 September 1943 - Gardening, Brest (6.05)
8 September 1943 - Boulogne, special mission.

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LaBELLE, F/O Jack Owen (J36132) - **Commended for Valuable Services in the Air** - No.23 EFTS - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born 14 July 1915. Home in Vancouver; enlisted there 17 July 1942. Granted Leave Without Pay until 3 November 1942 when posted to No.3 Manning Depot. To No.4 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943 but not posted to No.5 EFTS until 17 April 1943; graduated 12 June 1943 when posted to No.7 SFTS; graduated and commissioned 1 October 1943. To No.3 Flying Instructor School, 15 October 1943; to No.24 EFTS, 26 November 1943; promoted Flying Officer, 1 April 1944; to No.23 EFTS, 17 April 1944. To No.8 Release Centre, 15 September 1945. Retired 18 October 1945. See DHist file 181.009

D.1262 (RG.24 Vol.20597); recommended 5 June 1945 when he had flown 1,105 hours (800 as instructor) including 226 hours (all instructional) in previous six months.

Since reporting to this unit this officer has proven himself untiring in his efforts to improve the standard of Elementary training. He is continually searching for and finding ways and means for the improvement of both the training of students and the morale of the station. The interest this officer takes in his work surpasses that of ordinary duty by far.

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LABELLE, W/C Joseph Emery Napoleon (C1887) - **Member, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 1 August 1911 at Lapasse, Ontario as per RCAF Press Release reporting award; university educated (BA). Employed by Rock City Tobacco Company. Home in Ottawa; enlisted there as Equipment Officer, 22 April 1940. Promoted Flight Lieutenant, 15 July 1941. To No.5 Manning Depot, 13 February 1942. Promoted Squadron Leader, 1 July 1942. To No.13 SFTS, 8 May 1943. To No.3 Training Command, 12 February 1944. Promoted Wing Commander, 1 June 1944. To No.1 Air Command, 15 January 1945. To No.17 Equipment Depot, 26 June 1945. To AFHQ, 15 January 1946. To Northwest Air Command, 15 August 1946. Retained rank of Wing Commander as of 1 October 1946. To Maintenance Command Headquarters, 27 May 1947. Retired at Rockcliffe, 2 September 1959. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation.

This officer, for the past year, has acted in the capacity of Assistant Senior Equipment Staff Officer at No.3 Training Command. At all times he has performed his duties in an efficient and exemplary manner and his tireless efforts to improve the administration of this Command, often at the sacrifice of off-duty hours, have shown that he places the service far above his own personal convenience. By his ability, initiative and great devotion to duty he has rendered highly meritorious service.

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LABELLE, F/O Philip Albert (J85882) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 29 November 1916 in Vancouver; home there (bookkeeper). Enlisted Vancouver 1 May 1941 and posted to No.2A Manning Depot, that date. To No.10 Repair Depot, 7 June 1941. To No.2 ITS, 3 July 1941. Promoted LAC, 19 August 1941 and posted to No.6 EFTS. Posted elsewhere, 20 September 1941. He appears to have left the service for reasons

unstated and then recorded as having re-enlisted at No.3 Manning Depot, Vancouver, 23 July 1942 with original rank of AC2. Posted to No.5 BGS, 11 September 1942; to No.7 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942 but not posted to No.19 EFTS until 6 February 1943; graduated 2 April 1943 when posted to No.17 SFTS; graduated and promoted Sergeant, 13 1943. To "Y" Depot, 6 August 1943; to RAF overseas, 25 August 1943. Commissioned 17 April 1944. Posted from No.61 Base to No.426 Squadron, 25 June 1944; from No.426 Squadron to "R" Depot, 27 September 1944. Repatriated to Canada, 8 December 1944. To Western Air Command, 20 December 1944. To No.8 Release Centre, 1 March 1945. Retired 5 March 1945. Died in Vancouver, 1 May 1976 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.4431 (RG.24 Vol.20649) has recommendation dated 16 October 1944 when he had flown 32 sorties (154 hours 40 minutes), 27 June to 12 October 1944.

This officer has completed 32 sorties over enemy territory, many of them against heavily defended areas such as Metz, Wesseling and Kiel. He has always shown great keenness to press home the attack and through his example has been an inspiration to his crew. His eagerness to go on operations and his disregard for personal danger make him stand out among his fellows. He is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

19 March 1944 - Air Sea Rescue (5.40)
27 June 1944 - Foret d'Eawy (4.25)
28 June 1944 - Metz (6.50)
5 July 1944 - Biennais (4.05)
6 July 1944 - Conquereaux (4.40)
7 July 1944 - Caen (4.20)
12 July 1944 - Creil (4.25)
15 July 1944 - Nucourt (4.20)
18 July 1944 - Wesseling (5.40)
20 July 1944 - L'Hey (3.20)
30 July 1944 - Amaye Seulles (4.25)
31 July 1944 - Foret de Croc (4.00)
5 August 1944 - St.Leu d'Esserent (5.05)
7 August 1944 - Totalize 5 (5.05)
8 August 1944 - Foret de Chantilly (4.40)
9 August 1944 - Foret de Nieppe (3.25)
12 August 1944 - Montrichard (5.20)

12 August 1944 - Falaise (4.00)
16 August 1944 - Kiel (5.55)
29 August 1944 - Brest (6.05)
31 August 1944 - Cezembre (5.05)
10 September 1944 - Le Havre (4.20)
11 September 1944 - Castrop Rauxel (5.05)
12 September 1944 - Wanne Eickel (5.00)
13 September 1944 - Osnabruck (5.05)
15 September 1944 - Kiel (5.25)
25 September 1944 - Calais (4.30)
26 September 1944 - Calais (4.20)
27 September 1944 - Bottrop (5.05)
30 September 1944 - Sterkrade (4.40)
6 October 1944 - Dortmund (6.10)
12 October 1944 - Wanne Eickel (5.35)

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LABONTE, LAC Joseph Joffre Touchette (R195295) - **British Empire Medal** - No.6 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 2 November 1919. Home in Montreal; enlisted there 15 October 1942 as Aero Engine Mechanic. To No.3 Training Command, 15 January 1943. To No.5 Manning Depot, 5 May 1943 To Technical Training School, 17 June 1943. Promoted AC1, 8 September 1943. To No.1 Technical Training Detachment, 23 September 1943. To No.3 Repair Depot, 28 December 1943. To Patricia Bay, 1 January 1944. To No.32 OTU, 22 February 1944. Promoted LAC, 1 April 1944. To No.6 OTU, 31 May 1944. To No.2 Release Centre, 26 September 1945. Retired 3 October 1945.

For over a year Leading Aircraftman Labonte has worked in setting up a practical demonstration room for the Engineering Section of Training Wing. He possesses the qualities of ability and initiative to a high degree. Leading Aircraftman Labonte, by his keen, untiring devotion to duty, even to the extent of working many voluntary overtime hours, has rendered an important service to the successful training program of this operational training unit.

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LABRISH, F/O Frederick Blair (J4763) - **Air Force Cross** - No.168 Squadron (Canada) - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 17 June 1913. Home in Regina; enlisted in Montreal 20 July 1940. To Trenton, 16 August 1940. To No.2 ITS, 31 August 1940; graduated and promoted LAC, 12 October 1940; to

No.3 AOS, 14 October 1940; to No.2 BGS, 6 January 1941; graduated 16 February 1941 when posted to No.1 ANS; graduated and commissioned 16 March 1941. Attached to Ferry Command, Montreal, 23 April 1941. Departed Dorval in Liberator AM926, 29 May 1941, proceeding via Goose Bay. Departed Goose Bay, 28 May 1941 and arrived in Britain 29 May 1941. Promoted Flying Officer, 16 March 1942. Attached again to Ferry Command, 25 June 1942 but no deliveries recorded. Returned to Rockcliffe, 14 September 1942. To No1 Central Navigation School, 2 October 1942. To No.9 AOS, 19 October 1942. To No.1 OTU, 21 June 1943. To No.3 Training Command, 28 June 1943. To No.10 AOS, 2 July 1943. To Rockcliffe, 28 October 1943. To No.168 Squadron, 11 November 1943. Promoted Flight Lieutenant, 10 June 1944. With F/O H.B. Hillcoat in this incident, 23 January 1944; see also P/O E.M. Rosenbaum, F/O C.A. Dickson, Corporal A. de Marco. Lost 15 December 1944 when Fortress of No.168 Squadron vanished en route to Azores.

This officer was the navigator of a Fortress which, while on a routine flight recently from Great Britain to Gibraltar, had a violent collision with an unidentified aircraft. The navigator's compartment was badly damaged but Flying Officer Labrish quickly gained his full senses and immediately moved aft to the wireless compartment, where he carried on his duties in a very cool and efficient manner, despite having to work on the floor under extremely awkward conditions. That the aircraft successfully completed the return trip in its badly damaged condition is in great part due to this officer's expert knowledge and coolness under most trying circumstances.

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LABROSSE, Sergeant Eugene Odilon (R107296) - **Mention in Despatches** - Tholthorpe - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 14 March 1920. Home in Macelin, Saskatchewan; enlisted in Saskatoon, 11 June 1941 as Wireless Operator (Ground) and posted to No.1 Manning Depot; to No.1 WS, 20 June 1941. Promoted AC1, 11 December 1941. To "Y" Depot, 2 January 1942; to RAF overseas, 7 January 1942. Promoted Corporal, 1 November 1942. Attained rank of Sergeant, 1 February 1945. Repatriated by air with No.419 Squadron, 11 June 1945. Assigned to Tiger Force at Greenwood. Released 30 August 1945. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation forwarded to No.6 Group Headquarters, 5 May 1945; confirming trade (Wireless Mechanic), date of enlistment and that he had served five months in Canada and 40 months overseas. Three brothers also served in the forces - Simon (New Westmister Regiment), Julian (Canadian Army Dental Corps), and Leon (RCAF). Postwar he operated a coffee shop before employment by an Alberta construction contractor. Died in Saskatoon, 11 December 1987; buried in Calgary.

R107296, Sergeant Labrosse, E.O., employed as NCO in charge Signals D.S.S. has maintained airborne signals equipment at this Station at a high standard of serviceability, frequently under adverse conditions. His initiative, cheerfulness and willingness to work much longer hours than that usually required has made him an outstanding NCO.

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LACAILLE, FS (now P/O) Vincent Jean Paul (R81621/J86941) - **Distinguished Flying Medal** - No.425 Squadron - Award effective 22 August 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born Magog, Quebec, 1 September 1920; home there (clerk). Enlisted in Montreal, 9 December 1940 as Equipment Assistant and posted to No.4 Manning Depot. To No.1 Manning Depot, 7 February 1941. To No.1 Equipment Depot, 14 February 1941. To Technical Training School, St. Thomas, 1 March 1941. Promoted AC1, 10 April 1942. To No.1 WS, 24 April 1941. To No.9 BGS, 4 December 1941. Promoted LAC, 1 January 1942. Remustered to aircrew and posted to No.3 ITS, 29 August 1942; may have graduated 23 October 1942 but not posted to No.11 EFTS until 21 November 1942; may have graduated 15 January 1943 but not posted to No.13 SFTS until 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943; to RAF overseas, 22 June 1943. Commissioned 20 May 1944. Promoted Flying Officer, 20 November 1944. Dates of repatriation and release not available. Rejoined RCAF as pilot, 7 August 1951 (41411); to No.2 (Maritime) OTU, 17 May 1952; to Trenton, 22 August 1954; to Station Penhold, 26 December 1954; retired 6 August 1958. Died at Qualicum Beach, British Columbia, 24 May 2002. RCAF photo PL-32721 (ex UK-14638 dated 13 February 1944) shows him as a member of No.425 Squadron emerging from Halifax bomber.

This airman has completed many sorties and has set a fine example of skill, gallantry and resolution. On one occasion, on the outward flight to an enemy target, his aircraft sustained damage and temporarily went out of control. Flight Sergeant Lacaille regained control although the aircraft vibrated violently and, displaying great determination, went on to bomb his target. On returning to base, he landed the damaged aircraft safely and without injury to any of his crew who had been ordered to take up crash stations. Flight Sergeant Lacaille set a fine example of skill, bravery and determination.

NOTE: Original recommendation in Public Record Office file Air 2/9158 (cited in Ian Tavender, **The Distinguished Flying Medal for the Second World War** (Savannah Publications, 2000) drafted 28 June 1944 when he had flown 15 sorties (79 operational hours).

On the night of 22nd/23rd May 1944, the aircraft being flown by Flight Sergeant Lacaille collided with another aircraft causing severe damage to the starboard wing and putting his aircraft temporarily out of control. The aircraft vibrated excessively but in spite of this Flight Sergeant Lacaille regained control and displaying determination and devotion to duty continued his operational mission and successfully bombed his objective. On returning to base, he ordered his crew to crash stations and made a successful landing without injury. During his operational tour, this Non-Commissioned Officer has shown a high sense of duty and initiative. His coolness and courage on this occasion is worthy of high praise and I strongly recommend him for the immediate award of the Distinguished Flying Medal.

The sortie list (found with similar recommendation in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) was as follows:

15 March 1944 - Stuttgart (7.30, second pilot)
22 March 1944 - Frankfurt (6.35)
24 March 1944 - Berlin (3.20, duty not carried out)
9 April 1944 - Villeneuve St. George (5.30)
10 April 1944 - Ghent (3.30)
22 April 1944 - Dusseldorf (5.20)
24 April 1944 - Karlsruhe (7.20)
26 April 1944 - Essen (5.05)
8 May 1944 - Haine St. Pierre (5.25)
10 May 1944 - Ghent (3.25)
12 May 1944 - Louvain (4.50)
19 May 1944 - Merville (3.50)
22 May 1944 - Le Mans (5.05)
2 June 1944 - Neufchatel (3.30)
5 June 1944 - Houlgate (4.50)
6 June 1944 - Coutances (4.35)

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LACERTE, LAC (now FS) Rosario Joseph (R115510) - **Commended for Valuable Services in the Air** - No.13 SFTS - Award effective 2 March 1943 as per **London Gazette** of that date and AFRO 513/43 dated 26 March 1943. Born 20 July 1920. Home in Saskatoon; enlisted there 5 June 1941 and posted to No.2 Manning Depot. To No.2 BGS, 14 August 1941. To No.2 ITS, 25 September 1941; graduated and promoted LAC, 6 December 1941) when posted to No.15 EFTS; may have graduated 13 February 1942 but posted to No.5 Manning Depot on 28 February

1942; to No.13 SFTS, 14 March 1942; graduated and promoted Sergeant, 3 July 1942. To No.13 Operational Training Squadron, 17 April 1942. To "Y" Depot, 4 July 1943. Commissioned 5 July 1943. To RAF overseas, 20 July 1943. Promoted Flying Officer, 5 January 1944. Repatriated 13 March 1945. To No.10 Repair Depot, 24 March 1945. Retired 11 May 1945. Died in Chiliwack, British Columbia, 2000.

A Harvard aircraft crashed in mountainous country. After the impact, LAC Lacerte, pupil pilot, on recovering consciousness, observed that the engine had separated from the fuselage and was burning. The other occupant of the aircraft, the instructor, who was critically injured, was still in the cockpit. Lacerte removed the instructor from the aircraft and all through the night and until nearly noon the next day, when they were found by a rescue party, he rendered first aid in such a capable manner that the life of his injured comrade was saved.

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LACHANCE, WO1 Joseph Louis (Can 9943) - **Mention in Despatches** - No.437 Squadron (identified in AFRO only as "Overseas") - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 21 March 1916. Home in Trenton, Ontario; enlisted in Calgary, 23 June 1938 as Wireless Electrical Mechanic. With No.8 (BR) Squadron as of 28 August 1939. Promoted LAC, 1 October 1939. Promoted Corporal, 1 October 1940. Promoted Sergeant, 1 February 1941. To No.1 WS, 19 July 1941. To No.4 WS, 8 September 1941. Promoted Flight Sergeant, 1 March 1942. Promoted WO2, 1 June 1943. To "Y" Depot, 26 September 1944. To United Kingdom, 4 October 1944. Promoted WO1, date uncertain. Repatriated, 13 August 1945. To No.1 Air Command, 22 August 1945. To No.6 Repair Depot, 8 September 1946. Reverted to Flight Sergeant, 1 October 1946. Promoted WO2, 1 April 1951. Commissioned in Telecommunications Trade, 1 August 1952. DHist file 181.009 D.4855 (RG.24 Vol.20657) has recommendation for MBE dated 9 June 1945; Signals Warrant Officer.

This Warrant Officer joined the squadron on its formation as the technical Signals Officer. He was given three days to prepare the aircraft for the greatest invasion in history - the invasion of Holland. By great determination and inspiring leadership he accomplished this task in a most praiseworthy manner.

Since those early days Warrant Officer LaChance has carried on in the same excellent manner, continually going beyond his normal call of duty to improve the efficiency of his section, assist in the welfare of the men under him and in other sections. At all times by his willingness and unparalleled devotion to duty, he has been an example to the squadron of the best service traits.

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LACHANCE, LAC Marcel Joseph Roger (R180787) - **Mention in Despatches** - No.6 Group (AFRO gives unit only as "Overseas"; DHist card indicates the formation) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born in Ottawa, 21 March 1924; home there; enlisted there 5 August 1942 for General Duties (reclassified as General Duties (Maintenance), 5 September 1944). On strength of No.5 Manning Depot, Lachine, 5 August to 19 October 1942; No.1 OTU, 20 October 1942 to 15 March 1943 (promoted to AC1, 5 November 1942; promoted LAC, 5 February 1943); to "Y" Depot, Halifax, 16 March 1943; struck off strength to overseas, 7 April 1943; arrived overseas 17 April 1943; to No.1664 Conversion Unit, 13 May 1943; to No.128 Airfield, 27 February 1944; to No.6400 Servicing Echelon, 1 May 1944; to No.3 PRC, 7 August 1945; repatriated 23 December 1945. Released at Rockcliffe, 18 February 1946. Served in Militia (30 Field Regiment, Ottawa, 1 September 1963 to 15 February 1966. No citation in AFRO.

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LACHARITE, FS (now F/O) Roger Alfred (R62734/J96155) - **British Empire Medal** - No.51 Squadron - Award effective 11 February 1947 as per **London Gazette** of that date and AFRO 107/47 dated 28 February 1947. Born in Sherbrooke, Quebec, 23 August 1919; home there. Educated at St.Patrick's Academy and Seminaire St.Charles Boromee. Reserve Militia, 1938. Enlisted in Sherbrooke, 23 July 1940. To No.12 Equipment Depot, 16 August 1940. To No.2 ITS, 30 August 1940. Graduated and promoted LAC, 13 October 1940 when posted to No.2 BGS; graduated and promoted Sergeant, 17 March 1941. To Embarkation Depot, 27 March 1941. To RAF overseas, 5 April 1941. Commissioned 1 May 1944. Promoted Flying Officer, 1 November 1944. Repatriated 8 July 1945. To Lachine, 20 July 1945. Discharged 10 October 1945; later employed by Bell as line foreman. Name also rendered as Alfred Roger Lacharite.

Flight Sergeant Lacharite was a member of the crew of an aircraft which was shot down over Holland on 25th July 1941. He was captured by the Germans after landing by parachute, and taken first to Dulag Luft, and a month later to Stalag VIII B at Lamsdorf. By changing identities with a New Zealander, Flight Sergeant Lacharite managed to be sent out on a working party and made three escapes, all of which were eventually unsuccessful, although on the first occasion he was at liberty for three months and on the second and third occasions he reached Prague and the Polish border respectively. After the last attempt, his true identity was discovered and Flight Sergeant Lacharite was sent to Stalag Luft III at the end of July 1942. Subsequently he engaged in tunnelling and other escape activities. In the autumn of 1944 the whole group was moved to

Fallingbommel where this airman worked in liaison with French workmen in order to obtain passports, food and equipment for the use of escapers. Later, while on the march from Stalag 357, Flight Sergeant Lacharite and a companion left the column on the fifth day of the march, and after three days in the woods, made contact with Allied troops. Throughout his period of captivity, Flight Sergeant Lacharite showed great determination to escape and also to assist other escapers. He set a fine example to his fellow prisoners.

Notwithstanding the citation, he was shot down on 24/25 August 1941. The website "Lost Bombers" provides the following information. Whitley Z6505 (MH-F, No.51 Squadron) lost 24/25 August 1941 (target Dusseldorf). The aircraft was initially delivered to No.58 Squadron. Airborne at 2059 hours, 24 August 1941 from Dishforth. Shot down by a night-fighter (Lt Hans-Dieter Frank, 1./NJG1) and crashed at 0130 hours, at Eind (Limburg), 5 km SE of Nederweert, Holland. Crew were Sergeant J.C.W.King (pilot, POW), F/O C.J. Powell, RCAF (second pilot, POW), F/O E.R. Templer (navigator, POW), Sergeant V. Thompson (WOP, POW), and Sergeant A.R. Lacharite, RCAF (Rear Gunner, POW). Lacharite (commissioned while in captivity) was taken first to Dulag Luft, and a month later began a virtual tour of camps - 8B, /L3, L6 and No.357. POW number 23603. He made three unsuccessful escapes from Camp 8B. Finally he escaped the Long March from Camp 357.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire, undated but stating he had flown two sorties. His statement read:

The Whitley took off from Dishforth about 2045 hours. It was a dark night with no cloud. A Me.110 was passed on the reciprocal going into the target but neither aircraft opened fire. Dusseldorf was bombed successfully from 10,500 feet at about 2345 hours. About 0110 flying over Holland at 11,500 feet approximately when the aircraft ran into searchlights and was held for about five minutes. The Rear Gunner was blinded by the light for Me.110s attacked from all angles shooting away the controls and the Whitley went down in a dive. The order given to bale out and all the crew got out using chest type chutes. The Rear Gunner got out of rear escape hatch and had some difficulty in overcoming the slipstream before getting out. The pilot strained his thigh muscles, probably because his harness was loose.

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LACKMAN, F/L Edward Franklin (J88540) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945. Born 13 February 1923 in Winnipeg; home in Calgary (student). Enlisted

Regina, 21 May 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 6 July 1941. To No.4 WS, 25 October 1941; promoted LAC, 28 November 1941; to No.7 BGS, 9 May 1942; graduated and promoted Sergeant, 8 June 1942. To No.3 BGS, 21 June 1942. Promoted Flight Sergeant, 16 February 1943. To "Y" Depot, 6 April 1943. Further postings unclear. Commissioned 11 July 1944. Promoted Flying Officer, 11 January 1945.

Flight Lieutenant Lackman has always displayed outstanding courage in the performance of his duties as wireless operator (air). In February 1945, on a sortie to Leipzig, his aircraft was attacked by five enemy aircraft. Flight Lieutenant Lackman was largely responsible for giving the pilot instructions for evading the enemy. His courage in the face of danger has been outstanding at all times.

Originally recommended by W/C Hugh Ledoux, 29 March 1945 when he had flown 32 sorties (177 hours 30 minutes) as follows:

3 August 1943 - 50° 27' N 03° 30' E (4.25)
27 January 1944 - Berlin (7.35)
15 February 1944 - Berlin (8.10)
19 February 1944 - Leipzig (7.40)
21 February 1944 - Stuttgart (7.30)
24 February 1944 - Schweinfurt (7.45)
7 March 1944 - Le Mans (6.05)
24 March 1944 - Berlin (7.15)
26 March 1944 - Essen (5.05)
30 March 1944 - Nuremberg (7.40)
10 April 1944 - Laon (5.10)
18 April 1944 - Paris (4.45)
20 April 1944 - Cologne (4.20)
8 May 1944 - Haine St. Pierre (4.25)
9 May 1944 - Calais (3.00)
12 May 1944 - Louvain (3.50)
19 May 1944 - Merville (4.40)
24 May 1944 - Trouville (3.40)
27 May 1944 - Bourge (4.30)
31 May 1944 - Cherbourg (4.30)
5 June 1944 - Houlgate (4.25)
6 June 1944 - Coutances (4.20)
17 June 1944 - Abbeville (4.10)
23 June 1944 - Calais (3.45)

24 June 1944 - Bamieres (3.40)
17 September 1944 - Boulogne (3.52)
28 October 1944 - Cologne (5.20)
17 November 1944 - Munster (5.15)
30 November 1944 - Duisburg (6.45)
1 March 1945 - Mannheim (7.30)
5 March 1945 - Chemnitz (7.45)
15 March 1945 - Castrop Rauxel (6.10)

Flight Lieutenant Lackman is a Wireless Operator Air Gunner who has successfully completed thirty-two sorties over enemy territory. Three of these targets were over Berlin, Germany.

On the night of 19th February 1944, Flight Lieutenant Lackman was detailed to bomb Leipzig, Germany. Shortly after leaving the English coast, the aircraft was attacked by enemy fighters. Five enemy aircraft attacked successively from the French coast to the target.

In the face of such enemy action the members of the crew acted as one man. Flight Lieutenant Lackman, who was in the astro turret, kept a sharp watch for enemy aircraft and was largely instrumental in giving the manoeuvring action for the superb evasive action that followed. Dogged determination and efficiency resulted in driving home a successful attack.

This officer has distinguished himself by his outstanding activity in the air as well as by whole-hearted cooperation on the squadron. He is an exceptionally good leader of men.

His keenness for air operations is highly commendable. It is for this reason that I recommend Flight Lieutenant Lackman for the award of the non-immediate Distinguished Flying Cross.

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LADEROUTE, Sergeant Michael John (R56180) - **Mention in Despatches** - attached to Middle East Command - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 26 February 1922. Home in Montreal, 26 February 1922; enlisted there 1 July 1940. Trained at No.1 Manning Depot (1 July to 22 July 1940), No.1 ITS (22 July to 16 September 1940), No.1 WS (16 September 1940 to 19 January 1941) and No.1 BGS, Jarvis (graduated 15 February 1941). Arrived at No.3 PRC, 20 April 1941; to No.22 Signal

School, 28 April 1941; to No.1 Wing, Yatesbury and No.12 OTU, 31 May 1941; to No.99 Squadron, 25 August 1941; to No.15 OTU, 2 October 1941; to Middle East, 15 October 1941; to No.109 Squadron, date uncertain until 4 January 1942; No.162 Squadron, 4 January to 16 August 1942; to Home Establishment, 6 September 1942, served at No.22 OTU, dates uncertain; returned to Canada, 12 December 1943; commissioned 26 October 1943; served at No.34 OTU, 30 December 1943 to 30 April 1944 (promoted Flying Officer, 26 April 1944); posted overseas, arriving in UK, 2 June 1944; attended No.1659 CU; to No.434 Squadron, 19 August 1944; killed 11 September 1944.

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LAFFERTY, F/L William George (J23941) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 24 January 1919 in Kingston, Ontario; home there (proof reader). Formerly in Royal Canadian Artillery. Enlisted Trenton, 4 August 1939 as Equipment Assistant and posted to Trenton. To No.1 WS, 24 February 1940. Promoted AC1, 1 March 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 June 1941. To No.2 ANS, 27 July 1941. Remustered to aircrew and posted to No.3 ITS, 11 April 1942; graduated 18 July 1942 when posted to No.11 EFTS. Ceased training on 21 September 1942 and posted to Trenton. To No.9 AOS, 24 October 1942; graduated and commissioned 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 19 March 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, 19 February 1945. Repatriated 8 August 1945. Retained rank in RCAF as Flight Lieutenant, 1 October 1946 (service number 10233). Promoted Squadron Leader, 1 January 1953. Died in London, Ontario, 23 October 1987 as per **Airforce Magazine** of October-November-December 1988, Royal Canadian Legion "Last Post" website and **Legion Magazine** of February 1988. Photo PL-48157 shows him, wife and father after investiture in 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 23 May 1945 when he had flown 34 sorties (174 hours 35 minutes), 25 February 1944 to 10 May 1945. This included a tour of 30 trips, 25 February to 27 June 1944, followed by a single bombing raid on Wangerooge (25 April 1945) and three trips under Operation EXODUS (8, 9 and 10 May 1945).

Flight Lieutenant Lafferty is now on his second tour of operations, most of his sorties being carried out against heavily defended German targets. He has consistently displayed the finest operational spirit, coolness in emergency, and unbounded courage. He is imbued with a determination to attack, whatever obstacles he may be faced with. He is a valued crew member who has done much to improve the spirit and efficiency of his whole section.

The sortie list was as follows:

25 February 1944 - Augsburg (8.00)
1 March 1944 - Stuttgart (8.10)
15 March 1944 - Stuttgart (8.25)
18 March 1944 - Frankfurt (6.10)
22 March 1944 - Frankfurt (5.45)
24 March 1944 - Berlin (7.00)
26 March 1944 - Essen (5.10)
10 April 1944 - Aulnoye (5.20)
11 April 1944 - Aachen (4.30)
18 April 1944 - Rouen (4.05)
20 April 1944 - Cologne (5.20)
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (6.35)
27 April 1944 - Friedrichshaven (8.35)
10 May 1944 - Dieppe (3.25)
21 May 1944 - Duisburg (5.00)
22 May 1944 - Dortmund (4.25)
24 May 1944 - Aachen (4.45)
31 May 1944 - Tergnier (4.35)
2 June 1944 - Berneval (3.15)
4 June 1944 - Sangette (3.00)
5 June 1944 - Grisbecq (4.20)
6 June 1944 - Acheres (4.00)
9 June 1944 - Flers (4.45)
11 June 1944 - Huroux (3.50)
12 June 1944 - Gelsenkirchen (4.30)
22 June 1944 - Reims (5.00)
24 June 1944 - Les Hayons (3.30)
25 June 1944 - Legescourt (3.10)
27 June 1944 - Vaires (4.15)
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25 April 1945 - Wangerooge (4.55)
8 May 1945 - Exodus (5.00)
9 May 1945 - Exodus (5.35)
10 May 1945 - Exodus (5.10)

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LaFLAMME, F/O Arthur Joseph Edgar (J25962) - **Distinguished Flying Cross** - No.153 Squadron -

Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 18 March 1917, Hull, Quebec; home there. Enlisted in Ottawa., May 25 1938 as Airframe Mechanic. At Trenton as of 4 May 1939. Promoted LAC, 1 July 1939. Promoted Corporal, 15 February 1940. Promoted Sergeant, 1 October 1940. Promoted Flight Sergeant, 1 May 1941. Remustered to aircrew, 18 July 1942 at which time he reverted to Sergeant and was posted to No.5 ITS; may have graduated 26 September 1942 but not posted to No.10 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.5 SFTS until 27 December 1942; graduated and commissioned, 30 April 1943. To No.31 GRS, 3 June 1943. To "Y" Depot, 21 August 1943; to United Kingdom, 12 September 1943. Repatriated 7 February 1945. To No.1 Air Command, 18 February 1945. To No.10 SFTS, 8 April 1945. Retained rank of Flight Lieutenant in postwar RCAF (1 October 1946, service number 25962). Retired 1963. Operated Magasin Laflamme Centre de Coupon to 1992. Died in Gatineau, Quebec, 30 April 2015. 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 16 December 1944 when he had flown 30 sorties (168 hours), 12 August to 17 December 1944.

12 August 1944 - Bordeaux
16 August 1944 - Stettin
18 August 1944 - Reime
25 August 1944 - Russelheim
26 August 1944 - Kiel
5 September 1944 - Le Havre
7 September 1944 - Le Havre
10 September 1944 - Le Havre
12 September 1944 - Frankfurt
16 September 1944 - Steenwuk
17 September 1944 - Biggerkerke
20 September 1944 - Sangatte
23 September 1944 - Neuss
26 September 1944 - Calais
27 September 1944 - Calais
2 October 1944 - West Kapelle
5 October 1944 - Saarbrucken
7 October 1944 - Emmerich
14 October 1944 - Stuttgart
11 November 1944 - Dortmund
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
21 November 1944 - Aschaffenburg

27 November 1944 - Freiburg
29 November 1944 - Dortmund
4 December 1944 - Karlsruhe
6 December 1944 - Leuna
12 December 1944 - Essen
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm

This Canadian captain of aircraft has shown consistent courage and unusual initiative during his tour of operations. He has made 30 sorties against the enemy and his targets include such heavily defended areas as Kiel, Stuttgart, Essen and Frankfurt.

He has pressed home his attacks with the utmost determination and with complete disregard of enemy opposition. His courage and coolness in the face of intense anti-aircraft fire has been an inspiration to his crew. His leadership has contributed to the highest standard of morale in the squadron and is deserving of the highest praise. Such outstanding abilities and devotion to duty fully merit the award of the Distinguished Flying Cross.

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LaFLECHE, FS Loranger Andre (Can 9998) - **Mention in Despatches** - No.9425 Servicing Echelon (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 28 April 1919. Home in Montreal; enlisted there 3 November 1938 as Armourer. Promoted AC1, 1 July 1939. Promoted LAC, 1 October 1939. To No.11 (BR) Squadron, 2 January 1940. Promoted Corporal, 15 September 1940. To No.5 Equipment Depot, 31 October 1940.. Promoted Sergeant, 1 June 1942. Promoted Flight Sergeant, 1 August 1942. To "Y" Depot, 1 September 1942. To RAF overseas, 24 September 1942. Repatriated via Debert, 15 June 1945. To No.4 Repair Depot, 23 July 1945. To Greenwood, 9 October 1945. Retired 14 November 1945. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.26 Vol.2606) has recommendation for BEM submitted by F/L R.F.L. Hanna (Station Armament Officer) on 8 July 1944.

Shortly after the explosion of a number of bombs on a burning aircraft, at RCAF Station Tholthorpe, in the early hours of 28th June 1944, Sergeant LaFleche, though not on duty at the time, reported on the scene. In the darkness he searched around the burning wreckage of two aircraft for unexploded bombs in order that they might be removed before they exploded and caused further damage and possible loss of life. He ably assisted the Armament Officer in

locating and removing two bombs fused long delay which were hot from the fire and in a very dangerous condition. Shortly afterwards, when a misfire occurred in demolishing these two bombs, Sergeant LaFleche again showed commendable courage and devotion to duty in preparing these bombs for a second demolition charge.

His skill and courage in the face of known danger, together with his characteristic coolness and presence of mind, materially assisted in disposing of these bombs, thereby safeguarding lives and clearing the aerodrome for further operations without delay. I consider his gallant conduct fully merits the award of the British Empire Medal.

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LAFOND, F/O Leonard Eugene (J85836) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 17 June 1924 at Sarnia, Ontario; home there (butcher). Enlisted London, Ontario, 29 October 1942. To No.3 Manning Depot, 15 November 1942. To No.3 SFTS (guard duty), 8 January 1943. To No.4 Pre-Aircrew Education Detachment, 7 March 1943; to No.2 Air Gunner Ground Training School, 3 April 1943; promoted LAC and posted to No.3 BGS, 15 May 1943; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; to United Kingdom, 15 July 1943. Commissioned 24 March 1944. Promoted Flying Officer, 24 September 1944. Repatriated 13 August 1945. Retired 2 October 1945. Died in Sarnia, Ontario, 27 June 2005.

Flying Officer Lafond has participated in many operational sorties including attacks against Berlin, Kiel and Stettin. He has at all times displayed technical skill, courage, and determination of a high order. In April 1944, he was rear gunner in an aircraft detailed for a mine-laying mission in Cherbourg harbour. His aircraft was severely damaged by anti-aircraft fire but Flying Officer Lafond's excellent directions to his pilot enabled him to take successful action in evading the enemy searchlights. On the return flight over this country it was necessary to abandon the aircraft by parachute. This officer was trapped in his turret but showed great coolness and initiative in extricating himself. Despite his trying experience he has continued to show undiminished enthusiasm to operate against the enemy.

DHist file 181.009 D.3260 (RG.24 Vol.20637) has original recommendation drafted by W/C D.C. Hagerman, dated 28 September 1944, when he had flown 33 sorties (187 hours 30 minutes), 3 September 1943 to 15 September 1944. Incident described was 20/21 April 1944 although

recommendation incorrectly says 24 April 1944. Text and sortie list as follows:

Pilot Officer LaFond has completed 33 operational sorties over Germany and enemy occupied territory. Among the targets he has attacked are Berlin, Kiel and Stettin.

On the night of 24th April 1944 [sic], he was rear gunner of an aircraft detailed for mine laying in Cherbourg harbour. His aircraft was badly damaged by anti-aircraft fire but searchlights were unable to cone the aircraft, primarily due to the skill of Pilot Officer LaFond in directing his pilot. Over this country, on the way home, it became necessary to abandon the aircraft by parachute. Pilot Officer LaFond was trapped in his turret but showed great coolness and initiative in extricating himself. Although this was a very trying experience, it in no way lessened this officer's determination to fly on operations.

I consider Pilot Officer LaFond's example of steadfastness, determination and fine fighting qualities fully merits the non-immediate award of the Distinguished Flying Cross.

3 September 1943 - Orleans (5.40, nickel operation, Whitley aircraft)
29 December 1943 - Berlin (8.45)
5 January 1944 - Brest (mining, 5.35)
6 January 1944 - St. Nazaire (mining, 8.05)
28 January 1944 - Berlin (8.50)
2 February 1944 - Kiel (mining, 6.50)
3 February 1944 - La Rochelle (mining, 8.10)
15 February 1944 - Berlin (7.15)
21 February 1944 - La Rochelle (mining, 7.05)
2 March 1944 - Meulan (5.25)
7 March 1944 - Brest (mining, 6.00)
9 April 1944 - Lille (5.30)
10 April 1944 - Ghent (4.35)
13 April 1944 - Cherbourg (mining, 4.25)
17 April 1944 - Kiel (mining, 5.55)
19 April 1944 - sea search (6.00)
20 April 1944 - Cherbourg (mining, 5.00)
31 May 1944 - Mont Couple (3.40)
4 June 1944 - Calais (3.25)
6 June 1944 - Coutance (6.15)
9 June 1944 - Le Mans (6.00)

12 June 1944 - Cambrai (4.45)
23 June 1944 - Bientiques (3.50)
24 June 1944 - Bamteres (4.10)
6 July 1944 - Siracourt (4.05, day)
4 August 1944 - Bois de Casson (5.05, day)
5 August 1944 - St.Leu d'Esserent (5.15, day)
9 August 1944 - Acquet (4.30)
13 August 1944 - Falaise (4.10)
15 August 1944 - Soesterburg (4.10, day)
16 August 1944 - Stettin (8.20)
14 September 1944 - Wilhelmshaven (4.40, duty not carried out)
15 September 1944 - Kiel (6.25)

The incident of 20 April 1944 is described on "Lost Bombers" website. Halifax JP199 (NA-O) was an aircraft of No.428 Squadron and one of two aircraft of that unit lost that night (the other was JP113). Airborne at 2115 hours, 20 April 1944 from Middleton St.George to lay mines in French waters. At 20,000 feet, outbound, an engine caught fire and due to control difficulties the Halifax was abandoned, coming down about a mile northeast of Dielert Ladygrove Farm near Didcot, Berkshire. Crew (mostly RCAF) were S/L F.R.McGugan (pilot, killed), Sergeant R.F.Ellis, F/O T.L.Steele, F/O G.A.England (navigator, killed), WO2 N.C.Mason, Sergeant J.W.Eyre (RAF), and Sergeant L.E. Lafond.

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LAFOND, F/O Paul Charles Eugene (J14639) - **Distinguished Flying Cross** - No.10 (BR) Squadron - Award effective 5 May 1944 as per **London Gazette** and **Canada Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 12 July 1919 (as published in **Canadian Parliamentary Guide**). Home in Hull, Quebec; enlisted in Ottawa, 1 October 1941 and posted to No.5A Manning Depot. To No.4 Repair Depot, 7 November 1941. To No.3 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942 when posted to No.8 AOS; graduated 20 June 1942 when posted to No.9 BGS; may have graduated 1 August 1942 but not posted to No.1 ANS until 15 August 1942; graduated and commissioned 21 September 1942. To Eastern Air Command, 12 October 1942. To No.117 (BR) Squadron, 13 October 1942. To No.10 (BR) Squadron, 28 February 1943. Promoted Flying Officer, 21 August 1943. Promoted Flight Lieutenant, 21 September 1944. To Eastern Air Command Headquarters, 23 October 1944. To AFHQ, Ottawa, 6 May 1945. Retired 1 October 1945. Prominent in Liberal Party affairs, 1948 onwards; appointed to Senate of Canada, 7 October 1970. Chairman of Senate Defence Committee. Died of cancer, Ottawa, 27 May 1988. Medals with Canadian War Museum (AN 19900339-001). Photo PL-24223 shows him alone. Photo PL-24228 shows the whole crew after their attack on a U-Boat: Back Row - WO2 F.J. Patterson; F.O A.P.V. Cheater, F/O P.C.E. Lafond,

F/O M.S. Wallace, P/O J.A. Banks. Front Row - Sergeant S.S. Archer, WO2 C.S. Carter. See DFC entry for F/O A.P.V. Cheater for account of attack on **U-845**.

This officer was navigator of a VLR Liberator which attacked an enemy submarine recently in the North Atlantic. Under very poor visibility conditions he operated the bomb-sight with admirable efficiency in the face of continuous anti-aircraft fire. On the second attack, when it was almost dark, he released two depth charges which struck beside the conning tower with the result that the ensuing explosion blew the U-Boat partially out of the water and it was observed to sink immediately afterwards. This officer has completed hundreds of hours of anti-submarine operations in the North Atlantic and has set a consistently high standard of courage, skill and devotion to duty as a navigator and bomb aimer.

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LAFORCE, F/O Joseph Arthur Paul (J37744) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 26 October 1922 in Boston, Massachusetts; home in Montreal (farmer). Enlisted in Montreal, 2 October 1942 and posted to No.5 Manning Depot. To Trenton, 21 January 1943. To No.1 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 but not posted to No.1 AOS until 12 June 1943; graduated and commissioned, 29 October 1943; to "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 29 April 1944. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.13 EFTS, 9 June 1945. To No.2 Release Centre, 15 August 1945. Retired 20 August 1945. Living in Sillery, Quebec, June 1950.

Flying Officer Laforce has taken part in attacks against many heavily defended targets, including Essen, Cologne, Dusseldorf and Hanover. In October 1944, when detailed to attack Wanne Eickel, whilst approaching the target area, the aircraft suffered heavy damage from anti-aircraft fire. Despite this the mission was successfully completed. Flying Officer Laforce's unselfish devotion to duty together with his skill and efficiency have been worthy of high praise.

DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) had the original recommendation, drafted by W/C Hugh Le Doux, 18 April 1945 when he had flown 36 sorties (226 hours 15 minutes):

6 October 1944 - Dortmund (5.35)
12 October 1944 - Wanne Eickel (5.45)

14 October 1944 - Duisburg (6.05, duty not carried out)
15 October 1944 - Wilhelmshaven (5.55)
23 October 1944 - Essen (5.35)
25 October 1944 - Homburg (5.15)
28 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (6.15)
4 November 1944 - Bochum (5.25)
6 November 1944 - Gelsenkirchen (5.35)
16 November 1944 - Julich (5.25)
18 November 1944 - Munster (6.10)
21 November 1944 - Castrop Rauxel (6.40)
23 November 1944 - Neuss (5.15)
30 November 1944 - Duisburg (7.10)
18 December 1944 - Duisburg (6.20)
24 December 1944 - Dusseldorf (4.10)
29 December 1944 - Trois Dorf (6.55)
30 December 1944 - Cologne (6.20)
2 January 1945 - Ludwigshaven (7.45)
5 January 1945 - Hanover (5.40)
6 January 1945 - Hanau (6.45)
13 January 1945 - Saarbrucken (7.35)
14 January 1945 - Grenbroich (6.20)
28 January 1945 - Stuttgart (7.00)
13 February 1945 - Leipzig (8.25)
17 February 1945 - Wesel (6.40)
20 February 1945 - Monheim (7.05)
21 February 1945 - Worms (7.10)
7 March 1945 - Hemmingstadt (6.30)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (6.00)
12 March 1945 - Dortmund (6.30)
13 March 1945 - Wuppertal (6.00)
14 March 1945 - Zweibrucken (7.00)

On October 12th, 1944, as navigator, Flying Officer Laforce was detailed to carry out a daylight raid on a synthetic oil plant in Wanne Eickel, Germany.

The sky being cloudless, the enemy sighted the approach of the bomber and sent up an intense barrage of flak. The aircraft sustained approximately twenty (20)

large holes in the wings and the fuselage and many other small holes, which rendered some navigational aids unserviceable. Despite these adverse flying conditions, Flying Officer Laforce skilfully navigated his aircraft to the target and bombed most successfully.

On this occasion, as well as on many other heavily defended targets, such as Essen, Cologne, Dusseldorf, Hanover and Stuttgart, this officer has displayed outstanding efficiency, cool courage and dogged determination which have been an inspiration to his crew.

His unselfish devotion to duty and his superior knowledge of navigation are an indication of his distinguished air force service. I strongly recommend Flying Officer Laforce for the non-immediate award of the Distinguished Flying Cross.

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LAFRENIERE, F/O Joseph Rodolphe Henri (J35881) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 7 December 1921 in Maskinonge, Quebec; home in Trois Rivieres. Enlisted Quebec, 3 August 1942 and posted to No.1 Manning Dept. To No.1 ITS, 27 December 1942; graduated and promoted LAC, 5 March 1943; posted next day to No.20 EFTS; graduated 15 May 1943 when posted to No.13 SFTS; graduated and commissioned 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, Bournemouth, 13 October 1943. Promoted Flying Officer, 3 March 1944. Promoted Flight Lieutenant, 9 February 1945. Repatriated 23 April 1945. To No.1 Air Command, 8 May 1945. To No.13 EFTS, 9 June 1945. To No.2 Release Centre, 3 August 1945; retired 14 August 1945. Photo PL-48237 shows him after investiture. Recommended 18 December 1944 for incident of 2/3 December 1944 when his aircraft collided with another friendly aircraft; tip of starboard mainplane and top of tailplane rudder had been ripped off. At that time he could not ascertain full damage, and the performance was impaired. As of recommendation he had flown 19 sorties (114.05 operational hours).

This officer has completed many operational missions and throughout has displayed devotion to duty of a high standard. One night in December 1944 he piloted an aircraft detailed to attack Hagen. On the outward flight the aircraft sustained damage. The tip of the starboard mainplane was torn away; the top portion of a rudder was also broken off. In spite of this, Flying Officer Lafreniere went on to the target and executed a successful attack. He displayed exceptional determination throughout.

NOTE: Public Record Office Air 2/9044 has recommendation drafted by W/C H.C. Ledoux, 18 December 1944 when he had flown 19 sorties (114 hours five minutes):

The crew of which Flying Officer Lafreniere is pilot were detailed to bomb Hagen on the night of December 2nd, 1944. Shortly after take-off, the aircraft was travelling on course when suddenly another friendly aircraft collided with it. In the collision, Flying Officer Lafreniere's aircraft was badly damaged. An inspection of the damage was made and it was found that the tip of the starboard mainplane had been ripped off as well as the top part of the rudder. At the time of the accident, it was impossible to ascertain the full extent of the damage. The performance of the aircraft was impaired.

Despite these difficulties, the pilot, exhibiting remarkable courage and determination to drive home the attack, continued on the journey. The target was bombed on time with great success.

Such outstanding devotion to duty is highly commendable and I strongly recommend Flying Officer Lafreniere for the award of the immediate Distinguished Flying Cross.

The January 2002 issue of **Short Bursts** (Air Gunners Association) carried the following story by one "Sandy" Sanderson:

I flew as a spare Air Gunner at 425 Squadron. In late 1944 on an op with F/O Lafreniere's crew we were shot up with flak to the extent that the hydraulics were unserviceable. Arriving at Tholthrope, the wheels would not come down; the manual release toggles were also jammed. The pilot and crew discussed the options of bailing out or a wheels up landing. In a light hearted vein I said, "My Dad used to say, 'if it doesn't work, take a hammer to it. If it still doesn't work, you need a bigger hammer'." We had a chuckle over that, and I suggested to the pilot that if we could do another circuit or two I would have a go at the manual release (one on each side), with the fire axe. You will recall that there was a long curved point or pick on the back of the axe. I proceeded to chop a hole in the wall around the toggle enlarging it enough to get the curved point into the hole and through the toggle handle. With a mighty heave, the toggle released and the left wheel dropped down with a clunk! The pilot commented, with, 'now you've done it' tone, that I'd better get the right one down also."

I repeated the procedure on the right side and both wheels were now down. Even though the wheels were down, the instrument panel did not show them as

locked down. However, a beautiful landing was made.

As we walked away from the kite, the pilot and another officer remarked, "You know Sandy, you should get the DFM, you have saved the crew and the kite with that axe job."

(Editor) While discussing this article with Sandy recently he told me what the pilot had actually said when the left wheel dropped. It went something like this, "Sanderson do you know how much shit you will be in if you don't get the other wheel down !!!

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LAGACE, F/L Herve Paul (J16271) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 19 September 1944 as per **London Gazette** of that date and AFRO 2274/44 dated 20 October 1944. Born 22 February 1921 in St. Boniface, Manitoba; home in La Salle, Manitoba (also given as Montreal). Educated at College St. Boniface and University of Manitoba. Enlisted in Regina, 24 August 1940. Trained at No.1 BGS (graduated 28 October 1940. Commissioned 1942. Reported in obituary as having flown 58 missions. Served in postwar air force to 1970 (19831), acquiring pilot's badge in 1949. Postings included Germany and France (Military Attache to Paris, 1966 to 1969. Retired as Colonel and settled in Victoria. . Died in Vancouver, 3 December 2007.

As air gunner, this officer has displayed the highest standard of determination throughout his tour of operational duty. He has taken part in attacks on very many targets important to the enemy's war effort. His coolness in action and his notable gunnery skill have made him a most valuable member of aircraft crew.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation raised by W/C Lecompte, 27 July 1944 when he had completed 40 sorties (231 hours ten minutes); posted described as Squadron Gunnery Leader.

15 January 1942 - Hamburg (7.05)
8 April 1942 - Heligoland (4.25)
27 April 1942 - Trondheim (8.15, attacked Tirpitz)
28 April 1942 - Trondheim (8.05, attacked Tirpitz)
4 May 1942 - Stuttgart (2.25, hit by flak, crash-landed)
7 May 1942 - Gardening, Kiel Bay (5.55)
8 May 1942 - Warnemunde (7.30)
16 May 1942 - Gardening, Copenhagen (6.15)

19 May 1942 - Mannheim (6.10)
22 May 1942 - Gardening, Tromper Bay (7.00)
26 May 1942 - Gardening, Baltic (7.00)
30 May 1942 - Cologne (4.45)
15 July 1942 - Stuttgart (1.35, duty not carried out, crash landed)
5 October 1942 - Aachen (6.20)
6 October 1942 - Osnabruck (5.30)
13 October 1942 - Kiel (6.40)
15 October 1942 - Cologne (5.40)
31 October 1942 - Emden (5.40, daylight)
10 November 1942 - Gardening, Frisians (3.40)
20 November 1942 - Turin (1.00, duty not carried out)
22 November 1942 - Stuttgart (55 minutes, duty not carried out)
9 December 1942 - Turin (8.30)
31 December 1942 - Gardening, Brest (5.55)
20 January 1943 - Lorient (6.10)
29 March 1943 - Bochum (5.30)
18 November 1943 - Sea Search (4.00)

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6 March 1944 - Trappes (5.20)
15 March 1944 - Stuttgart (7.20)
9 April 1944 - Villeneuve St. George (5.30)
10 April 1944 - Ghent (4.10)
18 April 1944 - Noisy-le-Sec (4.50)
20 April 1944 - Lens (4.00)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (6.40)
26 April 1944 - Essen (5.05)
27 April 1944 - Aulnoye (4.30)
30 April 1944 - Somain (4.25)
8 June 1944 - Mayenne (5.10)
10 June 1944 - Versailles (5.15)
12 June 1944 - Cambrai (4.35)
16 June 1944 - Sautrecourt (3.55)
21 June 1944 - St. Martin (4.55)
1 July 1944 - Biennais (4.10)
7 July 1944 - Caen (4.10)

Throughout an operational career that comprises 40 offensive sorties against enemy targets, Flight Lieutenant Lagace has distinguished himself for his

outstanding leadership, courage and devotion to duty. These operations include attacks on Hamburg, Cologne, Aachen and Kiel, as well as sorties against the German battleship Tirpitz, at Trondheim, when intense flak opposition was encountered.

On one occasion, Flight Lieutenant Lagace was Rear Gunner of a Wellington bomber detailed to make a daylight attack on Emden. While over the target the aircraft was hit by flak in a number of places, including the rear turret. Though fragments were imbedded in the underpart of the seat, this courageous officer set a fine example by remaining at his post.

Flight Lieutenant Lagace's splendid record and fine offensive spirit are an inspiration to others. I recommend that his outstanding devotion to duty be recognized by the award of the Distinguished Flying Cross.

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LAGASSE, FS Guy Joseph Fred (Can 2211) - **Mention in Despatches** - Station Botwood - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 6 April 1917. Home in Mont Joli, Quebec; enlisted in Saint John, New Brunswick, 2 June 1937 as Airframe Mechanic. With No.5 (BR) Squadron as of 13 June 1938. Promoted AC1, 1 July 1939. Promoted Corporal, 1 June 1940. Promoted Sergeant, 1 July 1940. Promoted Flight Sergeant, 1 February 1941. To No.116 (BR) Squadron, 1 July 1941. To No.4 Repair Depot, 31 August 1941. To No.116 (BR) Squadron again, 28 February 1942. To Botwood, 18 August 1942. To Shelburn, 31 October 1942. To No.116 (BR) Squadron again, 31 March 1943. To Mountain View, 21 June 1945. Reverted to Sergeant in postwar RCAF, 1 October 1946. Promoted Flight Sergeant, 1 November 1947. Promoted WO2, 1 April 1954.

This non-commissioned officer has displayed great determination and devotion to duty in his capacity as non-commissioned officer in charge of Airframe Mechanics. His work has been excellent. The maintenance has been carried out under most trying conditions, often with limited facilities. He has given meritorious service and devotion to duty of a high order.

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LAGRAVE, S/L Henry Josias (C5433) - **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 29 August 1901. Enlisted in Ottawa, 14 April 1924 as Equipment Assistant. As of 1 April 1939 he was a WO2. At Rockcliffe as of 22 September 1939.

Promoted WO1, 1 May 1940. Commissioned in Equipment Branch with rank of Flying Officer, 31 May 1941. To AFHQ, 15 June 1941. To Calgary, 20 June 1942. Promoted Flight Lieutenant, 20 July 1942. To Tofino, 25 October 1943. To Western Air Command Headquarters, 28 November 1944. Promoted Squadron Leader, 1 February 1945. Retired 15 May 1947, apparently to Vancouver. Died 12 March 1968 as per DVA letter of 6 June 1968.

This officer with almost 22 years service in the Royal Canadian Air Force has done his utmost to further the interests of the service over this period. His work has always been of an outstandingly high order. Since posted to this Headquarters his solid hard work and keen attitude to the service, first as Officer in charge Major Equipment, and latterly as Acting Senior Equipment Officer, has been worthy of merit.

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LAILAW, F/O Mowbray Scott (J29856) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 19 September 1922 in Saskatoon; home there (clerk). Enlisted in Saskatoon, 28 July 1942. To No.3 Manning Depot, 30 August 1942. To No.4 SFTS (guard duty), 23 October 1942. To No.7 ITS, 9 January 1943; graduated and promoted LAC, 3 April 1943; to No.3 AOS that date; graduated and commissioned 20 August 1943; to "Y" Depot, 3 September 1943; to United Kingdom, 12 September 1943. Promoted Flying Officer, 20 February 1944. Repatriated by air with No.408 Squadron, 20 June 1945; to No.405 Squadron for Tiger Force training, 17 June 1945; to No.2 ACU, 15 August 1945; to No.6 Release Centre, 11 September 1945; retired 18 September 1945. Photo PL-42150 (ex UK-18986 dated 22 February 1945) has the following caption: "With their starboard outer engine gone and one member of their crew wounded, P/O H.W. Cathrea, air bomber, Meadow Lake, Saskatchewan, left, and F/O M.S. Laidlaw, navigator, Saskatoon, went on to bomb their German target. They are shown here testing oxygen equipment before setting out on another trip." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 20 April 1945 when he had flown 36 sorties (192 hours 35 minutes), 25 August 1944 to 18 April 1945.

25 August 1944 - Russelsheim (8.30)
23 October 1944 - Essen (4.25)
28 October 1944 - Cologne (4.00)
30 October 1944 - Cologne (5.00)
9 November 1944 - Wanne Eickel (3.50)

16 November 1944 - Julich (3.20)
18 November 1944 - Wanne Eickel (4.25)
21 November 1944 - Castrop Rauxel (4.15)
27 November 1944 - Neuss (4.10)
30 November 1944 - Duisburg (4.00)
2 December 1944 - Hagen (5.40)
29 December 1944 - Troisdorf (4.50)
30 December 1944 - Cologne (4.35)
5 January 1945 - Royan (5.10)
7 January 1945 - Munich (7.00)
14 January 1945 - Merseburg (6.30)
16 January 1945 - Zeitz (6.40)
3 February 1945 - Bottrop (4.35)
14 February 1945 - Chemnitz (7.05)
23 February 1945 - Essen (3.45)
27 February 1945 - Mainz (4.35)
1 March 1945 - Mannheim (5.00)
5 March 1945 - Chemnitz (7.20)
7 March 1945 - Dessau (8.00)
8 March 1945 - Hamburg (5.50)
11 March 1945 - Essen (4.10)
12 March 1945 - Dortmund (4.20)
15 March 1945 - Misburg (6.35)
18 March 1945 - Witten (5.10)
22 March 1945 - Wildesheim (4.40)
4 April 1945 - Merseburg (6.35)
8 April 1945 - Hamburg (5.00)
9 April 1945 - Kiel (5.05)
14 April 1945 - Potsdam (7.40)
17 April 1945 - Schwandorf (6.45)
18 April 1945 - Heligoland (4.05)

Flying Officer Laidlaw is a most efficient and keen navigator is a highly successful crew which has almost completed one tour of operations. He has taken part in attacks against such strongly defended areas as Kiel, Chemnitz, Merseburg and Berlin. He has always shown great keenness to take part in operations. Throughout his operations, Flying Officer Laidlaw has set an outstanding example to all crew members, and his cheerful disposition and winningness has been a great asset to the squadron.

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LAILAW, W/C Robert (C5201) - **Member, Order of the British Empire** - No.3 Air Navigation School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 21 May 1902 in Troon, Ayrshire. Educated there, 1907-1921. Enlisted in Winnipeg, 4 December 1924 (service number 657) and graded as Labourer. To Vancouver, 10 January 1925. To Winnipeg, 1 May 1925. Remustered to Fitter Assistant, "C", 1 November 1925. To Camp Borden, 1 May 1926. Promoted AC1, 15 September 1926. Classified as Aero Engine Mechanic, 15 March 1927. Promoted LAC, 1 July 1927. To Flying Training School, Camp Borden, 6 October 1927 for Airman Pilot training. Deemed unsuitable for pilot, 7 December 1927. Promoted Acting Sergeant, 1 January 1929. Attached to No.11 (Army Cooperation) Squadron, Vancouver as part of Permanent Force unit, 10 September 1934. Attained rank of Flight Sergeant, 1 February 1936. Posted to Camp Borden, early 1939 as he was getting stale in No.111 (AC) Squadron but on 4 September 1939 posted again to No.111 Detachment, Vancouver. To Recruiting Centre, Calgary, 24 June 1940. Promoted WO2, 1 August 1940. Promoted WO1, 1 November 1940. To No.1 ANS, 23 November 1940. To No.1 Training Command, 30 April 1941. Commissioned 15 May 1941 in Aeronautical Engineer Branch. Promoted Flying Officer that date. To No.9 BGS, 23 June 1941. Promoted Flight Lieutenant, 17 August 1942 and posted that date to No.5 BGS. Promoted Squadron Leader, 15 August 1943. To No.4 SFTS, 15 September 1944. Promoted Wing Commander, 1 March 1945. To No.3 Air Navigation School, 23 April 1945. To No.8 Repair Depot, 16 September 1945. To No.2 Flying Training School, 1 October 1945. To No.2 Air Command, 17 January 1946. To Western Air Command Headquarters, 22 April 1946. Reverted to Squadron Leader, 1 October 1946. To Sea Island, 28 February 1947. To Station Edmonton, 9 July 1947. To Sea Island, 16 August 1950. Retired 7 May 1951. Died in Richmond, British Columbia, 5 December 1988.

This officer has served 21 years in the Royal Canadian Air Force as an airman and officer. His loyalty and devotion to duty have been outstanding. As Chief Engineering Officer his vast technical knowledge, coupled with his ability to grasp the requirements of his unit, has gained him the whole-hearted support of all personnel with whom he has served.

The above was based on a recommendation raised 22 July 1945; text as follows:

This officer has served 21 years in the Royal Canadian Air Force as an airman and officer. His loyalty and devotion to duty have been outstanding. By his leadership he has built his section up to a very high standard and his personal example has earned him the greatest respect from his section.

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LAINE, F/L Sven Roy Walfrid (J18786) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 9 February 1944 as per **London Gazette** dated 22 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Fort William, Ontario, 26 May 1921 of Finnish parents; home in Port Arthur. Education included High School matriculation and four years of commercial training at Port Arthur Technical and Commercial High School. Employed in general office work and as and underground hard rock miner and warehouse clerk. Enlisted Geraldton, Ontario, 12 July 1941. Granted Leave Without Pay until 31 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.10 SFTS (guard duty), 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 28 March 1942; may have graduated 19 June 1942 but not posted to No.12 SFTS until 4 July 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, 6 November 1942; to RAF overseas, 21 November 1942. Disembarked in Britain, 30 November 1942. Attached to No.15 (P) Advanced Flying Unit, 9 February 1943. Attached to No.1512 Beam Approach Training Flight, 7-13 March 1943. To No.22 OTU, 23 March 1943. Commissioned 23 May 1943. To No.428 Squadron, 26 May 1943. Attached to No.1659 Conversion Unit, 29 May 1943. To No.408 Squadron, 21 June 1943. Promoted Flying Officer, 23 November 1943; promoted Flight Lieutenant, 27 December 1943. Missing, presumed dead, 27 January 1944 (Lancaster DS849). Aircraft was airborne at 1748 hours to bomb Berlin. Crew consisted of the following: J18786 A/F/L S.R.W. Laine, pilot (20 trips, 136.35 hours), J18778 P/O James Graham Broadfoot, navigator (19 trips, 127.32 hours), R156756, Flight Sergeant Robert Joseph Bradle, bomb aimer (19 trips, 127.32 hours), 161756 P/O David Leonard Wright, RAF, wireless operator/air gunner (19 trips, 127.32 hours), R171123 Flight Sergeant George Henry Scott, air gunner (14 trips, 105.07 hours), R179428 Flight Sergeant Roy Alderson Mackay, air gunner (17 trips, 114.36 hours), 53785 P/O Alfred Ernest Jones, RAF flight engineer (18 trips, 125.07 hours) and C7114 F/O John Jule Jones, co-pilot, on his first mission. All buried in Germany.

This officer has taken part in very many sorties, including ten against the German capital. He is a skilful and resolute captain, whose fine fighting qualities have impressed all. On a recent occasion whilst over Brunswick his aircraft was hit and it caught fire. Coolly and skilfully, Flight Lieutenant Laine overcame a difficult situation and then pressed home his attack with great determination. His great skill and resolution in trying circumstances contributed largely to the success of the sortie.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 Vol.20600) has original recommendation by W/C D.S. Jacobs when he had flown 20 sorties (136 hours 55 minutes); no sortie list; text as follows:

Since joining the squadron, Flight Lieutenant Laine has carried out a large number of operations against the enemy, including ten sorties to Berlin.

This officer has set a very good example as a captain, and on several occasions has displayed exceptional skill and coolness in extricating his aircraft from perilous situations. On the night of 14th January 1944, while over Brunswick, his aircraft was hit by incendiaries and set on fire. Flight Lieutenant Laine rose to the occasion and by prompt action and skilful airmanship, under most trying conditions, pressed home his attack with the utmost determination, and by his skill and courage managed to bomb the target and extricate his crew from a perilous situation. I strongly recommend that this officer be awarded the Distinguished Flying Cross.

NOTES: At No.2 EFTS he flew Tiger Moths - 35.30 day dual, 46.10 day solo and 4.05 night dual. Instrument time was 8.10 and Link time was 11 hours. He took 12 hours 20 minutes dual before first solo.

At No.12 SFTS he flew Cranes - 51.45 day dual, 87.05 day solo, 7.45 night dual, 8.40 night solo. Flying included 14.40 formation flying, 27.45 on instruments, 12.00 dual navigation, 28.00 solo navigation and 24 hours in Link. He flew 7.55 dual before first solo on Crane.

Course at No.15 (P) AFU was 9 February to 23 March 1943 (Oxford aircraft, three hours ten minutes day dual to first day solo, 15.35 day dual total and 11.05 day solo; 90 minutes night dual to first night solo and 4.55 night dual plus 6.05 night solo. Spent 5.35 on instruments, 1.50 as passenger, six hours on Link. Graded in following subjects: General Flying (265/400), Applied Flying (110/200), Instrument Flying (160/250), Night Flying (65/100) and Link (35/50). Described as "A high average pilot" and "moderately suitable" to be an instructor.

At No.1512 Beam Approach Training Flight he flew Oxfords (ten hours 20 minutes), all of it beam flying on instruments, plus seven hours as passenger and five hours in Link. Marked in following subjects: B.A. procedure and "Q" Code (Link Trainer) - 110/200; Receiver Operation - 50/100; Instrument Flying - 125/250, Cloud and Night Flying - 125/250, General Application of Beam Approach Procedure (Flying) - 100/200. Assesses as "Inclined to be erratic. Needs lots of practice. I.F. could be improved."

At No.22 OTU he flew Wellingtons: five hours day dual to first day solo, 11.45 day dual, 29.20 day solo, five hours 30 minutes night dual to first night solo, 17.30 night dual, and 25.05 night solo. He logged five hours on formation flying, 32.10 on instruments, and 15.15 in Link. Assessed as follows: General Flying - 300/400; Applied Flying - 150/200, Instrument Flying - 150/250, Night Flying - 60/100, Link Trainer - 35/50. Described as "An above average pilot; he

handles his crew very well and has had excellent results. Altogether an exceptionally good type of captain. Recommended for a commission."

He was involved in an accident on 3 May 1943 while attending No.22 OTU, a cross-country night exercise in Wellington HF810, damaged Category "E" (damaged beyond repair) at Bosworth Airfield, 0300 hours. Crew consisted of Sergeants Laine, Broadfoot, Bradley, Wright and MacKay (all subsequently lost with him). When cruising at 150 IAS, height 4,500 feet, the port engine failed. Propellor did not feather properly and height lost steadily so called Darky and saw airfield under construction. Using landing light he was able to pick out a suitable landing path. He did not attempt to lower the undercarriage as he deemed field unsuitable. Tuvjed down at 80 mph; no injuries. The Wing Commander Training at No.22 OTU (looks like "E. L. Jankins), wrote of this:

The history of this aircraft has been one of troublesome unserviceability and at one time the Bristol expert suggested verbally that he would have the engine changed on the next inspection. This was not done because after a very thorough inspection nothing wrong could be found. The cause of this accident was due to port engine failure, and the reason why the pilot was unable to maintain height was because he carried out the incorrect procedure for feathering the port propellor in that he tried to feather it without first putting the constant speed lever through the gate which is necessary in the case of Rotol hydraulic airscrews. I therefore consider him partially to blame for the ensuing crash and recommend that his log book be endorsed "carelessness".

The Group Captain commanding No.22 OTU agreed and Laine's log book was accordingly endorsed. However, when being passed out of No.22 OTU, the accident was described as being due to "engine failure, inexperience".

He had another incident on 4 July 1943, 0538 hours, Leeming (Halifax JB967, damaged category "A"). He had swung on takeoff for raid and touched a fence which probably damaged a tyre. On return from his mission he landed on a flat tyre and swerved off the runway. He was praised for controlling the aircraft after the landing and avoiding a more violent swing.

RCAF Press Release No. 1000 dated 19 January 1944 via F/O Vic Baker read as follows:

WITH THE RCAF. BOMBER GROUP OVERSEAS: -- These bomber boys are still very much concerned about the old bugaboo -- the 13th operational flight over enemy territory.

So the trip to Brunswick, German aircraft manufacturing centre, was much more than a bombing raid on a target to P/O S.R.W. Laine of Port Arthur, Ontario, and

his seven-men crew of a Goose Squadron Lancaster.

This was the 13th trip for the mid-upper gunner, Sergeant G.H. Scott of Montreal (146 Viau Street) and the 13th operation for their own kite X for X-ray. And like all superstitious voyages, it was a very risky one for the crew.

“Just after we passed the heavy searchlight belt that runs between Hanover Bremen on the way to Brunswick, we ran into heavy flak and picked up a number of holes,” said skipper Laine, on his 19th trip. “As if that wasn’t enough, on our bombing run over the target we ran into a shower of falling incendiaries from above us.”

The elongated incendiaries, whirling through the air towards the target area, struck the bomber in several places leaving holes in the port and starboard wings, flaps, bomb-bay and bomb doors. “One of them hit the port inner engine and stuck there starting quite a fire. I had to dive the kite at 300 m.p.h. to blow it out before we could carry on with our homeward journey,” said the pilot.

In the crew - all of them past that dreaded 13th trip now – are: navigator, Sergeant J.G. Broadfoot of Seaforth, Ontario; bomb-aimer F. Sergeant R.J. Bradley of Ottawa (259 Powell Avenue); rear-gunner F., Sergeant R.A. “Mac” MacKay of Truro, N.S. Flying with the crew on his first trip and acting as second pilot before taking his own crew on ops was F/O W.T. Fulton of Alcomdale, Alberta, a newcomer to the Goose Squadron.

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LAING, F/L George Henderson (J22778) - **Distinguished Flying Cross** - No.57 Squadron - Award effective 29 January 1944 as per **London Gazette** dated 15 February 1944 and AFRO 644/44 dated 24 March 1944. Born in Manitoba, 12 November 1922; home in Winnipeg; enlisted there 5 July 1941. Granted Leave Without Pay until 31 August 1941 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 24 October 1941. To No.10 SFTS (guard duty), 20 December 1941. To No.7 ITS, 17 January 1942; graduated and promoted LAC, 13 March 1942 but not posted to No.10 EFTS until 28 March 1942; may have graduated 5 June 1942 but not posted to No.11 SFTS until 20 June 1942; graduated and commissioned 9 October 1942. To “Y” Depot, 23 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 23 November 1943. Repatriated to Canada, 15 November 1944. To No.1 Air Command, 5 January 1945. To No.3 BGS, 9 January 1945. To No.1 Central Navigation School, 3 February 1945. To Mountain View, 3 March 1945. To No.1 Central Flying School, 30 June 1945. To No.5 OTU, 11 August 1945. To No.6 OTU, 12 October 1945. To

Greenwood, 15 January 1946. To Release Centre, 15 February 1946; retired 23 February 1946. Re-engaged with No.401 (Auxiliary) Squadron, 28 August 1948 to 1 May 1949 (120770). His crew was the subject of a book, **Bomber Flight Berlin** by Max Rossiter (2011). Became a TCA/Air Canada pilot, retiring as Captain of Boeing 747 aircraft. Died in Guelph, Ontario, 5 June 2011.

One night in December 1943, this officer was the pilot of an aircraft detailed to attack Berlin. Although engine trouble developed on the outward journey, Flight Lieutenant Laing continued to the target and bombed it. He afterwards flew safely to base although two of the aircraft's engines were out of action. Flight Lieutenant Laing has participated in many sorties and has always displayed praiseworthy skill, courage and determination.

LAING, F/L George Henderson, DFC (J22778) - **Bar to Distinguished Flying Cross** - No.97 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 293/45 dated 16 February 1945.

Since the award of the Distinguished Flying Cross, Flight Lieutenant Laing has continued to engage the enemy with the utmost efficiency, courage and success. His aircraft has been in combat on several occasions, on one of which one engine of his bomber caught fire and was rendered unserviceable. Despite damage, he continued to the target, completed his mission and flew his damaged aircraft safely back to England. His skill and unflinching devotion to duty have been most commendable.

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LAING, F/L Norman Leslie (J26053) - **Mention in Despatches** - No.405 Squadron (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Home in Toronto. Born in Saskatoon, 25 September 1919; home there (creamery worker). A member of Boys Clubs, Scouts and Rovers. Enlisted in Saskatoon, 4 March 1941; to No.2 Manning Depot, Brandon, 23 April 1941; to No.7 Equipment Depot, Winnipeg, 16 May 1941; to No.2 ITS, Regina, 21 June 1941; graduated and promoted LAC, 27 July 1941; posted next day to No.15 EFTS, Regina; graduated 13 September 1941 and posted to No.4 SFTS, Saskatoon; graduated and promoted Sergeant, 5 December 1941. To central Flying School, Trenton, 7 December 1941; to No.5 EFTS, High River, 4 March 1942; promoted Acting WO2, 5 December 1942. Subsequently commissioned with effect from 18 December 1942. Promoted Flying Officer, 18 June 1943. To No.15 SFTS, Claresholm, 27 June 1943. To "Y" Depot, 12 August 1943. Embarked from New York, 12 October 1943. Disembarked in Britain, 19 October 1943. To No.14 (Pilots) AFU, 22 February 1944. To No.82 OTU, 25 April 1944. To No.61 Base, 16 July

1944. Attached to No.1664 CU, 16 July to 15 August 1944. To No.431 Squadron, 15 August 1944. To No.405 Squadron, 8 November 1944. Attended Night Training Unit, 9-25 November 1944. Promoted Flight Lieutenant, 188 December 1944. Shot down 15 March 1945, at which time he had flown 35 sorties (190 operational hours); reported shot while evading capture although it seems more likely that he died of injuries (three members of his crew were definitely shot); buried in Germany.

Overseas Training: At No.14 AFU the course was 22 February to 25 April 1944. Flew Oxford aircraft (4.25 day dual to first day solo, 14.30 total day dual, 10.50 day solo, 1.20 night dual to first night solo, total 12.40 night dual and 18.25 night solo. Of this, 2.10 in formation and 4.15 on instruments. Marked on general Flying (260/400), Applied Flying (130/200), Instrument Flying (140/250), Night Flying (69/100) and Link (mark not clear). "Because of his experience as an instructor he has been given an accelerated course. He has maintained a high average standard except his night flying could have been more consistent. A very good officer who should make an excellent service pilot." (G/C A.H. Peck, 23 April 1944).

While at No.14 (P) AFU he also attended No.1512 Beam Approach Training Flight, 29 March to 3 April 1944. All flying on Oxford aircraft (nine hours 15 minutes, all on instruments and beam flying) but also logged 5.40 in Link. Graded average - "This pupil has completed quite a good SBA course although at times his beam work was spoilt through poor concentration."

At No.82 OTU (25 April to 8 July 1944) he flew Wellingtons (7.25 day dual to first day solo, 7.25 total day dual, 32.35 day solo; 3.00 night dual to first night solo (total night dual) and 33.55 night solo - also 9.05 in Link. Ground tests in Airmanship (270/300), Armament (213/300), Navigation (132/200), Signals (49/100), no Meteorology tests; Air Tests in General Flying (300/400), Applied Flying (175/200), Instrument Flying 175/250), Night Flying (80/100), and Link (29/50). "An above average captain and pilot of a good crew." (W/C R.M. Cox, 9 July 1944).

Course at No.1664 Conversion Unit. The exercises listed were as follows:

1. Familiarization
2. Dual - circuits and landings
3. Dual - circuits and landings, overshoot procedure
4. Dual - three-engine flying, to include one demonstration landing and at least one landing by the pupil at the controls before going solo
5. Solo - circuits and landings
6. Dual check including overshoot procedure.
7. Solo - circuits and landings, three engine flying.
8. Solo - circuits and landings - central flying - Standard Beam Approach practice.
9. Dual - three-engine landings and overshoots, two-engine flying.

10. Solo - complete crew. Bombing, W/T practice, Gee and map reading
11. Solo - complete crew - air to air firing, general flying.
12. Dual - complete crew - Fighter affiliation.
- 13 - Solo - complete crew - fighter affiliation, three-engine flying, Standard Beam Approach.
14. Solo - complete crew - Bombing, Standard Beam Approach practice
15. Dual - night circuits and landings to be completed in two nights with a check dual second night prior to solo.
16. Solo - night circuits and landings.
17. Solo - complete crew - day cross-country.
18. Solo - complete crew - night cross-country; night bombing.
19. Solo - complete crew - night cross country.

A log of exercises shows the following:

30 July 1944 - instructor F/O J.C. Baldwin - Exercises 1 and 4 (1.10 day dual) - "Coped OK on three engine practice; weather unsuitable for circuits"

1 August 1944 - instructor F/O .C. Baldwin - Exercises 2, 3, 4 and 5 (2.35 day dual, 25 minutes day solo - "Above average. Had no trouble at all on circuits and landings and taxiing; three-engine landing OK."

3 August 1944 - instructor F/O .C. Baldwin - Exercises 6, 7 and 8 (35 minutes day dual, 2.55 day solo) - "Dual check, no trouble at all. Still above average."

4 August 1944 - instructor F/O .C. Baldwin - Exercises 8 and 9 (1.45 day dual, 1.15 day solo) - "Two engine landings OK. Coped very well."

5 August 1944 - solo - Exercises 10 and 11 (3.00 day solo)

6 August 1944 - solo - Exercises 10-14 (3.15 day solo)

7 August 1944 - solo - Exercises 11-14 (3.10 day solo)

8 August 1944 - instructor S/L R. Knight - Exercises 12-13 (45 minute day dual, 1.30 day solo). "Fighter affiliation. Very good. Seems very capable."

8 August 1944 - instructor F/O .C. Baldwin - Exercises 15-16 (2.00 night dual, 35 minutes night solo). "Night circuits. Not too good, Swung once on take-off. Flew into deck on landing at first."

9 August 1944 - instructor F/O .C. Baldwin - Exercises 15-16 (40 minutes night dual, 1.30 night

solo), "Greatly improved at end of detail."

11 August 1944 - solo - Exercise 18 (4.40 night solo)

12 August 1944 - solo - Exercise 18, H2S (5.35 night solo, all using H2S)

13 August 1944 - solo - Exercise 18 (6.45 night solo)

He was assessed by S/L R. Knight at "a capable pilot and captain, learns fast". Navigator (P/O I.W. Bonter) assessed as "Does good work; his log keeping is in need of improvement" while Radar Assessment was "Good H2S. Bomb Aimer works hard." WOP (P/O R. Hyde) described as only "fair" at log keeping but otherwise above average, being capable of 18 words a minute with Morse. Rear Air Gunner Sergeant J.R. Crisp fired 1,100 rounds on 400-yard range, 1,000 rounds in air-to-air firing and took part in two fighter affiliation details. Marked in Sighting (26/40), Browning Gun (18/20), Boulton-Paul Turrets (18/30), Tactics (38/50), Aircraft recognition and range estimation (24/40), Harmonization (16/20), and target manipulation (ten hours). Assessed as average - "Inclined to think he knows it all, but is slow at this work." Mid-Upper Gunner, Sergeant F.J. Marsh, fired 700 rounds on 400-yard range, 800 rounds air-to-air and took part in two fighter affiliation details. Marked on Sighting (35/40), Browning Guns (12/20), Boulton-Paul turrets (16/30), Tactics (37/50), Aircraft recognition and range estimation (28/40), Harmonization (14/20) and Turret manipulation (ten hours). Graded as average - "Very slow but may improve with experience." Flight Engineer (Sergeant R. Morris) described as average - "Keen - seems a little slow in hydraulics". Laing himself had been put through the following Dual Exercises - Starting Up, Running Up, Stopping, Familiarisation, Landings (Day and Night), Overshoots, Two-Engine Flying, Three-Engine Flying, Feathering, Three Engine Landings (demonstration and by pupil), Three-Engine Overshoots, Action in Event of Fire, Cross-Wind Landings, George Demonstration and Fighter Affiliation. Apart from six hours on Gee in the air he had eight and one-half hours Gee training on the ground.

The website "Lost Bombers" provides the following on his last sortie. Lancaster NE119, No.405 Squadron (LO-P), target Misburg, 15/16 March 1945. NE119 was delivered to No.156 Squadron in May 1944 and stayed with this squadron until October 1944. Joined No.405 Squadron in January 1945. No account of the period 11 September 1944 to - 2 January 1945. No record of total hours. It was one of two No.405 Squadron Lancasters lost on this operation (the other was PB516). Airborne at 1759 hours, 15 March 1945 from Gransden Lodge to mark the Deurag oil refinery. Crashed 2125 hours at Bad Grund. F/O Laing parachuted, landing in trees, releasing his harness; he fell some thirty feet and was found dead with both legs broken. Others baled out safely but were put to death upon being captured. Full crew was L.N.Laing, MiD, RCAF (killed), Sergeant R.Morris (murdered), F/O I.W.Bonter, RCAF (POW); F/O D.G.Smith, RCAF (murdered), F/O R.M.Hyde, RCAF (POW); Flight Sergeant F.J.Marsh, RCAF (murdered), Flight Sergeant J.R.Crisp, RCAF (POW).

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LAIRD, F/L George Johnstone (J4896) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 9 November 1943 as per **London Gazette** dated 9 November 1943 and AFRO 358/44 dated 18 February 1944. Born in Winnipeg, 14 August 1914; home in Toronto; enlisted there 20 August 1940. To No.3 Training Command, 31 August 1944. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 16 November 1940 when posted to No.9 EFTS; graduated 4 January 1941 and posted that date to No.5 SFTS; graduated and commissioned 19 April 1941. To No.5 SFTS, 17 June 1941. Promoted Flight Lieutenant, 20 March 1942. To "Y" Depot, 28 December 1942. To RAF overseas, 2 February 1943. Promoted Squadron Leader, 9 November 1943. Killed in action, 30/31 March 1944 (Halifax LV923 of No.427 Squadron); buried in Belgium. Cited with Sergeant William H. Cardy (RCAF), awarded CGM (Flying). Incident occurred on the night of 3 October 1943. Also mentioned in Martin Middlebrook, **The Nuremburg Raid**, pp.235 and 280. Public Relations release in October 1943 says that his rear gunner (P/O Jack Findlay, Toronto) and English wireless operator were killed in the Kassel incident when aircraft was half-way to target; night fighter raked Halifax from below. Aircraft caught fire; Laird did steep turn and lost 4,000 feet but fire went out. Intercom knocked out and he learned by shouted reports that two were dead. Bomb aimer (Sergeant Joe Corbally, Toronto) unable to jettison bombs but fighter had shot away a cable that held 2,000-pound "cookie" and during violent evasive action it fell off. Corbally checked for damage and applied tourniquet to Cardy. Mid-upper gunner (P/O James Moffat) found nine German bullets in airplane, one of which passed between his own guns. While fire lasted in bomb bay the mid-upper gunner could not see for flame and smoke but continued to direct evasive action. Navigator (Sergeant George Lorimer, Vancouver) laid down direct course for home and kept lookout in nose. Struggled home and advised by control tower to bale out. Cardy had been badly wounded (right arm and eye) and had been losing consciousness; Laird refused to commit him to a parachute and got permission to land. With hydraulics shot away and unable to lock down undercarriage, Cardy regained consciousness enough to direct axe and back-saw work that finally got the wheels down. After touch-down the crew crawled clear just as incendiaries began to burn. RCAF photo PL-22363 (ex UK-5964 dated 11 November 1943) shows (left to right): Sergeant J.C. Corbally (bomb aimer, Toronto), S/L George Laird (captain, Toronto), P/O J. Moffat (mid-upper gunner, Castledon, Ontario), and Sergeant G.A. Lorimer (navigator, Vancouver).

Flight Lieutenant Laird and Sergeant Cardy were pilot and flight engineer respectively of an aircraft detailed to attack Kassel one night in October 1943. During the operation the bomber was hit by a hail of bullets from an enemy fighter. Nevertheless, Flight Lieutenant Laird coolly and skilfully outmaneuvered the enemy aircraft and set course for this country. Two of his crew had been

killed, however, and Sergeant Cardy was wounded in the arm and in the eye. In spite of intense suffering, this gallant airman refused to leave his post and executed his normal duties until he finally fainted through loss of blood. Later, when he again recovered consciousness, he attempted to do as much as he could to assist his captain in the homeward flight. By a superb effort Flight Lieutenant Laird succeeded in reaching base where he effected a safe landing in difficult circumstances. This officer displayed outstanding skill, courage and tenacity, while Sergeant Cardy's exemplary conduct and great fortitude were beyond praise.

The website "Lost Bombers" has the following on his last sortie. Halifax LV923, No.427 Squadron (ZL-W), target Nuremberg, 30/31 March 1944. LV923 was one of three No.427 Squadron Halifaxes lost on this operation; the others were LV898 and LW618. Airborne at 2200 hours, 30 March 1944 from Leeming. On the return flight, drifted north of track and collided with a No.622 Squadron Lancaster (ND767), both aircraft crashing near Rochecourt (Luxembourg), 13 km SW of Arlon, Belgium. Crew were S/L G.J.Laird ,DFC RCAF (killed); Flight Sergeant A.J.Stainton, RCAF, (killed); P/O J.Morrison, DFC (died from his injuries 20 April 1944); F/O W.E.P.Soeder, RCAF (killed); P/O J.C.Corbally, RCAF (killed); Flight Sergeant W.P.Clapham (killed); P/O L.H.Smith RCAF (killed); P/O J.Moffat RCAF (evaded).

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LAIRD, F/L Richard Ewart (J15630) - **Air Force Cross** - No.650 Squadron - Award effective 1 September 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born at Eriksdale, Manitoba, 10 January 1920. Home in Winnipeg; claimed 53 days Militia Service, 1935; in Canadian Army Active Force, 28 September 1939 to 24 October 1940 (Royal Canadian Artillery, 15th Vancouver Coastal Brigade). Enlisted RCAF in Vancouver, 25 October 1940. To Patricia Bay, 15 January 1941. To No.2 ITS, 7 February 1941; graduated and promoted LAC, 27 March 1941 when posted to No.8 EFTS; may have graduated 16 May 1941 but not posted to No.3 SFTS until 27 May 1941; graduated and promoted Sergeant, 20 August 1941. To "Y" Depot, 9 September 1941. To RAF overseas, 14 September 1941, arriving 29 September 1941. To No.54 OTU, 14 October 1941 (Blenheims, 86 hours 25 minutes). To No.406 Squadron, 17 February 1942 (Beaufighters, 80 hours). Attached to Station Waterfield, 14-28 March 1942 for Beam Approach Training course. Commissioned 3 July 1942. Crashed in North Sea, 15 August 1942 (but see below) and picked up by Air/Sea Rescue five hours later; hospitalized briefly in West Hartle Hospital and then returned to unit. To No.289 Squadron, 24 August 1942 (army co-operation, Defiants, Hurricanes, 653 hours 30 minutes). Promoted Flying Officer, 3 January 1943. Promoted Flight Lieutenant, 17 August 1943. To No.650 Squadron, 1 December 1943 (instructing, various types). Attached Station Banff, 25 January to 8 February 1944. To Repatriation Depot, 16 December 1944. Repatriated to Canada, 28 December 1944.

To Western Air Command, 6 January 1945. To No.5 OTU, 14 February 1945. To Patricia Bay, 9 July 1945. Released 2 November 1945. Re-engaged with RCAF, 22 July 1952 on Short Service Commission (Fighter Controller, service number 204484). To No.1 Officer School, London, 18 August 1952. To ADDC, Scarborough, 25 October 1952. To United States for Controller Course, 5 December 1952. To No.2442 Aircraft Control and Warning Squadron, 21 February 1953. To No.5 ADCC, Vancouver, 28 March 1953. To No.61 Aircraft Control and Warning Squadron, 12 July 1955. Granted Permanent Commission on 1 July 1956. Promoted Flight Lieutenant, 1 January 1957. To Station Beaverbank, 6 July 1958. To Air Defence Command Headquarters, 12 April 1960. To AFHQ, 6 May 1961. To No.53 Radar Squadron, Holberg, 29 June 1965. To Station Comox, 2 July 1966. Retired 10 January 1967. Died in Vancouver, 20 October 1975 as per British Columbia Vital Statistics. No citation found in Canadian sources. Public Records Office Air 2/9019 has recommendation made when he had flown 1,271 hours of which 180 were in previous six months.

Since being posted to the squadron at Cark as flight commander this officer has been responsible for providing air co-operation at Netheron which is approximately 50 miles from base. He has flown 180 hours on anti-aircraft co-operation work during the past five months in a difficult part of the country, often in bad weather. As a result of his keenness and superior organising abilities no course has left Netheron without completing its full programme and, when weather conditions are doubtful, he has never detailed any other pilot without first completing a sortie himself. By his personal example, he has set a high standard in the squadron.

Training: Course at No.2 ITS was 9 February to 9 March 1941. Courses in Mathematics (61/100), Armament (73/100), Signals (50/100), Hygiene and Sanitation (22/40), Drill (78/100), Law and Discipline (44/60). "Average material; former departmental store clerk, later plumbers helper. Easy going. Active in sports; brother Lieutenant in the Army. This airman former NCO 58th Battery."

Course at No.8 EFTS, 29 March to 16 May 1941. Tiger Moth aircraft (23.15 dual, 32.30 solo plus 5.25 on instruments; logged ten hours in Link). "Good average in all sequences - over anxious." Ground courses in Airmanship (166/200), Airframes (81/100), Aero Engines (74/100), Signals (90/100), Theory of Flight (65/100), Air Navigation (174/200), Armament, oral (150/200). Placed 17th in a class of 34. "Conduct excellent. Above average in ground school subjects - average in flying. This man works exceptionally hard. Should do well in the service." (F/L W.F. Poag).

Course at No.3 SFTS was 2 June to 20 August 1941 on Anson aircraft (39.00 day dual, 39.30 day solo, 3.50 night dual, 6.15 night solo - total of 20.05 on instruments; also logged 17 hours in

Link). "Progress slow but steady. More improvement noticeable towards the finish of training." (S/L F.R. Sharp). Courses in Airmanship and Maintenance (144/200), Armament, written (74/100), Armament, practical (68/100), Navigation and Meteorology (171/200), Signals, written (96/100), Signals, practical (50/50). Graduated 27th in a class of 47.

Notes: Accident with Anson 6437, No.3 SFTS, Calgary, 10 June 1941; solo practice, overshoot runway and ran through fence at east boundary side. Pilot error.

Accident, 7 January 1942, No.54 OTU, Blenheim Mark I, serial L1518. Ran off road between perimeter track and flight dispersal, sank into mud, damaging starboard propellor. "Gross carelessness on part of pilot."

Accident, night of 13 May 1942, No.406 Squadron, Beaufighter T3150 damaged ("for repair by contractor's working party"). Carrying out local flying and carried out a normal landing. "He checked that undercarriage was locked down and held it four or five feet in landing. On effecting a three point landing from this height the starboard undercarriage collapsed forward." Flight Commander witnessed it and said it had been a good landing, and cockpit drill had been proper. Concluded that undercarriage had been damaged in previous heavy landings. He was inexperienced (14 hours 15 minutes on type) but blame not attributed to him.

Accident, 1435 hours, 11 August 1942. Beaufighter X8157, Category "E", air firing exercise. "While air-to-air firing the Radio Observer reported wing dinghy hatch had come adrift. Aeroplane then shuddered and nose dropped sharply and height lost rapidly from 1,700 feet to 700 feet. Aeroplane was now diving vertically and full flap and full throttle used to pull nose up, and hit water at about 120 m.p.h." A further statement read, "Pilot reports loss or partial loss of control due to dinghy coming adrift from port mainplane and wrapping around port elevator." The question was whether it had come adrift through vibration and manoeuvres during exercise, or failure of wood screws securing hatch. No blame on pilot.

Accident, 9 December 1943, No.650 Squadron, Tiger Moth N6728, conveying urgent spares. "I was at 1,100 feet, flying straight and level, the aircraft performing correctly in all functions. The engine and engine controls were behaving normally. I had done no aerobatics. The engine cut and I immediately turned into the wind, checking petrol and switches which were on. I pumped the throttle and engine fired, but only momentarily. I chose to land on a stubble field, across wind, bounded by a hedge, in preference to a field into wind bounded by a stone wall. The aircraft touched down and then rolled through the hedge and turned over." Engine failure due to fuel starvation; investigators found a dent in main fuel pipe where it passed through rear of engine cowling; dent not attributable to accident.

Accident, 1330 hours of 2 June 1944, No.650 Squadron, Martinet JN539, passenger J85460 P/O

J.J.W. Calder (no injuries). Stationary at end of runway while clearing engine for takeoff, preparatory to formation flying exercise. Aircraft JN554 (F/O Crist) was to accompany him taxied into rear of JN539 - claims of brake failure not substantiated by tests afterwards.

On repatriation he stated he had flown 25 hours on operations (last sortie on 9 August 1942), 1,106 hours 50 minutes non-operational work.

Selected Assessments: 4 July 1944 - "A very reliable and hard working flight commander." (S/L V.B.S. Verity, when he had flown 1.190 hours, 179 in previous six months.)

1 November 1944 - "Has done well as a Flight Commander and subsequently as Temporary Squadron Commander of an Anti-Aircraft Cooperation Squadron. When I first knew him he was in charge of a detached flight, not over-well run, but since its incorporation in a fully established squadron under a strict Squadron Commander, the whole of Flight Lieutenant Laird's work showed marked improvement. He has recently been awarded the AFC for excellent flying work under all conditions of weather." (Air Commodore H.B. Russell, who then added the following: "When first I met this officer I drew his attention to the great necessity for full attention to ground duties. Cleanliness and order of ground equipment, and care of his personnel. He took this warning to heart and in the past 9-10 months has shown a very marked improvement in these respects.") .

12 February 1957 - "Flight Lieutenant Laird is a very capable officer, fully qualified to carry out the duties of his trade. At present he is keenly interested in returning to a flying career and has through his own initiative become current as a C-47 pilot. He is eager to remuster to aircrew and should be given every consideration. F/L Laird is a stern leader who maintains close control of his crew. He is inclined at times to question the decisions of his superiors, normally with adequate reason. Thos officer's social affairs are impeccable. He is very interested in the welfare of the service children and assists where possible." (S/L G.F. Ockensden, No.61 Aircraft Control and Warning Squadron).

6 July 1966 - "Flight Lieutenant Laird has fulfilled the duties of Chief Operations Officer in a most satisfactory manner. He is responsible for the supervision of seven officers and 25 men who he has formed into an efficient air defence team. This unit passed a Command Radar Squadron Assessment during the reporting period. The improved performance of the operations personnel during this assessment was due, in large part, to the efforts of this officer. In addition, although F/L Laird has been employed in staff positions for several years, his keenness and ability enabled him to become a combat-ready fighter controller in the minimum time. F/L Laird was PMC of the Officers' Mess for the first half of this period. The Mess activities were well-organized and the institute itself was operated efficiently." (W/C D.A. Child, Station Holberg).

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LAJEUNESSE, LAC Damien (R168305) - **Mention in Despatches** - Skipton-on-Swale - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born 19 December 1919. Enlisted in Hamilton, Ontario, 16 June 1942. To No.1 Manning Depot, 9 July 1942 (graded as "Tradesman"). Reclassified as Radio Telephone Operator, 24 September 1942. Posted that date to "Y" Depot. To RAF Overseas, 27 October 1942. Promoted AC1, 2 June 1943. Promoted LAC, 3 January 1944. Repatriated to Canada, 18 June 1945; to No.8 OTU, 19 June 1945 for Tiger Force training; to Greenwood, 31 July 1945. To Halifax, 6 September 1945; released 10 September 1945. DHist file 181.009 D.1762 (RG.24 Vol.20609) has recommendation composed about April 1945; noting that he had served three months in Canada, 30 months in UK.

LAC Lajeunesse has served for nearly two years in the Flying Control Section. His efficiency, intelligence and clear diction over the R/T have been commended by various Squadron Commanders stationed here during the past. His devotion to duty and willingness to work long extra hours of overtime watch are especially commendable. During difficult landing conditions, poor atmospheric conditions for radio reception and at times poor squadron discipline over the R/T, he has been especially helpful and of great reliability. His quick interpretation of instructions have been highly commendable.

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LAKE, F/L Ronald George (J11283) - **Distinguished Flying Cross** - No.441 Squadron - Award effective 23 February 1945 as per **London Gazette** dated 2 March 1945 and AFRO 802/45 dated 11 May 1945. Born 21 November 1919 in Timmins, Ontario; home in Longstaff, Ontario. Enlisted in Toronto 9 July 1941 and posted to No.1 Manning Depot. To No.31 Radio School, 8 August 1941. To No.3 ITS, 12 September 1941; graduated and promoted LAC, 19 October 1941 but not posted to No.20 EFTS until 8 November 1941; graduated 2 January 1942 and posted next day to No.16 SFTS; graduated and commissioned 24 April 1942. To Trenton, 23 May 1942. Instructed at No.6 SFTS, Dunnville, 16 July 1942 to 3 June 1943 (promoted to Flying Officer, 24 October 1942); to No.1 OTU, Bagotville, 3 June 1943. To Eastern Air Command, 17 August 1943; to No.125 Squadron, Halifax, 23 August 1943. Posted to "Y" Depot, 8 January 1944, departing on 20 January 1944 and arriving in Britain on 31 January 1944. Flight Lieutenant, 24 April 1944. Served in No.441 Squadron, 13 February to 10 December 1944; with No.57 OTU, 10-27 December 1944; No.286 Squadron, 27 December 1944 to 30 April 1945, and No.587 Squadron, 30 April to July 1945. Repatriated to Canada, 23 July 1945; released 8 September

1945. Died in St.Catharines, Ontario, 30 May 2010 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2010. Credited with the following aerial victories: **28 March 1944**, one unidentified twin-engine enemy aircraft damage on ground, Dreux plus one Me.410 damaged on ground (shared with two others); **2 July 1944**, one FW.190 destroyed plus two Bf.109s destroyed (one shared with F/L L.A, Moore), Liseux; **18 September 1944**, one Bf.109 destroyed, Arnhem; **27 September 1944**, one Bf.109 destroyed, Nijmegen; **30 September 1944**, one Me.262 damaged.

Flight Lieutenant Lake as second in command of his flight has always shown exceptional keenness to operate against the enemy and has pressed home his attacks with great determination and skill. He has destroyed at least four enemy aircraft and has inflicted much damage and destruction upon enemy road transport and gun positions. Flight Lieutenant Lake's courage and devotion to duty at all times have been worthy of high praise.

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LAKEMAN, F/O Joseph Cornelius (J25984) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Edmonton, 30 July 1917; home there; enlisted in Hamilton, Ontario, 2 March 1942. To No.5 Manning Depot, 5 April 1942. To No.13 SFTS (guard), 23 May 1942. To No.5 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.10 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.5 SFTS until 27 December 1942; graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 6 February 1945. To No.1 Air Command, 14 February 1945. To No.4 Release Centre, 27 February 1945. Retired 6 April 1945.

Flying Officer Lakeman has completed many sorties and has displayed a high degree of skill and courage in pressing home his attacks. One day in September, Flying Officer Lakeman was detailed to attack Emden. On the outward journey, many miles from the target, the starboard inner engine became unserviceable. Some height was lost but, undeterred, Flying Officer Lakeman continued to the target and executed a successful attack. He afterwards flew the aircraft safely back to base. His devotion to duty has been unflagging.

DHH file 181.009 D.2611 (Library and Archives RG.24 Volume 20627) has original recommendation raised 10 September 1944 by W/C A.F. Avant; he has flown 17 sorties (86 hours 20 minutes); no sortie list:

This officer has completed many sorties against the enemy, displaying at all times a high degree of skill and courage in pressing home his attacks.

One day in September, Flying Officer Lakeman was detailed to attack Emden in daylight.

On the outward journey, while still one hundred and fifty miles from the target, the starboard inner engine failed.

Undeterred and displaying a fine offensive spirit, this officer continued on three engines and although forced to bomb much lower than the main force in the face of much greater opposition, he dropped his bombs with precise accuracy. He then flew the aircraft safely back to base. It is considered that this officer's fine operational record, fortitude and devotion to duty fully merits the award of the Distinguished Flying Cross.

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LAMARRE, P/O Joseph Yves Jean Claude (J95374) - **Mention in Despatches** - No.425 Squadron - (deceased) - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Air gunner. Born in Montreal 12 December 1924; enlisted there 15 March 1943 and posted to No.5 Manning Depot. To No.1 Manning Depot, 7 April 1943. To No.4 WS, 29 August 1943; remained there to 7 October 1943 when posted to No.1 SFTS; to No.10 BGS, 29 October 1943; graduated and promoted Sergeant, 28 January 1944. Attended No.3 Aircrew Graduate Training School, Three Rivers, 12 February to 16 March 1944; posted on the latter date to "Y" Depot; embarked 25 March 1944; arrived overseas 2 April 1944; to No.22 OTU, 30 May 1944; to No.61 Base, 20 September 1944; attached to No.1664 HCU, 11 October to 24 November 1944; to No.425 Squadron, 24 November 1944; commissioned in September 1945 with effect from 4 January 1945; killed in action 5/6 January 1945 (Halifax MZ860, aircraft : "E"); buried in Germany.

His aircraft was shot down in the area of Nienburg/Weser at 1918 hours on 5 January 1945. The evidence was that all the crew baled out safely. However, P/O (then Flight Sergeant) Lamarre was shot by the SS. Other evidence suggested that WO2 (later P/O) J.A.P. Piche either died in the crash or was shot as well. With respect to Lamarre, the local SS officer, Obersturmbannfueher Bossenberg, had a heated argument with the local police chief, one Herr Keunecke who declined to shoot the prisoner, after which the SS officer declared, "We will have to shoot him ourselves". The story as put out that Lamarre had been shot while trying to escape, but Bossenberg ridiculed Keunecke for squeamishness, saying that a 19 year-old SS soldier had shot the prisoner. Information to this effect was known to Canadian authorities as early as 17 July 1945

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LAMB, W/C Hugh (C2238) - **Mention in Despatches** - No.1659 HCU - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Born 20 April 1910. Home in Verdun, Quebec. McGill University graduate in Engineering. Engineering Officer. Enlisted in Montreal, 4 June 1940 in Engineer Branch and posted to AFHQ. Promoted Flight Lieutenant, 15 July 1941. To No.4 BGS, 22 February 1942. To "Y" Depot, 15 September 1942. To RAF overseas, 25 September 1942. Promoted Squadron Leader, 18 May 1943. Promoted Wing Commander, 9 April 1945. Repatriated 27 September 1945. Retired 8 November 1945. Served again, 9 September 1953 to 21 March 1960 in Technical Branch/Aeronautical Engineering, with rank of Wing Commander (210497) in MATP work, retiring to London, Ontario. Recommendation for award stated he had served two years four months in Canada; as of 23 June 1945 had served two years seven months in England. No citation in AFRO; DHist 181.002 D.225 gives following:

Arriving in England in 1942, this officer has had considerable engineering experience before he joined this station in 1943. In the past two years he has been alternatively employed as Officer in Charge of Base Major Servicing and Chief technical Officer for Servicing Wing. The smooth efficiency of his section is due to his organizing and technical ability coupled with an unfailing good humour and devotion to duty. The high morale of his men reflects the genuine interest and concern he displays in their welfare at all times, and it is considered that his unselfish and untiring service is well worthy of recognition.

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LAMB, F/L John Douglas (J4115) - **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 28 June 1918 in Vancouver. Home in Vancouver; enlisted there 26 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.11 EFTS; may have graduated 4 December 1940 but not posted to No.2 SFTS until 11 December 1940; graduated and commissioned, 21 February 1941. Retained as a staff pilot or instructor. To No.18 EFTS, 2 January 1942. Promoted Flying Officer, 22 February 1942. To No.7 SFTS, 6 May 1942. To "Y" Depot, 7 October 1942. To RAF overseas, 7 October 1942. Promoted Flight Lieutenant, 22 February 1943. Repatriated 28 February 1943. To No.2 Flying Instructor School, 16 March 1943. To Trenton, 22 May 1943, To No.5 OTU, 15 June 1944. Attached to Ferry Command, 10 October 1944. Departed Montreal 2 November 1944 in Liberator KH365, proceeding via Goose Bay, Lagen, Rabat, Casel Benito, Shainbah (?) and Karachi (arrived 12 November 1944). Repatriated 5 September 1945. Retired 19 October 1945. Postwar he and his wife started the Canada-Mexico Friendship Association. Died in Toronto, 3 February 2004.

Flight Lieutenant Lamb has completed a considerable number of sorties over Burma, French Indo-China, Siam and Malaya, involving low flying in dangerous country and in adverse weather. He has completed a number of successful long range operations, three of which were over twenty hours duration. By his keenness and determination he has been largely responsible for the successes achieved.

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LAMBERT, F/L Albert (J1326) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Grimsby, England, 17 October 1914; home in Saint John, New Brunswick where he was an analytical chemist; enlisted in Toronto, 19 July 1940. To No.2 ITS, 31 August

1940; graduated and promoted LAC, 12 October 1940; to No.3 AOS, 14 October 1940; graduated 6 January 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 16 February 1941 when posted to No.1 ANS; graduated and commissioned, 15 May 1941. To Embarkation Depot, 26 March 1941. To RAF overseas, 17 April 1941. Further trained overseas at No.19 OTU, Kinross. Promoted Flight Lieutenant, 8 July 1942. Promoted Squadron Leader, 17 August 1943. Repatriated 22 December 1943. To No.9 AOS, 15 February 1944. Promoted Wing Commander, 1 June 1944. To No.2 Release Centre, 29 March 1945 and retired that date. RCAF photo PL-34820 shows Deputy Minister for Air (H.F. Gordon) pinning wings on Sergeant J.A.M. Brazeau (highest marks in class); on right is W/C A. Lambert, DFC, Chief Supervisory Officer of No.9 AOS. PL-34822 taken on occasion of last graduation from No.9 AOS - Deputy Minister for Air (H.F. Gordon) presents wing to Sergeant J.A. Senstrom of Montreal; observed by W/C A. Lambert and A/V/M Adelard Raymond.

This officer has completed a tour of operations which has included attacks on many different types of targets including Hamburg, Stettin, Wilhelmshaven, Berlin, and many others. On one flight his aircraft was airborne for eleven and one-quarter hours. As an observer his skill and determination at all times proved a source of confidence to all with whom he has flown.

Public Records Office Air 2/9598 has recommendation dated 12 July 1942 when he had flown 24 sorties (182 hours 12 minutes). Text differs little from above; sortie sheet is as follows (trips from 15 September 1941 to 14 February 1942 totalling 152 hours nine minutes were with another squadron; it is not known what "Gibraltar" signifies - possibly ferrying or anti-submarine patrols.

15 September 1941 - Hamburg (7.55)
29 September 1941 - Stettin (4.35)
1 October 1941 - Sticorth [?] (8.45)
12 October 1941 - Nuremburg (10.20)
20 October 1941 - Wilhelmshaven (6.30)
22 October 1941 - Mannheim (7.55)
31 October 1941 - Hamburg (7.20)
7 November 1941 - Berlin (10.10)
8 December 1941 - Essen (6.59)
15 December 1941 - Ostend (4.33)
18 December 1941 - Brest (7.36)
28 December 1941 - G.113 [?] (10.30)
30 December 1941 - Gibraltar (9.34)
9 January 1942 - Kabrit (8.07)
27 January 1942 - Kabrit (10.30)

4 February 1942 - Sareteva (11.15)
9 February 1942 - Gibraltar (10.50)
14 February 1942 - Gibraltar (9.15)
30 May 1942 - Cologne (4.59)
1 June 1942 - Essen (5.00, attacked target with navigational aid)
2 June 1942 - Essen (5.12, used navigation aid in 10/10 cloud)
6 June 1942 - Emden (4.36)
25 June 1942 - Bremen (5.15)
2 July 1942 - Bremen (5.01, 10/10 cloud)

LAMBERT, S/L Albert, DFC (J1326) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944.

Since being awarded the Distinguished Flying Cross this officer has taken part in a further number of operational sorties. An outstanding navigator and flight commander, Squadron Leader Lambert has continued to display keenness, efficiency and great devotion to duty, setting a splendid example to all in his squadron.

NOTE: Public Record Office Air 2/9219 and WO 208/3316 have an MI.9 evasion report compiled following interviews with him and F/O Hugh Thompson Huston of Vancouver (J13071, no award). They had left Gibraltar on 29 November 1943 and arrived in Britain on 30 November 1943.

We were members of the crew of a Halifax aircraft which took off from Gransden Lodge on 15 July 1943 at about 2300 hours to bomb the Peugeot works at Montbeliard.

On the homeward journey we were attacked by a night fighter when over Tonnerre. The two starboard motors were shot out and after losing considerable height for about 35 minutes the pilot gave orders to bale out. We came down at about 0315 hours just west of Bellegarde.

Squadron Leader Lambert

My parachute remained hanging in a tree with my Mae West and harness. I climbed down immediately and headed for F/O Huston, whose parachute I could see. I met him within about seven minutes.

Flying Officer Huston

I buried my parachute, Mae West and harness in thick undergrowth and had just pulled briars over them when Squadron Leader Lambert approached me.

Squadron Leader Lambert and Flying Officer Huston

We moved due south reaching a canal, along which we walked for about half an hour. As it was becoming light we hid in a wood on the canal bank. At 2300 hours, 16 July, we moved and continued along the canal, endeavouring to find a bridge. We eventually crossed the canal and continued to walk until 0200 hours, when we again hid in the woods, as there was a large car parked in the neighbourhood, which might have contained a patrol. We remained in the wood all day (17 July).

At about 2300 hours we continued walking south, eventually reaching the outskirts of Les Bordes at 0530 hours (18 July). From the cover of the wood we watched a farmhouse, and after some time we decided that it was safe to approach it. We were taken in, fed and sheltered for the remainder of that day. We were given civilian clothes and left our uniforms there.

We left at about 2145 hours so as to be able to cross the bridge at Sully before 2300 hours, when German guards would man it. We now followed a route due south via Cerdon, sleeping on the night of 19 July in the woods near Argent-sur-Cauldre.

We walked into argent next morning and were accosted by a gendarme. After some discussion, in which we had to identify ourselves as British airmen, he advised us not to pass through Aubigny, and wished us "Bon Voyage". We headed south and slept that night in a wood, continuing next day.

On the evening of 21 July we approached a farmhouse four kilometres north of Mehun-sur-Yevre. We were taken in and given food and shelter for the night.

The following morning the brother-in-law of the man who sheltered us arrived in a car and took us across the old demarcation line, which would have been difficult to negotiate on our own. He left us after driving about five kilometres and we continued walking towards Charost, sleeping again in a wood in the neighbourhood of St. Baudel, and continuing next morning to Touchay, where we were given a meal in a house. The man here tried to put us in touch with an

organisation, but the effort was unsuccessful, as somebody in the organisation had been arrested. We slept there that night.

We left on the morning of 24 July, again on our own, heading towards Chateaumeillant. At noon in the neighbourhood of Beddes we were easing our feet in a horse trough, when we were approached by a farmer, to whom we had to identify ourselves as airmen. He went on his way, but returned in about 20 minutes with a bottle of wine, bread, and a large quantity of hot ham (obviously his own dinner), tobacco and cigarette paper. He left us there and later, when we passed his village, he was waiting in his doorway to salute us.

We skirted Chateaumeillant and slept that night in a wood near Ste. Severe-sur-Indre. We continued next morning southwards, arriving near Chateau-Malvaleix at about 1800 hours. Just before entering the village we passed a woman and a girl. Our eyes met and they turned and came back. The woman inquired by signs whether we were airmen. We identified ourselves and she took us to a quarry and asked us to wait. In about 20 minutes she returned with a man, and from this point onwards we were helped on our journey.

LAMBERT, W/C Albert, DFC (J1326) - **Croix de Guerre with Gold Star (France)** - AFRO 485/47 dated 12 September 1947. Pilot. 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 Lambert was an evader after being shot down in early 1943. He greatly aided the French Forces of the Interior in procuring weapons and clothes. He afforded assistance to other evaders in escaping capture and returning to England.

The website "Lost Bombers" gives the following on the sortie when he was shot down. Halifax HR854, No.405 Squadron (LQ-A), target Montbaliard, 15/16 July 1943. Airborne at 2154 hours, 15 July 1943 from Gransden Lodge. Homebound, shot down by a night-fighter and crashed 0225 near Tonnerre (Yonne), France. Full crew were F/L J.H.Foy, DFC, RCAF (evader); Sergeant J.B.McDougall, RCAF (evader); F/O H.T.Huston, RCAF (evader); S/L A.Lambert, DFC, RCAF (evader); Sergeant G.McGregor (evader); F/O T.W.Simpson, RCAF (evader); Flight Sergeant A.O.Prior, RCAF (POW, held in Camps L6/L4/L1, POW number 1614).

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LAMBERT, W/C Frederick Frank, DSO, DFC (20078) - **Croix de Guerre with Vermilion Star**

(France) - Award effective 3 December 1948 as per AFRO 710/48 of that date. Born in Wilkie, Saskatchewan, 28 June 1914. Able Seaman in RCN Reserve, Saskatoon; 27 December 1933 to 11 April 1945; discharged as unable to attend drills; reported on 11 April 1935 as having gone to England some time earlier to obtain an apprenticeship in Merchant Marine. Joined RAF, 1936. Flying duties in India, 1937-1943. Awarded DFC, 4 August 1944. Transferred to RCAF, 1 March 1945; Commanding Officer, Station Torbay, December 1945 to April 1946; Director of Intelligence, AFHQ, May 1946 to November 1948; Senior Air Staff Officer, No.1 Air Defence Group Headquarters, December 1948 to October 1949; Senior Air Staff Officer, No.12 Air Defence Group, Vancouver, August 1950 to October 1951; attended Aircraft Controller Course, Tyndall Air Force Base, Florida, November 1951 to January 1952; Commanding Officer, No.2 Aircraft Control and Warning Squadron (later No.21 ACW Squadron), Chatham, New Brunswick, February 1952 to January 1953; Exchange Officer with USAF (Staff Officer, Directorate of Plans and Requirements, Northeast Air Command, Pepperell AFB, Newfoundland), January 1953 to February 1955; Intelligence Staff Officer, No.1 Air Division Headquarters, France, February 1955 to January 1956; Staff Officer, Intelligence Division, Allied Air Forces, Central Europe, France, January 1956 to March 1960; Director of Intelligence, Northern NORAD Headquarters, St. Hubert, March 1960 to August 1961; on rehabilitation leave, 19 December 1961 to 16 June 1962 (released). Wing Commander throughout his RCAF service. Retired to England where he died 10 August 1998.

Application for Operational Wing prepared 7 April 1945 listed his sorties as follows:

First Tour

21 September 1939 - No.6 Squadron - Lysander - Middle East - anti-submarine recce (2.50) off Alexandria.
17 April 1940 - No.5 Flight, Indian Air Force - M.M. - India - anti-submarine patrol (1.10), Cochin
30 May 1941 - No.8 Squadron - Vildebeeste - Aden - bombing enemy airfields (2.10), Macacca
29 March 1942 - No.20 Squadron - Lysander - India - bombing F & R guns (1.40), Sherani
30 March 1942 - No.20 Squadron - Lysander - India - bombing F & R guns (1.00), Sherani
30 March 1942 - No.20 Squadron - Lysander - India - bombing F & R guns (45 minutes), Sherani
31 March 1942 - No.20 Squadron - Lysander - India - 2,20, 2x250 (2.40), Sherani
31 March 1942 - No.20 Squadron - Lysander - India - 8x25 inc (40 minutes), Sherani
date uncertain - No.20 Squadron - Lysander - India - bombing and demonstration flight (1.15), Rashida
17 April 1942 - No.20 Squadron - Lysander - India - bombing, 2x500 (1.00), Lashkar
17 April 1942 - No.20 Squadron - Lysander - India - dive bomb, 2 x 500 (1.20), Rashida
17 May 1942 - No.20 Squadron - Lysander - India - demonstration and bombing (2.40), Rashida
19 July 1942 - No.20 Squadron - Lysander - India - army cooperation (1.50), Homalin
22 July 1942 - No.20 Squadron - Lysander - India - Jap positions (1.40), Burma

26 October 1942 - RAF Mersa Matruh - Hurricane - Middle East - cannon strafing enemy aerodromes in desert (1.50)
27 October 1942 - RAF Mersa Matruh - Hurricane - Middle East - cannon strafing enemy aerodromes in desert (1.55)
29 October 1942 - RAF Mersa Matruh - Hurricane - Middle East - cannon strafing enemy aerodromes in desert (2.10), hit by flak.
2 December 1942 - No.110 Squadron - Vengeance - India - anti-sub, 2x500 F&R (2.35) - Indian Ocean.
3 December 1942 - No.110 Squadron - Vengeance - India - anti-sub, 2x500 F&R (2.25) - Indian Ocean
13 December 1942 - No.110 Squadron - Vengeance - India - dive bombing, 4x500 F&R guns (1.00), Akyab
15 December 1942 - No.110 Squadron - Vengeance - India - Army coop, dive bombing Jap positions, Rangoon (1.10)
16 December 1942 - No.110 Squadron - Vengeance - India - dive bombing, Chittagong area (1.50)
17 December 1942 - No.110 Squadron - Vengeance - India - dive bombing, Chittagong area (45 minutes,
18 December 1942 - No.110 Squadron - Vengeance - India - dive bombing, Chittagong area (3.20)
19 December 1942 - No.110 Squadron - Vengeance - India - dive bombing, Chittagong area (1.20)
22 December 1942 - No.110 Squadron - Vengeance - India - dive bombing, Burma/Arakan (1.20)
23 December 1942 - No.110 Squadron - Vengeance - India - high bombing, Burma/Arakan (1.40)
26 December 1942 - No.110 Squadron - Vengeance - India - high bombing, Arakan/Akyab (1.50)
22 February 1943 - No.110 Squadron - Vengeance - India - high bombing, Arakan/Akyab, troop movements (2.55)
2 March 1943 - No.110 Squadron - Vengeance - India - high bombing, troops (2.10)

Second Tour (England, France, Low Countries, Germany, Denmark

11 November 1943 - No.141 Squadron - Beaufighter - Intruder, Paris/Orleans (2.10)
16 December 1943 - No.141 Squadron - Mosquito - Intruder, Berlin (4.05 or 4.50) - Me.110 destroyed
14 January 1944 - No.141 Squadron - Mosquito - Intruder, Brunswick, Germany (2.10)
23 January 1944 - No.141 Squadron - Mosquito - Intruder, Aachen, Dusseldorf (4.10)
6 March 1944 - No.605 Squadron - Mosquito - Intruder, Rambouliett-Melun-Bretigny (3.15) - He.177 destroyed.
7 April 1944 - No.515 Squadron - Mosquito VI - Intruder, Chartres/Juvincourt (2.55)
9 April 1944 - No.515 Squadron - Mosquito VI - Intruder, Florennes/Gilze-Rijen (3.55)

10 April 1944 - No.515 Squadron - Mosquito VI - Intruder, Venlo/Rhine (3.00), one enemy aircraft damaged.

18 April 1944 - No.515 Squadron - Mosquito VI - Intruder, St.Trond/Florrenes (2.50)

20 April 1944 - No.515 Squadron - Mosquito VI - Intruder, Handorf/Quackenbruck (2.45)

22 April 1944 - No.515 Squadron - Mosquito VI - Intruder, bombing, Rhine/Twente/Venlo (2.45)

26 April 1944 - No.515 Squadron - Mosquito VI - Intruder, bombing, Munster/Handorf/Quackenbruck (3.10)

1 May 1944 - No.515 Squadron - Mosquito VI - Intruder, Bonn/Gilze-Rijssen (2.45)

10 May 1944 - No.515 Squadron - Mosquito VI - Intruder, Bretigny/Melum.Douai (3.50)

12 May 1944 - No.515 Squadron - Mosquito VI - Intruder, mine laying, Kiel (3.15)

21 May 1944 - No.515 Squadron - Mosquito VI - Intruder, Munster/Handorf (2.40)

24 May 1944 - No.515 Squadron - Mosquito VI - Intruder, Leeuwarden (2.35)

5 June 1944 - No.515 Squadron - Mosquito VI - Intruder, Montdidier/Amy/Rossieres (3.55)

24 June 1944 - No.515 Squadron - Mosquito VI - Intruder, Eindhoven/Soesterburg (3.00)

26 June 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Denmark, Flensburg/Husan (2.55), shipping destroyed.

30 June 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Vechta/Diepholtz (2.40)

2 July 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Heligoland (2.50)

5 July 1944 - No.515 Squadron - Mosquito VI - Intruder, bombing, Roye/Amy/Montdidier (3.35)

7 July 1944 - No.515 Squadron - Mosquito VI - Intruder, Florennes (3.10), train destroyed

18 July 1944 - No.515 Squadron - Mosquito VI - Intruder, Volkel/Venlo (3.10)

20 July 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Heligoland (3.20)

24 July 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Jagel/Pellworm (3.45)

25 July 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Germany/Denmark (3.15)

4 August 1944 - No.515 Squadron - Mosquito VI - Day escort, Bordeaux (5.00), small ship sunk

5 August 1944 - No.515 Squadron - Mosquito VI - Day escort, Bordeaux (5.20)

Third Tour, Bomber Command

9 August 1944 - No.515 Squadron - Mosquito VI - special flak attack, minelaying operation, Dortmund-Ems Canal (2.55)

11 August 1944 - No.515 Squadron - Mosquito VI - Intruder, German (1.55)

11 August 1944 - No.515 Squadron - Mosquito VI - Day escort, Bordeaux (5.20)

18 August 1944 - No.515 Squadron - Mosquito VI - Intruder/bombing, St.Dizier (3.35)

6 September 1944 - No.515 Squadron - Mosquito VI - Intruder, Copenhagen/Grove (4.25), Me.109 destroyed

10 September 1944 - No.515 Squadron - Mosquito VI - Intruder, Linz/Vienna (5.30)

16 September 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Heligoland (3.15)

3 October 1944 - No.515 Squadron - Mosquito VI - Day Ranger, Germany (3.00)

4 October 1944 - No.515 Squadron - Mosquito VI - day escort, Bergen (4.05)

4 October 1944 - No.515 Squadron - Mosquito VI - day escort, Bergen (2.00)
5 October 1944 - No.515 Squadron - Mosquito VI - Intruder, attacking flak, Kiel Canal (3.15)
14 October 1944 - No.515 Squadron - Mosquito VI - Intruder, Gutersloh (3.30)
29 October 1944 - No.515 Squadron - Mosquito VI - Intruder, Grosenboro (4.25), one unidentified enemy aircraft destroyed.
2 November 1944 - No.515 Squadron - Mosquito VI - Intruder, Geissen (4.10)
27 November 1944 - No.515 Squadron - Mosquito VI - flak attack, Fredrikstate (5.00)
29 November 1944 - No.515 Squadron - Mosquito VI - Intruder, Hopstein/Rhine (3.40), train damaged.
13 December 1944 - No.515 Squadron - Mosquito VI - Intruder, Geissen (4.50), barges damaged.
19 December 1944 - No.515 Squadron - Mosquito VI - Intruder, Guterslow (4.50, train damaged)
20 December 1944 - No.515 Squadron - Mosquito VI - Intruder, Lipps (5.05), engine destroyed.
22 December 1944 - No.515 Squadron - Mosquito VI - Intruder, Mechlin/Grossbeck (5.00), train destroyed)

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LAMBERT, F/O Joseph Maurice Lucien (J20360) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born in Edmonton, 18 December 1912; home in Moose Jaw, Saskatchewan; enlisted in Edmonton, 23 October 1940 and granted Leave Without Pay until 27 November 1940 when posted to No.4 Training Command. To No.11 Equipment Depot, 30 December 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 20 February 1941; posted that date to No.16 EFTS; may have graduated 22 April 1941 but not posted to No.32 SFTS until 3 May 1941; graduated and promoted Sergeant 15 July 1941. To Trenton, 16 July 1941. To Central Training School, 4 October 1941. To "P", 12 November 1941 and to Rockcliffe on 26 December 1941. Promoted Flight Sergeant, 15 January 1942. To "Y" Depot, Halifax, 20 August 1942; to RAF overseas, 26 August 1942. Commissioned 8 October 1942. Promoted Flying Officer, 8 April 1943. Promoted Flight Lieutenant, 8 October 1944. Repatriated 3 May 1945. Released 21 June 1945. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 15 June 1944 when he had flown 31 sorties (205 operational hours), 23 May 1943 to 20 May 1944.

23 May 1943 - Dortmund (5.30)
27 May 1943 - Essen (5.55)
1 June 1943 - GARDENING, Texel (3.20)
11 June 1943 - Dusseldorf (5.30)

19 July 1943 - Ferry to Tunisia (12.40)
22 July 1943 - Salerno (5.40)
8 August 1943 - Messina (6.10)
11 August 1943 - Messina (5.30)
12 August 1943 - Messina (5.10)
15 August 1943 - Viterbo (6.05)
17 August 1943 - Lamezia (5.20)
20 August 1943 - Villa Literno (5.50)
23 August 1943 - Bagnoli (5.35)
25 August 1943 - Taranto (6.50)
31 August 1943 - Salerno (6.00)
4 September 1943 - Grazzanisa (6.00)
22 September 1943 - Salerno (6.30)
1 October 1943 - Formia (5.55)
3 October 1943 - Civitavecchin (6.45)
4 October 1943 - Formia (5.40)
19 February 1944 - Leipzig (7.00)
13 March 1944 - Le Mans (6.00)
30 March 1944 - Nuremburg (9.50)
10 April 1944 - Ghent (4.00)
18 April 1944 - Paris (6.10)
20 April 1944 - Lens (4.30)
8 May 1944 - St.Nazaire (5.20)
9 May 1944 - St.Valery (4.05)
10 May 1944 - St.Nazaire (5.15)
12 May 1944 - Bochum (3.30)
20 May 1944 - Le Mans (5.10)

Flying Officer Lambert has completed a highly successful tour of operations. He has captained his aircraft on sorties from the Middle East and from England.

Regardless of the type of operation involved, weather hazards or enemy interference this officer has displayed great skill and determination in pressing home his attacks.

His consistently good operational record, his ability as a leader and his devotion to duty marks him as a bomber pilot of outstanding merit.

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LAMBROS, F/L Andrew (J16020) - **Distinguished Flying Cross** - No.438 Squadron - Award effective 6 February 1945 as per **London Gazette** dated 13 February 1945 and AFRO 508/45 dated 23 March 1945. Born 26 December 1918. Home in Warton, Ontario; enlisted in Ottawa, 18 December 1940 and posted to No.1 Manning Depot that date. To No.1A Manning Depot, 6 January 1941. To "E", 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941; posted that date to No.19 EFTS; may have graduated 15 July 1941 but not posted to No.11 SFTS until 26 July 1941; graduated and promoted Sergeant on 10 October 1941. To Embarkation Depot, 11 October 1941. To RAF overseas, 2 November 1941. Commissioned 23 December 1942; promoted Flying Officer, 23 June 1943; promoted Flight Lieutenant, 24 May 1944. Repatriated to Canada, 7 February 1945. To "Y" Depot again, 22 March 1945; to United Kingdom, 13 April 1945. Released, date uncertain; rejoined 15 October 1951. See PL-36295 for good photograph. Served in Korea with RCAF, attached to USAF, and awarded US Air Medal, AFRO 742/53. Retired 7 April 1964. Died in Oakville, Ontario, 2002.

Throughout many operational sorties this officer by his fine fighting spirit and coolness in action has materially contributed to the successes achieved. He has participated in low level attacks against heavily defended targets including important enemy bridges and the Dortmund-Ems canal locks. In October 1944, Flight Lieutenant Lambros led his squadron on a mission deep into Germany and despite accurate anti-aircraft fire and being constantly harassed by German jet-propelled fighters en route to the target he successfully completed his allotted task and cut the railway line. Both in the air and on the ground this flight commander has set a high standard of efficiency and devotion to duty.

NOTE: Public Records Office Air 2/9048 has recommendation (not dated but **circa** 16 December 1944) when he had flown 93 or 94 sorties - form uses 94, text 93 (total of 97 hours ten minutes operational time).

This officer has completed 93 sorties against the enemy, consisting of fighter sweeps, armed reconnaissances and dive bombing attacks against NOBALL targets, bridges, radar installations and enemy troop concentrations.

On June 29th, this pilot participated in an attack on a vitally important bridge at Amaye-sur-Orne and, despite heavy and light, intense, accurate flak, pressed home the attack and scored direct hits. During the Falaise Gap period, Flight Lieutenant Lambros logged many MET [mechanical enemy transport] flamers and smokers to his credit.

This officer participated in low level attacks on the Dortmund Ems Canal Locks and on canal locks near Sneek and Gaarkuiken, Holland.

In October, while leading the squadron on a rail interdiction mission deep into Germany, Flight Lieutenant Lambros successfully cut the rail despite intense, light, accurate flak and being constantly harassed by German jet fighters on the way in to the target and back.

On many armed reconnaissances, in cooperation with our rail cutting programme, this officer has led in the destruction of a great number of locomotives and trucks, including two fully loaded ammunition trains.

Throughout his operational tour, Flight Lieutenant Lambros has shown above average ability in leadership both in the air and on the ground. As a Flight Commander he has set an example for all those working with him to follow. His coolness and aggressiveness under every trying circumstance has contributed a great deal to the success of this squadron.

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LAMONT, Matron Anna Alberta (C4229) - **Associate, Royal Red Cross** - Station Rockcliffe - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Ottawa; enlisted there 15 February 1941 and posted to Trenton as Nursing Sister. To No.9 SFTS, 7 September 1942. To No.6 Manning Depot, 3 December 1942. To No.9 SFTS again, 20 December 1942. To No.4 WS, 25 March 1943. To No.31 Personnel Depot, 31 May 1943. Appointed Matron, 1 July 1943. To "Y" Depot, Moncton, 31 January 1945. To Rockcliffe, 16 February 1945. To No.3 Release Centre, 17 December 1945. Retired 21 December 1945.

Throughout the war this Nursing Sister maintained the highest traditions of her calling and as a matron set a high standard of leadership and co-operation. Her unselfish devotion to duty always strengthened the hand of those under whom she served and she has earned the highest regard of all ranks.

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LAMONT, S/L Donald Webster (J7467) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 9 September 1921 in Port Elgin, Ontario; home in Turners, Ontario; educated at Port Elgin High School. Farmer; enlisted in London, Ontario, 20 December 1940 and posted to No.1 Manning Depot, Toronto. To No.1A Manning Depot, Picton, 6 January 1941. To Trenton, 27 January 1941. To No.1 ITS, Toronto, 10 April 1941; graduated and promoted LAC,

16 May 1941 when posted to No.9 EFTS, St. Catharines; graduated 3 July 1941 when posted to No.1 SFTS, Camp Borden; graduated and commissioned 13 September 1941. To Central Flying School, Trenton, 14 September 1941. To No.14 SFTS, Aylmer, 12 December 1941. Promoted Flying Officer, 1 July 1942. To "Y" Depot, 9 August 1943. Embarked from Canada, 13 September 1943; promoted Flight Lieutenant that date. Disembarked in Britain, 19 September 1943. To No.6 (Pilots) AFU, 23 November 1943. Attached to No.1517 Beam Approach Training Flight, 31 January to 14 February 1944. To No.82 OTU, 28 March 1944. While there he carried out a Nickel (leaflet drop) to Arras on 27 May 1944. To No.61 Base, 6 June 1944. Attached to No.1664 Conversion Unit, 6 June to 6 July 1944. To No.428 Squadron, 6 July 1944. Promoted Squadron Leader, 24 October 1944. To RCAF Overseas Headquarters, 15 January 1945 but immediately attached to No.6 Group Headquarters (Operations Control). To No.424 Squadron, 25 June 1945. To Station Leeming, 15 October 1945. Attached to No.126 Wing, 13-16 November 1945. To RCAF Overseas Headquarters, 18 December 1945. Re-engaged for interim force. Repatriated 15 June 1946. To Technical Training School, Camp Borden, 28 July 1946. To No.2 Release Centre, 27 August, 1946. Retired 30 August 1946. Rejoined Primary Reserve as Chipmunk instructor, Trenton, 20 October 1950, retaining rank of Squadron Leader (205903). Reclassified as Primary Reserve (Mobilization Air Training Plan) Personnel List, 12 November 1952, serving to 3 May 1958, periodically at Starion Aylmer. Also Air Canada captain. Living in Brampton in 1953. Died in Brampton, Ontario, 15 September 1991. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 10 December 1944 when he had flown 28 sorties (157 hours 35 minutes), 24 July to 21 November 1944.

In the air, Squadron Leader Lamont has displayed exceptional qualities of determination, courage and coolness, setting a fine example to the squadron. Under a quiet manner he possesses a fine offensive spirit in action. On several occasions although his aircraft was struck by heavy flak he has pressed home the attack and bombed the target successfully.

His sorties include many major, well defended targets such as Castrop, Gelsenkirchen, Essen, Bottrop, Dortmund, Stettin, Russelheim, Bremen, and Stuttgart and on each he has shown great devotion to duty and a desire to press on.

As Flight Commander he has shown exceptional leadership and great initiative and has contributed to a major degree in the operational success of the unit.

The sortie list was as follows:

24 July 1944 - Stuttgart (9.15)
1 August 1944 - Acquet (4.35)
3 August 1944 - Bois de Casson (5.15)
4 August 1944 - Bois de Casson (4.55)
5 August 1944 - St. Leu d'Esserent (4.45)
7 August 1944 - Mer de Magna (4.45)
8 August 1944 - Foret de Chantilly (5.40)
9 August 1944 - Coulouvillers (4.30)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Brunswick (6.15)
14 August 1944 - Falaise (4.50)
18 August 1944 - Bremen (6.30)
25 August 1944 - Russelheim (8.55)
27 August 1944 - Mimoyecques (3.40)
29 August 1944 - Stettin (9.05)
10 September 1944 - Le Havre (4.45)
12 September 1944 - Dortmund (5.30)
17 September 1944 - Boulogne (4.10)
20 September 1944 - Calais (4.45)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.15)
27 September 1944 - Bottrop (5.30)
28 September 1944 - Cap Gris Nez (4.00)
4 October 1944 - Bergen (6.10)
23 October 1944 - Essen (6.40)
25 October 1944 - Essen (5.50)
6 November 1944 - Gelsenkirchen (4.45)
21 November 1944 - Castrop (7.05)

Notes: Application for Operational Wing dated 16 January 1945 stated he had flown 33 sorties (196 hours 20 minutes), 6 July 1944 to 14 January 1945.

On Repatriation Form dated 6 June 1946 he stated he had flown 33 sorties (196 operational hours), the last on 15 January 1945. Had also flown 500 non-operational hours. Types flown were Lancaster (400 hours), Halifax (50), Wellington (50), Spitfire (10), Meteor (five) plus 150 hours on Hudson, Oxford, Mitchell and Mosquito aircraft.

Training: Interviewed 31 July 1940 by F/O R. Key. Noted he has Cadet training. "Splendid looking lad, vibrant with health, animation and personality. Good physique, keen, quick and observant; above average intelligence, imbued with aggressive spirit and really enthusiastic.

Will make excellent air crew. Has all the qualifications requisite for Commissioned Rank."

Course at No.1 ITS was 10 April to 16 May 1941. Mathematics (98/100), Law/Discipline (48/60), Armament, practical and oral (81/100), Drill (80/100), Signals (95/100, and Hygiene and Sanitation (29/40). Placed 67th in a class of 161. "Above average, clean-cut, cheerful hard worker. This trainee had a good sense of judgement and is particularly level-headed for his age. Quite dependable and should do well."

Course at No.9 EFTS was 16 May to 3 July 1941. Finch II aircraft - 25.0 dual, 32.20 solo, of which 5.35 on instruments; also logged 10.30 in Link. "Exceptionally good. Absorbs knowledge very well. Smooth on controls. Should make good simple engine pilot. Aerobatics high average. Instrument flying only average." (A.K. Paterson, CFI). Ground courses in Airmanship (120/200), Airframes (68/100), Aero Engines (61/100), Armament, oral (143/200), Signals, practical (96/100), Theory of Flight (68/100), Air Navigation (143/200). Graded 155/200 in Qualities as an Officer. Placed 15th in a class of 34. "Ability average. Conduct good. This airman worked hard while at this school, and made good progress in both flying and ground school subjects. He is a very keen type of lad and with further training should become a good NCO pilot. After six months service as an NCO he should become good officer material. Attitude toward the Service good."

Course at No.1 SFTS was 3 July to 13 September 1941. Yale and Harvard aircraft - 41.10 day dual, 50.15 day solo, 4.45 night dual, 5.15 night solo. Was 26.05 on instruments and 15.20 in Link. "Progressed well throughout the course. Has no outstanding faults, With further experience should develop into an above-average pilot. Cool and dependable." (F/L G.U. Priestley). Ground courses in Airmanship and Maintenance (140/200), Armament, written (64/100), Armament, practical (84/100), Navigation and Meteorology (153/200), Signals, written (66/100) and Signals, practical (39/50). Placed twelfth in a class of 59. "Has above average ability and initiative. Training has been satisfactory and discipline and attitude very good."

Course at Central Flying School was 27 October to 7 December 1941, on Fleet, Yale, Crane and Harvard. Flew following classes - Single Engine Elementary (9.20 day solo, 8.50 day dual); Single Engine Advanced Trainer (8.00 day solo, one hour night solo, 9.55 day dual, 2.00 night dual); Twin Engine Advanced Trainer (8.05 day solo, one hour night solo, 10.20 day dual, one hour night dual). "An above average pilot on Single Engine aircraft, high average on Twin Engine aircraft. Knowledge of patter good but has a halting delivery which may be cured when he obtains more confidence." Ground courses in Airframes (52/100), Engines (50/100), Airmanship (83/100) and Air Navigation (53/100). Tested on a Crane, 7 December 1941 and described under the following headings - Sequence (Average), Voice (Clear), Manner (Confident), Ability to Impart Knowledge (Average), Ability as Pilot (High Average), and Remarks

("With experience will become good service instructor.") Awarded Category "C" by F/L H.H. Langford.

Retested 31 July 1942 on Harvard at No.14 SFTS. Described under the following headings - Sequence (Good), Voice (Strong), Manner (Confident), Ability to Impart Knowledge (Good Average), Ability as Pilot (Good Average), and Remarks ("A sound instructor and pilot"). Awarded Category "B" by F/L D.A. MacFadyen.

Course at No.6 (Pilots) AFU was 23 November 1943 to 28 March 1944. Oxford aircraft - 4.24 day dual to first day solo, total 25.30 day dual, 23.50 day solo, 1.50 night dual to first night solo, total 7.35 night dual, 6.45 night solo. Also flew 12.10 as passenger, 8.45 on instruments; logged 12.30 in Link. Evaluated under following headings - General Flying (270/400), Applied Flying (135/200), Instrument Flying (165/250), Night Flying (70/100), Link (37/50). "A very good pilot who would be above average but for one or two lapses. Extremely keen and hard working and has completed navigation exercises satisfactorily." (S/L M. Papworth).

Course at No.1517 Beam Approach Training Flight was 31 January to 14 February 1944. Oxford aircraft - 18 hours plus 7.30 in Link. Graded in Beam Approach and "Q" Codes, Link Trainer (140/200), Receiver Operation (72/100), Instruments Flying (165/250), Cloud and Night Flying (160/250) and General Application of Beam Approach Procedure, Flying (136/200). "Very experienced pilot. Above average on general flying but was slow to improve on beam work. Did improve to good average."

Course at No.82 OTU was 28 March to 6 June 1944. Wellington III and X aircraft - 5.55 day dual to first day solo, total 12.45 day dual, 23.40 day solo, 3.15 night dual to first night solo, total 7.50 night dual, 22.45 night solo. Logged 12.10 in Link. Evaluated under following headings - General Flying (280/400), Applied Flying (140/200), Instrument Flying (175/250), Night Flying (70/100), Link (34/50). Ground courses in Airmanship (234/300), Armament (254/300), Navigation (186/200), and Signals (68/100). "An above average pilot with a good crew. Shows good common sense and leadership." (W/C W.D. Ferris).

At No.1664 Conversion Unit assessed as "Above average. An extremely capable pilot. Had no difficulty converting and is very keen. A very good captain." Others in his crew included F/O J.H. MacFadden (navigator, later DFC), F/O L.G. Hanley (air bomber, later DFC).

RCAF Press Release 8283 dated 15 January 1945 from Sergeant John Badger read:

WITH RCAF BOMBER GROUP IN BRITAIN: -- Though the last trip of his first tour was a flight of almost nine hours' duration and included much skirting of flak-and-searchlight belts, Squadron Leader Don Lamont of Port Elgin, Ontario,

brought his crew and Canadian-built Lancaster back without harm or damage – as usual.

A quiet-spoken husky of 23, this Ghost Squadron Flight Commander kept his aircraft out of much trouble in the course of his tour. Not once did he allow a German fighter to manoeuvre into position to fire, so carefully did he inspect engines before take-off and handle them while in flight, that he never even had to return on three engines, a common enough occurrence in the heavy bomber business. Only three small pieces of flak ever spattered into his weaving air giant, and they did no damage.

Lamont enlisted at 18, was commissioned and winged at the same time and then relegated to the unexciting work of an instructor in Canada for two years. When he did get overseas and into operational flying, the Ghost Squadron sent him away on his first trip over enemy territory and brought him back just as healthy from his last. After the war, Lamont hopes to stay in the R.C.A.F.

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LAMONT, WO2 (now P/O) James (R97502/J39103) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Born 11 April 1920 in Foleshill, Coventry, England; educated in Abbotsford, British Columbia; enlisted in Vancouver, 5 March 1941 and posted to No.2 Manning Depot. To No.15 SFTS (guard), 29 April 1941. To No.2 WS, 20 July 1941; promoted LAC, 18 August 1941; graduated 2 January 1942 when posted to No.5 BGS; graduated and promoted Sergeant, 2 February 1942. To Halifax, 3 February 1942. To No.113 (BR) Squadron, 2 March 1942. Promoted Flight Sergeant, 2 August 1942. Promoted WO2, 2 February 1943. To No.10 (BR) Squadron, 8 May 1943. Promoted WO1, 2 August 1943. Commissioned 23 September 1943. Missing, presumed dead, 20 October 1943 (crash of Liberator 3701, No.10 Squadron). As of recommendation for award had flown 778:50 hours, 756:40 operational hours.

This warrant officer was a wireless operator/air gunner on a VLR Liberator which engaged an enemy submarine while patrolling in the North Atlantic area. Throughout the attack this warrant officer, disregarding personal danger, obtained photographs of the action and the results of his excellent work made a complete analysis of the engagement.

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LAMONT, F/O Robert Alexander (J22906) - **Distinguished Flying Cross** - No.100 Squadron -

Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 1 February 1919 in Vancouver; home there; educated at Florence Nightingale Public School, King Edward High School, and University of British Columbia (1936-1940) and served in COTC for three years. Had been employed by Steel Company of Canada in production scheduling. Enlisted in Hamilton, 1 April 1942 and posted to No.1 Manning Depot. To No.1 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; posted next day to No.1 AOS; graduated and commissioned 22 January 1943. To "Y" Depot, 5 February 1943; to RAF overseas, 8 March 1943. Disembarked in Britain, 17 March 1943. Detached to Army, Ipswich, 9-14 April 1943. To No.10 (Observer) AFU, 19 July 1943. Promoted Flying Officer, 22 July 1943. To No.30 OTU, 30 August 1943. To No.1667 Conversion Unit, 23 November 1943. To No.100 Squadron, 8 April 1944. To No.1 Group Headquarters, 30 October 1944. To No.12 Base, 17 November 1944. Promoted Flight Lieutenant, 22 January 1945. To No.13 Base, 2 April 1945. To No.64 Base, 31 May 1945. Repatriated 13 June 1945. To Debort, 20 July 1945. To Air Navigation School, 20 November 1945. To Greenwood, 14 December 1945. Remained in postwar RCAF (20159, reverting to Flying Officer). To Air Navigation School, Summerside, 7 March 1946. Promoted Flight Lieutenant, 1 February 1947. To Station Summerside, 1 March 1947. To No.10 Group Headquarters, Halifax, 10 April 1947. To overseas, 14 April 1947 to attend Empire Air Navigation School, Shrewsbury. Returned from overseas, 20 October 1947 and rejoined No.10 Group Headquarters. To Air Navigation School, Summerside, 28 October 1947. To AFHQ, 29 August 1949. Promoted Squadron Leader, 26 June 1951. To Staff College, Toronto, 1 September 1952. To Reserve Officers School, Kingston, 5 May 1953. To University of British Columbia, Vancouver, 8 August 1953. To Station Aylmer, 1 May 1954. To University of British Columbia again, 16 September 1954. To Reserve Officer School, Kingston, 30 April 1955. To University of British Columbia, 23 July 1955. To Reserve Officer School, St. Jean, 30 April 1956. To University of British Columbia, 14 July 1956. To AFHQ, 27 July 1956. To Metz, France, 10 August 1961. To AFHQ, 4 July 1964. Retired 18 March 1966. Died in New Westminster, British Columbia, 29 September 1982 as per British Columbia Vital Statistics. Photo PL-44392 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." Public Records Office Air 2/8831 has recommendation dated 23 October 1944 when he had flown 31 1/3 sorties (140 hours) as follows:

* denotes daylight sortie

5 November 1943 - Beauvais (nickel)
18 April 1944 - Rouen (1/3 sortie)
20 April 1944 - Cologne
24 April 1944 - Karlsruhe
26 April 1944 - Essen
3 May 1944 - Mailly le Camp

7 May 1944 - Bruz
10 May 1944 - Dieppe
21 May 1944 - Duisburg
27 May 1944 - Merville
6 June 1944 - Vire
7 June 1944 - Cerisy
10 June 1944 - Acheres
14 June 1944 - Le Havre
22 June 1944 - Rheims
24 June 1944 - Hayons*
25 June 1944 - Ligescourt*
30 June 1944 - Vierson
4 July 1944 - Orleans
6 July 1944 - Foret du Croc*
7 July 1944 - Caen
23 July 1944 - Kiel
25 July 1944 - Coquereaux*
4 August 1944 - Pauillac*
14 August 1944 - Falaise *
18 August 1944 - Ghent Reine
25 August 1944 - Russelsheim
26 August 1944 - Kiel
10 September 1944 - Le Havre
17 September 1944 - Flushing*
20 September 1944 - Calais*
3 October 1944 - Westkapelle

Flying Officer Lamont has now completed his first operational tour with a total of 31 1/3 sorties.

This young Canadian officer has consistently carried out his duties as a Navigator with determination, skill, and devotion to duty of the highest order. His cheerful confidence at all times, even in the face of enemy opposition, has been an inspiration to the other members of his crew, of which he has proved himself to be an outstanding member. He is strongly recommended that this young officer's praiseworthy disregard for his own personal safety, combined with his fine record of achievement, be recognized by the award of the Distinguished Flying Cross.

Notes: Application for Operational Badge, 22 October 1944, stated he had flown 31 1/3 sorties

(148 ½ hours), 8 April to 14 October 1944.

He was meticulous in keeping up his flight navigation skills, often taking part in postwar transport flights. A record of his flying times, as of 31 December 1957, showed he had flown in the following types: Anson (15.55), Wellington (53.00), Halifax (40.30), Lancaster (358.50), Harvard (6.35), Norseman (1.15), North Star (18.55), Neptune (8.15), Dakota (271.00) and Expeditor (382.25). In the year just past (1957) he had flown 84 hours in Dakota and 29 hours ten minutes in Expeditor machines.

Selected Assessments:

“A very capable officer who through his cooperative, willing nature and considerable experience has been of great assistance to the newer members of the staff. His ability to get down to essentials and handle details and then express himself in a clear, concise manner is outstanding. He is interested in station activities and although of a quiet nature, organizes activities very well. Can be safely employed in any navigation post. Somewhat limited administratively due to lack of employment in this field.” (S/L W.L. Gillespie, Station Summerside, 1 August 1949).

“S/L Lamont is doing a splendid job as Resident Staff Officer at UBC Squadron. The position demands a great deal of tact, initiative, qualities of cooperation, interest and enthusiasm. Liaison with university authorities and other service units is of great importance here. In all these respects S/L Lamont has been exemplary. At UBC, the size of the unit including a detachment at Victoria, the operation of a mess and the many functions in addition to training which are a pattern of the squadron activity are particularly demanding. S/L Lamont is not a dynamic leader but his integrity and his stubborn painstaking attention to every aspect of his work enable him to exert a leadership which is as effective and probably sounder than the former kind. Good health, personality, interest in people and affairs contribute to this officer’s effectiveness and the respect he has engendered in all with whom he comes in contact.” (S/L R.G. Herbert, 31 March 1955).

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LAMONTAGNE, WO Joseph Georges Gilles Claude (R104784) - **Mention in Despatches** - No.425 Squadron (now POW) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 17 April 1919. Home in Outremont; enlisted Montreal, 15 April 1941 and posted to No.4 Manning Depot. To No.3 ITS, 15 July 1941; graduated and promoted LAC, 1 September 1941 when posted to No.4 EFTS; graduated 24 October 1941 and posted next day to No.9 SFTS; graduated and promoted Sergeant, 27 February 1942; to “Y” Depot, 28 February 1942; to RAF overseas, 19 March 1942. Commissioned 11 March 1943. Missing (POW), 13 March 1943. Promoted Flying Officer, 11 September 1943. Promoted Flight Lieutenant, 11 March 1945. Safe in United Kingdom, 9 May 1945. Repatriated 1 June 1945. Retired 18 August 1945. Opened a china shop in Quebec City while acting as a Reserve recruiting officer for the RCAF. Municipal Councillor, 1962-1965; Mayor of Quebec City, 1965-

1977; federal MP for Langlier (Quebec, 1977-1984 (Parliamentary Secretary to Minister of Energy, Minister Without Portfolio, Postmaster General and Minister of National Defence). Lieutenant-Governor of Quebec, March 1984 to August 1990. Awarded Queen's Coronation Medal, 22 December 1953. Appointed Officer, Order of Canada, 25 October 1990 (see below). Died in Quebec City, 14 June 2016. See entry for WO A.W. Brown for details. See also "Death Alley", **Sentinel Magazine**, No.2, 1992 for a description of the sortie on which he was shot down. It read, in part:

On the night of March 12, 1943, as his Wellington's payload hurtled towards its German target, Sergeant Lamontagne pointed the light bomber's nose on a direct route through Dutch airspace to Britain in an effort to conserve fuel. The Canadian pilot knew the risk he was taking venturing into "death alley". Flying a straight course on a cloudless night was a little like playing Russian roulette. The hunter became the hunted - the twin engine aircraft was an easy target for anti-aircraft batteries and enemy fighters. Sure enough, while over the flat terrain of northern Holland, Sergeant Lamontagne and his crew of four were spotted and strafed by an enemy fighter.

"My tail gunner was seriously wounded in the first attack", he says. "I managed to keep control of the aircraft, but the Germans made another pass and the bomber caught fire. We had just extinguished the flames when a third attack occurred. This time, a fighter disabled our rear wing flaps, and the aircraft would no longer respond to the controls. I then ordered the crew to bale out." The bomber exploded barely seconds after Sergeant Lamontagne burlled himself into the night sky. He and his companions found themselves on the ground in enemy territory.

"The bombardier and I were the only ones not seriously wounded", recalls Lamontagne. "Our only chance was to bury our parachutes and life-jackets to avoid detection and find someone from the resistance movement as quickly as possible."

It wasn't to be that easy, though. The bomber crew was betrayed by local collaborators and handed over to Nazi military authorities.

"Two of my comrades, Sergeants Vincent Gauthier and Bud Brown, were imprisoned, like me", explains Lamontagne. "Sergeants Roland Goulet and Jean Aumont were in such poor condition that they were repatriated sometime later under a wounded prisoner of ear exchange program. I went from one camp to another, sometimes by rail, sometimes on foot. We marched endlessly to keep out of reach of advancing Allied troops." With the collapse of the Third Reich, Sergeant Lamontagne regained his freedom and spending more than two years in captivity.

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

Citation to Order of Canada read as follows:

A distinguished military officer, prisoner of war during World War II, businessman and politician, he has devoted over 30 years to serving his country. In turn Mayor of Quebec City, Member of Parliament, Parliamentary Secretary and Minister of two different departments, he recently completed his term as Lieutenant-Governor of Quebec, where he served with distinction and commitment.

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LAMOUREUX, P/O Alexander Paul (J17130) - **Air Medal and Three Oak Leaf Clusters (United States)** - Overseas - Award effective 20 June 1944 as per **London Gazette** of that date and AFRO 1861/44 dated 25 August 1944. Born 1 November 1918. Home in Edmonton; enlisted there 27 December 1940 and posted to No.2 Manning Depot. To No.10 Equipment Depot, 31 January 1941. To No.2 WS, 30 March 1941. Promoted LAC, 1 May 1941. To No.5 BGS, 15 August 1941; graduated and promoted Sergeant, 15 September 1941. To Embarkation Depot, 16 September 1941. To RAF overseas, 6 October 1941. Promoted Flight Sergeant, 15 March 1942. Promoted WO2, 1 November 1942. Commissioned 3 December 1942. Promoted Flying Officer, 3 June 1943. Repatriated at uncertain date and posted to Western Air Command, 27 September 1943. To No.115 Squadron, Patricia Bay, 3 October 1943. Remustered for pilot training and posted to No.4 ITS, 13 January 1944. To No.24 EFTS, 7 April 1944. To No.5 EFTS, 2 May 1944. Next postings unclear but qualified for pilot, 13 July 1945 before release at uncertain date. Public Records Office Air 2/9599 has citation from General Order No.31, HQ US Army Air Forces in the Middle East, 28 April 1944.

For meritorious achievement while participating in aerial flights against the enemy while on duty with the Ninth United States Air Force in the Middle East...he having participated in three operational missions, each of 2 1/2 hours or more duration, and four operational missions, each of less than 2 1/2 hours duration."

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

hours duration."

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

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LAMOUREUX, P/O Joseph Benoit Aristide (J86569) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 16 April 1923 in Edmonton; home there; enlisted there 3 June 1942 and posted to No.3 Manning Depot. To No.3 ITS, 26 August 1942; graduated and promoted LAC, 24 October 1942 but not posted to No.4 AOS until 5 December 1942; ceased training and posted to No.1 Manning Depot, 10 February 1943; to No.4 Manning Depot, 6 March 1943; to No.9 BGS, 17 April 1943; graduated and promoted Sergeant, 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 15 June 1943. Commissioned 23 May 1944. Repatriated 28 October 1944. Promoted Flying Officer, 23 November 1944. To No.2 Training Command, 6 December 1944. To No.3 BGS, 8 December 1944. To No.7 Release Centre, 8 March 1945. Retired 12 March 1945. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 21 August 1944 when he had flown 36 sorties (195 hours five minutes), 8 October 1943 to 18 August 1944.

This officer has completed 36 sorties over enemy territory. He has been engaged in operations over Western Germany and France, including Berlin, Hanover, Kassel and other well-defended targets. Pilot Officer Lamoureux has shown coolness and devotion to duty of a high order, and his continued courage and keenness to operate is deserving of the finest praise. He sets a standard of efficiency on operations, and his cheerfulness and courage have been an inspiration to his crew and an example to all, in keeping with the best traditions of the service. I strongly recommend that Pilot Officer Lamoureux's fine operational record be recognized by the award of the Distinguished Flying Cross.

The sortie list (which resembles those of P/O Arthur Barnes, RAF and P/O John T.H. Beech, RAF) was as follows:

8 October 1943 - Hanover (4.55)
22 October 1943 - Kassel (4.30)
3 November 1943 - Dusseldorf (6.50)
18 November 1943 - Ludwigshaven (6.45)
23 November 1943 - Berlin (7.40)
25 November 1943 - Frankfurt (7.30)
26 November 1943 - Stuttgart (8.20)

4 December 1943 - Leipzig (8.30)
29 December 1943 - Berlin (7.20)
28 January 1944 - Berlin (8.50)
15 February 1944 - Berlin (7.25)
6 March 1944 - Trappes (5.20)
13 March 1944 - Le Mans (5.40)
16 March 1944 - Amiens (5.35)
23 March 1944 - Laon (6.55)
26 March 1944 - Courtrai (4.45)
29 March 1944 - Vaires (5.55)
9 April 1944 - Lille (5.20)
18 April 1944 - Noisy-le-Sec (5.10)
30 April 1944 - Somain (5.00)
7 May 1944 - St. Valery (3.50)
8 May 1944 - Haine St. Pierre (4.15)
11 May 1944 - Boulogne (3.40)
24 May 1944 - Trouville (4.20)
27 May 1944 - Le Treport (3.20)
5 June 1944 - Merville (4.35)
6 June 1944 - Conde-sur-Noreau (5.25)
7 June 1944 - Versailles (4.50)
21 June 1944 - Neuville-au-Bois (4.15)
28 June 1944 - Wizernes (3.20)
6 July 1944 - Biennais (3.05)
12 July 1944 - Bremont (4.10)
18 July 1944 - Caen (4.10)
20 July 1944 - Anderbelk (3.25)
8 August 1944 - La Britque (3.55)
10 August 1944 - Falaise (6.35)

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LANCASTER, FS George Herbert (R87727) - **Distinguished Flying Medal** - No.61 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 10 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in Fernie, British Columbia, 27 May 1916; coal mine worker, June 1936 to April 1937, truck driver, April 1937 to March 1938, store employee, March 1938 to January 1941. Enlisted Vancouver, 10 January 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 20 February 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.16 EFTS; graduated 2 July 1941 when posted to No.4 SFTS; graduated and promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To "Y" Dept, 6 October 1941. Taken on strength of No.3 PRC, Bournemouth, 19 October 1941. To No.23 OT, 13 January 1942. Promoted Flight Sergeant, 13 March 1942. To No.57 Squadron, 7 July 1942. Promoted WO2, 13 September 1942. To Station Scampton, 21 November 1942. To No.57 Squadron, 30 December 1942. To No.617 Squadron, 26 March 1943. To No.61 Squadron, 25

April 1943. To No.27 OTU, 27 July 1943. Promoted WO1, 13 September 1943. Attached to No.3 Flight Instructor School, Hullavington, 8 August to 12 September 1943. To No.83 OTU, 21 September 1943. To No.82 OTU, 2 March 1944. Commissioned 16 April 1944 (J85001). Promoted Flying Officer, 16 October 1944. Special leave in Canada, 14 November 1944 to 1 February 1945 when returned to Britain and assigned to RCAF Overseas Headquarters. Promoted Flight Lieutenant, 16 April 1945. Finally repatriated 7 August 1945. Retired 7 September 1945. Died 28 December 1980 at Sparwood, British Columbia as per **Legion Magazine** of June 1981.

Flight Sergeant Lancaster has taken part in many successful sorties, including attacks on such heavily defended targets as Duisburg and Berlin, as well as the daylight raid on Le Creusot. On one occasion when over Hamburg his aircraft was hit by anti-aircraft fire and he was wounded. Nevertheless he brought his aircraft safely home. Resuming operational flying on recovery, he was detailed for an attack on Cologne where his aircraft was again hit by anti-aircraft fire and went into an uncontrollable dive. By skilful airmanship Flight Sergeant Lancaster regained control, when the bomber was only 2,000 feet over the ground, and flew safely back to base. Throughout his operational career this airman has displayed outstanding keenness and efficiency, while his courage and devotion to duty have been of a high order.

Public Record Office Air 2/8979 has recommendation drafted 27 July 1943 when he had flown 30 sorties (180 hours 24 minutes operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Flight Sergeant Lancaster has taken part in 30 successful sorties including Cologne (five) and others to Duisburg, Pilsen and Berlin as well as the daylight raid on Le Creusot. On his seventh sortie, when over Hamburg on 26th July 1942, his aircraft was hit by flak and he was wounded but, in spite of his injury, he brought his aircraft safely home. This injury kept him off flying for over two months. On his return to operational flying and when attacking the heavily defended target of Cologne his aircraft was again hit by flak and went down in an uncontrollable dive. Flight Sergeant Lancaster ordered the crew to abandon aircraft and three of them did so. The pilot, however, by good airmanship regained control when the aircraft was only 2,000 feet above the ground and brought it safely back to base. For his gallantry and outstanding keenness and efficiency throughout his first operational tour, he is strongly recommended for the award of the Distinguished Flying Medal.

Notes: At Warrington, 16 July 1945 he stated he had flown 180 operational hours (30 sorties), commencing 25 June 1942 and with his last sortie being on 8 July 1943. He had also flown 714 non-operational hours. Duties after tour had been OTU instruction. He gave flying hours on types as Oxford (74), Wellington IC (93), Wellington III and X (433), Manchester (20) and Lancaster (273).

The DFM incident was actually with No.57 Squadron (Wellington III, Z1747) and his wounds were described as gunshot wound in left thigh. Damage to rear turret, port and starboard tailplanes, fin and rudder, fuselage geodetics, starboard wheel.

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LANCEY, P/O George William (J15596) - **Distinguished Flying Cross** - No.97 Squadron - Awarded 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1459/43 dated 30 July 1943 - Born in Toronto, 18 December 1920; home there; enlisted there 15 October 1940. To Trenton, 31 October 1940. To No.1 ITS, 10 November 1940; graduated and promoted LAC, 8 December 1940 when posted to No.9 EFTS; posted to No.1 Manning Depot, 22 January 1941; to No.10 EFTS, 18 February 1941; graduated 22 April 1941 and posted again to No.1 Manning Depot; to No.8 SFTS, 2 May 1941; graduated and promoted Sergeant, 27 July 1941. To Embarkation Dept, 28 July 1941. To RAF overseas, 23 August 1941. Commissioned 1 May 1942. Promoted Flying Officer, 1 November 1942. Later one of the "Dambusters". Promoted Flight Lieutenant, 1 May 1944. To RCAF Overseas Headquarters, 17 June 1944. Repatriated 5 August 1945. Retired 14 September 1945. RCAF photo PL-28364 (ex UK-9187 dated 23 March 1944) shows (left to right) F/O W.G. [sic] Lancey, Captain B.W. Kenny (Toronto) and F/O C.E. Parnell (Toronto) outside Buckingham Palace after Lancey investiture. RCAF photo PL-42622 (ex UK-19669 dated 19 March 1945) has the following caption: "This veteran Canadian trio were flying Manchesters and Wimpies back in 1941. Now they fly in four motored aircraft which drop six-ton armour-piercing missiles on selected German targets and they saw Britain's new 'Ten Ton Tessie' dropped for the first time in the raid which destroyed the Bielefeld viaduct. From left to right they are F/L G.W. Lancey, DFC of Toronto, pilot, F/O F.L. English, rear gunner, Pictou, Nova Scotia, and F/O S.K. Jennison, mid-upper gunner, Windsor, Ontario." RCAF photo PL-43181 (ex UK-20130, 11 April 1945) has following caption: "Two Torontonians pilots of a squadron which deliver the largest bomb in the world, the 22,000-lb on German targets are left to right, F/L C.N. Hill (53 Watson Avenue) and F/L G.W. Lancey, DFC (46 Albany Avenue). Photo PL-43180 (ex UK-20128, 11 April 1945) shows P/O S.K. Jennison (air gunner, Windsor, Ontario), F/L G.W. Lancey, DFC (pilot, Toronto), and F/O G.E. Kelly (air bomber, North Bay), "members of a squadron which drops these huge 22,000 lb bombs." Photo PL-43178 (ex UK-20385, 11 April 1945) is captioned thus: "F/O S.K. Jennison, Windsor, Ontario, who has made 51 bombing flights over enemy territory with the famous Dam Buster force of the RAF, is posting an Eighth Victory Loan poster on the nose of a 12,000-lb bomb similar to that which sank the **Tirpitz**. Five comrades, all veterans, signed on the dotted line at the same time. From left to right, the others are, F/L G.W. Lancey, DFC, Toronto, with 45 trips, F/L G.R. Price, DFM, Montreal, with 42 trips, F/O D.H. MacLennan, Charlottetown, with 45 trips, F/L G.L. English, Pictou, Nova Scotia with 51 trips, and F/L C.N. Hill, DFC, Toronto, with 40 trips." Photo PL-43177 (ex UK-20384, 11 April 1945) shows "six Canadian members of the famous RAF Dam Busters force" buying Victory Bonds. Perched on a 12,000-lb bomb are F/L G.W. Lancey, DFC, F/L G.R. Price, DFM, F/O D.H. MacLennan, F/L F.L. English, F/L C.H. Hill, DFC, and F/O S.K. Jennison.

The majority of the sorties completed by this officer have been successful attacks on such targets as Hamburg, Bremen and the Ruhr. As captain of aircraft he has

also taken part in sorties against Genoa and Turin and in many effective mine-laying flights. Throughout all these operations he has invariably displayed the utmost keenness and determination.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 15 April 1943 when he had flown 31 sorties (198 hours 30 minutes). Sortie list and submission as follows:

15 January 1942	Hamburg (7.05)
8 April 1942	GARDENING (4.25)
27 April 1942	Trondheim (8.15)
28 April 1942	Trondheim (8.05)
7 May 1942	GARDENING (5.55)
8 May 1942	Warnemunde (7.30)
16 May 1942	GARDENING (6.15)
19 May 1942	Mannheim (6.10)
22 May 1942	GARDENING (7.00)
26 May 1942	GARDENING (7.00)
17 June 1942	GARDENING (3.00)
27 August 1942	Kassel (5.25)
28 August 1942	Nuremburg (6.20)
8 September 1942	Frankfurt (6.05)
10 September 1942	Dusseldorf (4.20)
19 September 1942	Munich (7.20)
23 September 1942	Wismar (7.40)
2 October 1942	Krefeld (4.10)
12 October 1942	Wismar (6.30)
13 October 1942	Kiel (5.50)
7 November 1942	Genoa (9.10)
10 November 1942	GARDENING (7.50)
22 November 1942	Stuttgart (7.45)
28 November 1942	Turin (8.15)
4 December 1942	GARDENING (9.30)
8 December 1942	Turin (8.35)

This officer has completed an operational tour, the major part of which has been done as captain of his aircraft. He has attacked many heavily defended targets in Germany, including Kiel, Hamburg, Bremen and the Ruhr. He has also taken part in the attacks on Genoa and Turin, and has made many successful mining sorties. He has shown great keenness and determination in all his operations.

RCAF photo PL-42621 (19 March 1945) has following caption: "They are tired but happy. This veteran Canadian trio helped to make bombing history when they took part in the operation against the Bielefeld Viaduct when Britain's new 22,000 pound bomb, "Ten Ton Tessie" was dropped for the first time. They are shown above just as they came back after dropping their own six-ton missile. From left to right they are: F/O S.K. Jennison, mid-upper gunner (83 Moy

Avenue), Windsor; F/L G.W. Lancey, DFC, Toronto, pilot (46 Albany Avenue) and F/O F.L. English, rear gunner (Wellington Street), Pictou, Nova Scotia.”

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LANCTOT, FS Donald Hugh (R211088) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 20 April 1945 as per **London Gazette** of that date and AFRO 918/45 dated 1 June 1945. Born 1 December 1922 in Quebec; home in Montreal; surveyor with Shawinigan Engineering, 1939-1940; Robert Mitchell and Company, 1940-1942, Chief Inspector with Federal Aircraft, May 1942 to joining RCAF. Enlisted in Montreal, 9 December 1942. To No.5 Manning Depot, Lachine, 4 March 1943. To No.8 Repair Depot, Winnipeg, 2 May 1943. To No.4 Wireless School, Guelph, 27 June 1943. To No.1 SFTS, Camp Borden, 12 August 1943. To No.10 BGS, Mount Pleasant, 17 September 1943; graduated and promoted Sergeant, 24 December 1943. To “Y” Depot, Halifax, 14 January 1944. To No.4 Aircrew Graduate Training School, Valleyfield, 16 January 1944. To “Y” Depot, Lachine, 27 February 1944. Embarked from Halifax, 30 March 1944; disembarked in Britain, 7 April 1944. To No.22 OTU, 16 May 1944. To No.61 Base, 9 August 1944. Attended No.6 Group Battle School, 9-20 August 1944. Attended No.1664 Conversion Unit, 20 August to 28 September 1944. To No.419 Squadron, 28 September 1944. Promoted Flight Sergeant, 24 September 1944. To No.64 Base, wounded, 11 November 1944. Repatriated 23 March 1945. To No.2 Release Centre, 25 May 1945. Released 4 June 1945. Killed in an automobile accident, San Bernadino, California, 2 September 1962.

This airman has taken part in numerous sorties and has proved himself to be a most reliable crew member. One night in November 1944, he was rear gunner in an aircraft which was attacked by two fighters. During the engagement, Flight Sergeant Lanctot defended his aircraft well but was wounded in the head and arm. In spite of this he remained in his turret and did not inform anyone of his injuries until the enemy aircraft had been driven off. His determination and devotion to duty were typical of that which he has shown on all occasions.

DHist file 181.009 D.1634 (RG.24 Volume 20604) has recommendation by 26 January 1945 by S/L M.E. Fergusin when he had flown seven sorties (41 hours 45 minutes operationally).

On the night of November 4th, 1944, Flight Sergeant Lanctot was detailed as rear gunner of an aircraft to attack Borkum. While over the target his aircraft was attacked by a Me.109 and Me.110. In the ensuing engagement, Flight Sergeant Lanctot was severely wounded but the two enemy aircraft are claimed as damaged. This Non-Commissioned Officer stuck to his post and did not report his injuries until out of the danger zone. In the meantime, his aircraft was again attacked by two rocket-firing aircraft and a Ju.88. The intercom in the rear turret had been severed in the first attack but Lanctot continued to give evasive action instruction by call lamp and these latter attackers were unable to manoeuvre into a position to open fire. Flight Sergeant Lanctot eventually had to be assisted from his turret and was found to have suffered severe wounds to the left arm

and head. I consider the heroic gallantry and selfless devotion to duty shown by this Non-Commissioned Officer, which undoubtedly saved his crew, fully merits the award of the Conspicuous Gallantry Medal.

This was endorsed on 22 February 1945 by G/C H.T. Miles (Commanding Middleton St. George). However, on 26 February 1945, Air Commodore C.R. Dunlap (Commanding No.64 Base) wrote, "A valiant and courageous effort worthy of high praise. In spite of the circumstances related and the devotion displayed, I feel that the DFM would be more appropriate and recommend accordingly."

The sortie list for Lanctot was as follows:

23 October 1944 - Essen (6.20)
25 October 1944 - Essen (5.25)
28 October 1944 - Cologne (6.25)
30 October 1944 - Cologne (6.15)
1 November 1944 - Oberhausen (6.20)
2 November 1944 - Dusseldorf (6.45)
4 November 1944 - Bochum (4.15)

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

F/S Donald H. Lanctot DFM as Remembered by Stan Instone:

I first met Don Lanctot at 1664 Heavy Conversion Unit at Dishforth, Yorkshire in June 1944. He was already crewed up with Flying Officer Larry Blaney, flying as his Rear Gunner in Whitleys at 23 Operational Training Unit at Honeybourne, in company with Don Hanna, the Navigator, also from Montreal, and Andy Kindret, the Wireless Operator/Air Gunner from Dauphin Manitoba.

This was my first posting as a newly qualified Flight Engineer and I felt privileged to have joined this crew as we were to fly in four engined heavy bombers. Soon afterwards, two others were to join the crew. Phil Owen, Bomb Aimer from North Bay, Ontario and Ray Altham, Mid Upper Gunner from Winnipeg.

Although I was English and quite the "baby" of the crew, all of them made me very welcome and looked after me. A remarkably strong bond between us was very apparent and we became an efficient and close knit crew.

Don Lanctot particularly made a very strong impression. I was not aware of any

trace of a French accent but his smile and good looks made him a favourite with the girls. I never knew much about his family back home.

In training Don proved himself to be an excellent marksman, using his skill at skeet shooting to get the right deflections. The training at Dishforth ended in early September 1944 and together with seven other crews we were posted to 419 Squadron at Middleton St George where we had a fairly short spell of training where we converted from Halifaxes to Canadian built Lancaster Xs. Our aircraft was KB 721, E Easy although Andy has painted a figure called "Esky" underneath the Pilot's window.

We started bomber operations in October 1944 and it was on our seventh trip in KB 721 that all hell broke loose in the night skies over the German town of Bochum where a synthetic oil refinery had been built. In total we had five fighter attacks and during the first attack Don hit a Me 110 [German night fighter aircraft] which he claimed as a "possible" whilst Ray saw strikes on a Me 109. However the last attack was the most deadly and Don's rear turret took the brunt of this. We knew that we had quite serious damage and there was no voice contact with the turret [all crew positions in a Lancaster were linked by an intercom system].

We managed to escape the fighter by going down in an almost vertical dive, reaching a speed of about 300 mph [quite unheard of in a Lancaster] and somehow or other we managed to level out at 2000 feet, take stock of the damage and set a course to the nearest bit of England.

It fell to my lot to go and see what had happened at the rear. Shining my torch I was horrified to see that Don had lost an eye, his leather helmet was soaked in blood, he also had a severe wound in his left arm and minor wounds to his chest though his Mae West [life jacket] and parachute harness had somewhat absorbed the worst of the shell splinters.

All this time Don was conscious and in considerable distress though outwardly calm and somehow I managed to get him out of the turret, then on to the rest bay [midships] and carry out what limited first aid I could.

Soon after that I had to go back to the front to check on fuel supplies and prepare for the landing at Woodbridge in Suffolk, a large emergency landing strip [and very close to the East Coast so used by damaged bombers unable to make their own airfields].

The Pilot had quite a difficult job with both the return journey and particularly with the landing when we finally came to rest and an ambulance had taken Don away, we inspected the damage and found that most of the starboard fin and rudder had disappeared as well as the starboard elevator.

That was indeed the worst night of my life. The rest of us had escaped injury but we were very concerned about Don's well being.

That was almost the last time I saw Don but he turned up at the squadron on 18th February 1945, complete with eye patch, a Distinguished Flying Medal ribbon and the same cheeky smile. We had a whale of a time that night but the very next night, the 19/20th February 1945, our target was Dortmund and a German Night Fighter hit us and set us on fire. Five of us managed to escape and become POWs but Don Hanna and Larry Blaney did not survive.

On returning to England in May 1945, I immediately received contact with Don by letter and he was quite anxious for me to go out to Canada where a job would be waiting etc but my health at that time was not too good and the RAF were not keen to release me so the opportunity passed. We continued to correspond and the last letter I received would have been September/October 1945 saying that he had to go into hospital as he still had cannon shell splinters in his head. I wrote again but nothing ever came back and I presumed, wrongly as it happened, that Don hadn't made it.

Through Mark (my son) we have found that Don did at least survive, had moved to the States but was killed in an auto accident.

My apologies for being so wordy but that crew, Don in particular, made such an impression on me that although there were tragic circumstances I feel proud and honoured to have served with a Canadian crew. Stan Instone

Training: Attended No.10 BGS, 4 October to 24 December 1943. Bolingbroke aircraft (flew 20 hours). Trained with Browning guns, Bristol, Frazer-Nash and Boulton-Paul turrets. Exposed three films, fired 600 rounds air-to-ground and 2,175 rounds air-to-air. Examined in Guns, pyrotechnics and ammunition (246/300), Sighting (200/250), Turrets, practical (152/200), Aircraft Recognition (113/150) and Signals (90/100). "Alert, good expression, definite ability. Appearance and discipline very good,"

Attended No.22 OTU, 18 May to 31 July 1944. Wallington aircraft - 58 hours ten minutes by day and 39 hours 55 minutes by night. Completed nine cine gun exercises by day with four fighter

affiliation exercises. Seven air firing exercises and one night interception. Ground courses in Aircraft Recognition and Range Estimation (140/200), Guns (140/200), Reporting and Fighting Control (120/200), Sighting, including practices in GTST (140/200) and Turrets, drill and components (120/200). "An average Air Gunner. CCG results average. Has quite a good knowledge of Zone system, but needs more practice in range estimation. Ground work assessment satisfactory; revision on turrets needed, Airmanship in flight good. Has always shown keenness and interest in his duties as an Air Gunner. Personal appearance neat and punctuality good. Should be watched with a view to commissioning at a future date, after qualities of initiative and leadership have had a chance to develop."

At No.1664 Conversion Unit fired 230 rounds on 400-yard range, 20 clay pigeons, 800 rounds air-to-air, two fighter affiliation exercises. Examined on Sighting (35/40), Browning Gun (17/20). Boulton Paul Turrets (28/30), Tactics (45/50), Aircraft Recognition and Range Estimation (38/40), Harmonization (18/20). Spent eight hours on turret manipulation. Rated above average. "A little over confident, but very good in all subjects,"

Notes: On repatriation form dated 6 March 1945 he stated he had flown on 12 sorties (104 operational hours), the last on 4 November 1944. Had also flown on 251 non-operational sorties. Types experienced were Wellington (42 hours), Halifax (33 hours) and Lancaster (280 hours). Claimed one enemy aircraft destroyed, one probably destroyed and one damaged.

Of the action of 4 November 1944 he reported that he never lost consciousness. A cannon shell exploded beside the rear turret; pieces of shell and perspex splattered both eyes. Left eye was removed by surgery on the 5th, Plastic surgery done at East Grinstead, 10 December 1944. "For severity of wounds and subsequent operations, he is remarkably stable."

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LANDALE, WO2 Charles William (R93370) - **Distinguished Flying Cross** - No.5 Squadron (Canada) - Award effective 26 November 1943 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 27 January 1917 in Mimico, Ontario; home there (machine operator.) Enlisted Toronto 22 February 1941. To No.1 Manning Depot, 16 March 1941. To No.1 Equipment Depot, 27 April 1941. To No.4 WS, 5 July 1941. Promoted LAC, 7 August 1941. To No.1 BGS, 22 November 1941; graduated and promoted Sergeant, 22 December 1941. To Eastern Air Command, 23 December 1941. To No.5 (BR) Squadron, 27 December 1941. Promoted Flight Sergeant, 22 June 1942. Promoted WO2, 22 December 1942. Commissioned 20 November 1943 (J41923). Promoted Flying Officer, 20 May 1944. To No.3 OTU, 17 April 1944. To Patricia Bay, 4 August 1945. To Release Centre, 4 September 1945. Released 24 September 1945. Grocery manager, Duncan, British Columbia, 1948-1955, manager of a cement company, 1955-1957, circulation manager for Nanaimo **Daily Free Press**, 1957-1963,

after which he became a government clerk. Re-engaged as an Education Officer, 5 November 1963 in Comox, British Columbia and attached to No.744 Air Cadet Squadron. Employed there and at Duncan, British Columbia, holding rank of Flying Officer. Struck off strength, 30 November 1966. Died in Cowichan, British Columbia, 30 October 1970 as per **Legion Magazine** of February 1971.

Warrant Officer Landale as Wireless Operator/Air Gunner has participated in two attacks on enemy submarines. His skilful use of special radio equipment contributed very largely in enabling his crew to execute these attacks. This NCO has been extensively employed on anti-submarine patrol for over a year. His spirit, ability and willingness have been an inspiration to all other members of the squadron.

Notes: Application for Operational Wings drafted 13 March 1944 at which date he had flown 1,092 hours on operations, 28 January 1942 to 20 November 1943, all on Canso aircraft and all with No.5 (BR) Squadron. These represented 94 sorties. The longest of these was an "O.A.S. Sweep" on 31 May 1942 (16 hours and 40 minutes), but on numerous other occasions he was on sorties of 15 hours or more, namely 7 June 1942 (16.10), 15 July 1942 (16.25), 17 July 1942 (15.25), 25 July 1942 (15.15), 27 July 1942 (15.15), 30 September 1942 (15.05), 4 October 1942 (15.05), 20 November 1943 (16.30).

He was recommended for retention in the service (August 1944) but chose not to remain.

Original recommendation was for an Air Force Cross, raised on 8 May 1943 by W/C F.J. Ewart, No.5 (BR) Squadron. The submission read as follows:

Warrant Officer II Landale is a Wireless Operator/Air Gunner who has participated in two attacks on enemy submarines. His skilful use of special radio equipment has contributed very largely in enabling his crew to execute these attacks. He has flown over 1,100 hours on anti-submarine operations in the North Atlantic in the period of January 1942 to May 1943. His spirit, ability and willingness has been an inspiration to all other members of the squadron.

G/C L.E Wray, Station Gander, concurred: "A very capable Warrant Officer who by his untiring efforts and continuous good work has made an excellent name for himself in the unit. He is most deserving of recognition."

Air Commodore F.V. Heakes (No.1 Group) concurred in a AFC on 11 May 1943. However, on 24 September 1943, Air Marshal Lloyd Breadner (Chief of the Air Staff), wrote:

Suggested by UK that this recommendation should be for DFC. Suggestion concurred in. See Meeting No.1943.

Training: He was interviewed on 30 October 1940 by F/O R. Key who wrote, "Clean cut chap, Intelligent, keen and alert. Good appearance. Will develop undertraining into potential air crew material." Suggested Air Gunner or Wireless Operator.

No.4 WS course was 7 July to 22 November 1941. Spent two hours 15 minutes in flying classroom as first operator and five hours 10 minutes in two-seat aircraft as sole operator. Courses and marks as follows: Theory (30/50), Radio Equipment (204/250), Morse, buzzer and lamp (157/200), Procedure (140/200), Signals Organization (130/150), Armament (80/100), Drill and PT (38/50). Was 56th in a class of 106.

Course at No1 BGS was 24 November to 22 December 1941. Flew seven hours 20 minutes on Battle aircraft plus two hours 30 minutes as passenger. Fired 600 rounds on ground, 100 air-to-ground and 1,829 air-to-air. Scored 17 percent in beam test, five percent in Beam Relative Speed Test, 19 percent in Under Tail Test. Placed first in a class of 29. "A good student but lacking in leadership."

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LANDRY, P/O Joseph Gerard Maurice (J86683) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 28 November 1921 in Dorval, Quebec; home in Montreal; enlisted there 30 March 1942 and posted to No.5 Manning Depot. To No.4 Manning Depot, 13 May 1942. To No.1 Manning Depot, 31 May 1942. To No.5 Manning Depot, 6 August 1942. To No.3 ITS, 15 August 1942; graduated and promoted LAC, 7 November 1942 but not posted to No.11 EFTS until 21 November 1942; may have graduated 15 January 1943 but not posted to No.13 SFTS until 23 January 1943; graduated and commissioned, 14 May 1943. To "Y" Depot, 28 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 10 November 1944. Repatriated 13 August 1945. Retired 2 October 1945. Cited with WO1 Albert V.J. Boyer (navigator, RCAF, awarded DFC; see above for citation). DHist file 181.009 D.1730 (RG.24 Vol.20607) has recommendation dated 7 August 1944 when Landry had flown 36 sorties (180 hours 20 minutes) in tour from 24 February to 18 July 1944.

24 February 1944 - Schweinfurt (8.00, second pilot)
1 March 1944 - Stuttgart (3.55, duty not carried out)
6 March 1944 - Trappes (4.30)
7 March 1944 - Le Mans (5.10)
15 March 1944 - Stuttgart (7.30)

18 March 1944 - Frankfurt (6.10)
25 March 1944 - Aulnoye (5.20)
20 April 1944 - Lens (4.30)
22 April 1944 - Dusseldorf (5.00)
24 April 1944 - Karlsruhe (7.20)
26 April 1944 - Essen (4.45)
7 May 1944 - St. Valery (3.40)
9 May 1944 - Calais (3.40)
12 May 1944 - Louvain (4.50)
19 May 1944 - Merville (4.20)
31 May 1944 - Au Fevre (4.35)
2 June 1944 - Neufchatel (3.35)
5 June 1944 - Houlgate (5.25)
6 June 1944 - Coutances (4.40)
8 June 1944 - Mayennes (5.05)
12 June 1944 - Cambrai (5.20)
14 June 1944 - St. Pol (3.55)
15 June 1944 - Boulogne (2.50)
21 June 1944 - St. Martin (4.10)
24 June 1944 - Bamieres (3.45)
1 July 1944 - Biennais (4.20)
3 July 1944 - Biennais (3.50)
5 July 1944 - Biennais (3.55)
7 July 1944 - Caen (4.00)
12 July 1944 - Thiverny (4.55)
25 July 1944 - Stuttgart (7.50)
28 July 1944 - Hamburg (6.10)
30 July 1944 - Amaye-sur-Seulles (4.40)
31 July 1944 - Oeuf en Ternois (4.55)
3 August 1944 - Foret de Nieppe (3.45)
5 August 1944 - St. Leu d'Esserent (5.45)
7 August 1944 - La Hogue (4.15)

On June 15th, 1944, Pilot Officer Landry was pilot of a Halifax bomber detailed to make a daylight attack on Boulogne. About one hour after setting course, while still over England, he discovered that the aircraft could not climb above 12,000 feet. Though the prescribed height of bombing was to be 17,000 feet, this officer courageously decided to complete his mission. The target was obscured by cloud and no marker was visible. Pilot Officer Landry described an orbit and in doing so, lost height down to 8,000 feet. In the midst of an intense barrage of

predicted flak, the bombing was successfully carried out. Accurate ground fire left some sixty holes in the aircraft. The starboard outer engine was damaged so badly that it was found necessary the feather the propellor, and one of the starboard petrol tanks was also hit. In addition, all navigational equipment was unserviceable, and with dogged determination and coolness, Pilot Officer Landry made the entire return trip beneath the cloud base.

This officer has recently completed a tour of operations, in the course of which he distinguished himself by his outstanding courage, leadership and devotion to duty. I recommend that his consistently praiseworthy conduct be recognized by the award of the Distinguished Flying Cross.

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LANDRY, Corporal Peter Cory (R135316) - **Mention in Despatches** - No.426 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born in Toronto, 7 August 1921. Home in Westmount; enlisted Montreal, 15 October 1941 as Radar Mechanic and posted to No.1 Manning Depot. To University of Toronto, 17 November 1941. To No.1 Manning Depot, 17 March 1942. To No.31 Radar School, 25 March 1942. To No.31 Personnel Depot, 10 May 1942. To RAF overseas, 2 June 1942. Promoted Corporal, 1 April 1943. Repatriated, date uncertain but posted to No.8 OTU, 17 June 1945. To Greenwood for Tiger Force, 31 July 1945. To Halifax, 4 September 1945. Retired 8 September 1945. Received his B.Eng. and M.Sc. from McGill and his M.A. from Columbia University in New York. Was a respected teacher of physics, mathematics and education at Trinity College School in Port Hope, Ontario, at St. Joseph's Teachers College in Montreal, and at McGill University. Also a keen racquets player; first Canadian to win the U.S. Collegiate Singles Squash Championship in 1947. He was a member of both the U.S. Squash Hall of Fame and the McGill Sports Hall of Fame. Died in Montreal, 15 October 2008. No citation in AFRO; DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 31 July 1944. Had served ten months in Canada, 25 months overseas.

This airman is an exceptionally hard working radar mechanic whose skill and devotion to duty have in no small measure contributed to the very high standard of Monica serviceability maintained in this squadron. He has repeatedly worked long hours of duty to make the present standard of efficiency possible.

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LANDRY, Sergeant Pierre Gerald (R126017) - **Mention in Despatches** - Station Goose Bay - Award effective 3 November 1944 as per **Canada Gazette** of that date and AFRO 2479/44 dated

17 November 1944. Born 20 January 1920. Home in Moncton, New Brunswick; enlisted Fredericton, 14 August 1941. Retired 1 October 1945. Rejoined RCAF, 3 November 1949 (29572); retired 23 June 1970, settling in Kingston, Nova Scotia. Died in Moncton, 19 January 1998 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1998. RCAF Photo PL-25835 is captioned as follows: "Long experience has resulted in the smooth working of the RCAF 'Mercy Team' shown above. Under the supervision of Matron Mable Lyons of Winnipeg, Manitoba, a civilian who has been brought in for an emergency operation from her home on the barren Labrador coast is being removed from the aircraft. Assisting is LAC Morley Brotherstone, Victoria Harbour, Ontario (back to camera), F/L Al Cheeseman of Port Arthur, Ontario, noted Canadian bush pilot and captain of the machine, and Sergeant Gerry Landry of Moncton, New Brunswick." RCAF photo PL-25836 is captioned as follows: "Scores of isolated whites and natives of Labrador owe their lives to the courage and skill of F/L Al Cheeseman of Port Arthur, Ontario, and his crewman, Sergeant Gerry Landry of Moncton, New Brunswick, who in their specially equipped aircraft, have brought the sick and injured into an RCAF East Coast hospital for treatment. In the first four months of this year these men made 57 mercy flights involving 15,000 air miles. Normally they are accompanied by a nurse or a doctor, depending upon the reported condition of the patient."

This airman, for the past eighteen months, has consistently exhibited exceptional devotion to duty and keenness towards his work as crewman on Norseman aircraft. His cheerfulness in accepting work over and above the ordinary has been outstanding. He has participated in many mercy flights and has spent considerable time in the bush when forced down while participating in rescue work. He has displayed inspiring tenacity and ability to stick with the job. The many dangerous missions in which this airman has been engaged in air/sea rescue work are an inspiration to others and worthy of high praise.

Note: A letter on file of Corporal Harry Guymer dated 4 August 1945 is notable (Beeckman J. Delatour, The International Grenfell Association, St. Mary's River, Labrador to G/C McGowan, Station Goose Bay:

Dear Sir:-

This letter is to express my appreciation and that of the Grenfell Mission for your response to my request of sending penicillin to St. Mary's River for a child brought into out hospital last evening, desperately sick with pneumonia. Within twenty minutes of the plane's arrival the child had its first dose of the medicine.

I have personally expressed my thanks to Captain Avent and Sergeant Landry for their quick action in carrying out our request, and I must add that we at this

station and the Grenfell Mission are grateful to them for their part in helping out in fighting our recent fire.

As a member of the board of directors of the International Grenfell Association I have heard Mr. Ashton speak of your friendly relations with the Grenfell Mission at Northwest River which was most gratifying to our board.

While writing this letter I must add my word of approbation of the splendid work of Corporal Guymer who stuck by his job heroically in fighting the forest fire at St. Mary's and did an excellent job in organizing the men to fight the fire.

* * * * *

LANE, F/L Edwin Walter (C1303) - **Air Force Cross** - No.2 Bombing and Gunnery School - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Home in Brantford, Ontario; enlisted at Camp Borden 3 October 1939. Trained at No.1 ITS (graduated 28 September 1940) and No.1 SFTS (graduated 27 November 1940). Flight Lieutenant as of 1 January 1941. At No.6 SFTS as of 24 May 1941. To No.7 SFTS, 13 April 1942. To No.16 Aeronautical Inspection Detachment, 23 November 1942. To No.1 Repair Depot, 18 January 1943. To No.2 BGS, 13 February 1943. To No.2 WS, 31 October 1944. To No.4 Release Centre, 28 January 1945. Retired 9 February 1945. As of recommendation for award he had flown 1,950 hours (1,846 as instructor, 230 in previous six months).

This officer is responsible for all staff pilot training at his unit and through his outstanding ability as a flying instructor and his selfless devotion to duty he has developed and maintained a very high standard of flying. His abilities as a pilot and leader have been an excellent example to his subordinates.

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LANE, F/L Reginald John (J5795) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Victoria, 4 January 1920. Educated there. Worked for Hudson Bay Company. Enlisted in Vancouver, 26 October 1940. Trained at No.2 ITS (graduated 4 February 1941), No.8 EFTS (graduated 24 March 1941), and No.10 SFTS (graduated 21 June 1941). Commissioned 1941. Joined No.35 Squadron, October 1941 when his Flight Commander was Leonard Cheshire. His first sortie was complicated by storms and icing conditions. In the course of two attacks on **Scharnhorst** and **Gneisenau** at Brest (December 1941) he saw his Commanding Officer shot down and ditch (18 December 1941) and his formation of six aircraft came under attack by fighters (30 December). Flew three tours overseas (two in No.8 Group,

one as Commanding Officer of No.405 Squadron, 22 June to 22 August 1944). During the final operation of his second tour (16 April 1943) he attacked the Skoda factory at Pilsen in Czechoslovakia when his Halifax was "coned" by searchlights and he had to dive to 1,000 ft to escape heavy anti-aircraft fire over Frankfurt. After 18 months of continuous bombing operations, he was awarded the DSO and returned to Canada, where he was selected to fly the first Canadian-built Lancaster, the "Ruhr Express", across the North Atlantic to England (possibly selected as much for his photogenic appearance as his brilliant piloting skills) Departed Montreal with that aircraft, 10 September 1943 for Goose Bay; arrived in Britain 15 September 1943. Completed RCAF Staff College, 1947 and then to AFHQ; CO of Station Edmonton, July 1950 to July 1952; AFHQ (Assistant for Logistics Plans), July 1952 to December 1955. Awarded Queen's Coronation Medal, 13 October 1953 while at AFHQ. Attended Imperial Defence College; made Chief of Plans and Intelligence (1958); AOC Air Transport Command (27 June 1961 to 27 December 1965); Chief of Staff, No.1 Air Division (January 1966); Air Officer Commanding, No.1 Air Division, 9 August 1966. This was when its division headquarters and operational squadrons were relocated from France to Germany, after de Gaulle invited NATO units to leave France. Deputy Commander, Mobile Command (August 1969); attained rank of Lieutenant-General, 1 August 1972 when he became Deputy Commander of NORAD. Made an Officer of the American Legion of Merit. Retired, December 1974. In retirement he became a consultant to Systems Development Corporation, Santa Monica, before returning to his native Victoria. Appointed Honorary Colonel, No.442 Squadron, June 1992. Died in Victoria, 2 October 2003. See Tom Coughlin, **The Dangerous Skies**. See also Lieutenant-General David Adamson, "Eulogy to a Hero", **Airforce**. Spring 2004. RCAF photo PL-46546 (ex UK-23951 dated 22 January 1946) is captioned as follows: "Hon. Pierre Dupuy, Canadian Minister to the Netherlands, chats briefly with G/C R.J. Lane, DSO, DFC, of Victoria, Commanding Officer of RCAF Station Odiham, Hants., and W/C C.N. McVeigh, AFC of Vancouver, prior to his departure for the Continent recently in an RCAF transport Dakota." RCAF photo PL-46547 (ex UK-23952 dated 22 January 1946) shows Hon. James A. McKinnon (Canadian Minister of Trade and Commerce) chatting with W/C C.N. McVeigh, AFC and G/C R.J. Lane.

Throughout his tour of operations this officer has displayed unshakable determination to reach his target. His skill together with his coolness under fire, whatever the weather, has inspired his crew with extreme confidence. Some of the targets he has attacked included Berlin, Brest, Cologne, and Bremen. His splendid captaincy and outstanding courage have set a splendid example.

NOTE: The above may be compared to the original recommendation (Public Records Office Air 2/9598) drafted 10 July 1942 when he had flown 23 sorties (137 operational hours). Although the text describes attacks on **Tirpitz** being on "consecutive nights", they were (as the sortie list says) four weeks apart.

* 2nd pilot
daylight operation

1 November 1941 - Berlin (8.20)*
9 November 1941 - Hamburg (5.53)*
11 December 1941 - Cologne (6.05)*
18 December 1941 - Brest (4.40)#
30 December 1941 - Brest (6.00)#
3 March 1942 - Paris/Reno Works (6.14)
8 March 1942 - Essen (5.36)
13 March 1942 - Cologne (6.21)
30 March 1942 - Special Operation, Norway (8.30)
27 April 1942 - **Tirpitz** (8.56)
4 May 1942 - Stuttgart (3.25)
8 May 1942 - Warnemunde (7.10)
19 May 1942 - Mannheim (7.45)
30 May 1942 - Cologne (5.41)
1 June 1942 - Essen (4.59)
2 June 1942 - Essen (4.48)
16 June 1942 - Bonn (6.18)
19 June 1942 - Osnabruck (4.59)
20 June 1942 - Emden (4.16)
22 June 1942 - Emden (4.17)
26 June 1942 - Bremen (5.38)
29 June 1942 - Bremen (5.26)
2 July 1942 - Bremen (5.15)

This officer has carried out a total of 23 operational sorties involving a total of 137 flying hours.

Targets attacked include Berlin, Hamburg, Cologne (3), Mannheim, Bremen (3), two daylight raids on the **Scharnhorst** and **Gneisenau** at Brest, and two low level attacks on the German battleship **Tirpitz** in Aason Fjord at Trondheim. These attacks were carried out from a height of 150 feet (on consecutive nights) in the face of intense opposition from the battleship and gun batteries on both sides of the fjord.

Flight Lieutenant Lane's tour of operations has proved to be one of steadfast determination to reach his target. The operational work of his crew has been outstanding for the accuracy and consistency with which it has been carried out.

His skill as a pilot and his coolness under enemy fire and also in bad weather conditions has inspired his crew with extreme confidence and made him a captain who is of outstanding value to his squadron.

For this record of fine service, courageous devotion to duty, and his unquestionable fine qualities of captaincy, Flight Lieutenant Lane is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

LANE, S/L Reginald John (J5795) - **Distinguished Service Order** - No.35 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 9 July 1943 and AFRO 1724/43 dated 27 August 1943.

Squadron Leader Lane has been engaged in operational duties for a long period and over a wide range of targets. His missions have been marked by unvarying success. As a flight commander, Squadron Leader Lane has rendered most valuable service and his leadership and example have been inspiring to all the aircrew with whom he has come into contact. This officer has recently been on operational sorties to such targets as Berlin, Stuttgart and Munich and by his courage and devotion to duty has achieved many outstanding successes.

NOTE: Public Record Office Air 2/8964 has a slightly different text, drafted when he had flown 51 sorties (313 hours) of which 21 sorties (130 hours) had been since his previous award. The text reflects secrecy that shrouded early Pathfinder operations.

Squadron Leader Lane has been engaged in operational duties for a long period and over a wide range of targets. His missions have been marked by unvarying success. As a flight commander, Squadron Leader Lane has rendered most valuable service and his leadership and example have been inspiring to all the aircrew with whom he has come into contact. This officer has recently been **employed in pathfinder duties of a highly specialised nature over** such targets as Berlin, Stuttgart and Munich and by his courage and devotion to duty has achieved many outstanding successes.

The original recommendation (Air 2.8964) was drafted 24 May 1943 by the Commanding Officer, No.35 Squadron. The sortie list for missions after 2 July 1942 and the submission are as follows:

19 July 1942 - Vegasack
21 July 1942 - Duisburg
23 July 1942 - Duisburg

25 July 1942 - Duisburg
26 July 1942 - Hamburg
30 July 1942 - Saarbrücken
31 July 1942 - Düsseldorf
13 October 1942 - Kiel
16 October 1942 - Cologne
24 October 1942 - Cologne
9 November 1942 - Hamburg
22 November 1942 - Stuttgart
31 January 1943 - Hamburg
3 February 1943 - Hamburg
4 February 1943 - Turin
14 February 1943 - Cologne
25 February 1943 - Nuremberg
26 February 1943 - Cologne
1 March 1943 - Berlin
3 March 1943 - Hamburg
8 March 1943 - Nuremberg
9 March 1943 - Munich
11 March 1943 - Stuttgart
27 March 1943 - Berlin
30 March 1943 - Berlin
4 April 1943 - Kiel
14 April 1943 - Stuttgart
16 April 1943 - Pilsen

During the lengthy period Squadron Leader Lane has been engaged upon operations, the many sorties he has carried out over a wide range of targets have been marked by the unvarying success and accuracy with which they have been attended.

Recently he has operated in a most important marking role and the success of this highly specialised method in the squadron has been largely due to the energy and enthusiasm he has displayed in its development.

As a Flight Commander he has rendered most valuable service and his leadership and example has been an inspiration to his crews in keeping with the best traditions of the Service.

In recognition of his excellent services Squadron Leader Lane is recommended

for the non-immediate award of the Distinguished Service Order.

LANE, G/C Reginald John, DSO, DFC (J5795) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945.

Group Captain Lane has completed many attacks on heavily defended targets in Germany. He has constantly displayed a fine fighting spirit throughout his operational career and has proved himself an officer of outstanding ability whose courage, cheerfulness and keen sense of duty have been an inspiration to his crews.

LANE, G/C Reginald John, DSO, DFC (J5795) - **Mention in Despatches** -120 Wing, Odiham - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946.

NOTE: The following is extracted from a lengthy obituary written by James McCready in the **Globe and Mail**, 31 December 2003.

The double duty of pathfinder and master bomber was the most dangerous assignment in Bomber Command of the Second World War. Like all young fliers who set off to attack German targets, Reg Lane knew he was more likely to be killed in action than any sailor or soldier.

The job of the pathfinder was to go ahead of the main bomber force and drop flares to mark the target. The master bomber would stay over the site for up to 40 minutes, directing the air raid.

Mr. Lane, who has died at the age of 83, did both jobs. He was the commander of the Royal Canadian Air Force's only pathfinder squadron and one of the most decorated Canadian bomber pilots in the Second World War. He was awarded the Distinguished Flying Cross twice, and the rare DSO Distinguished Service Order, which when given to a man of junior rank - he was only a squadron leader at the time - is second only to the Victoria Cross for valour.

On two trips as a pathfinder squadron leader, Mr. Lane experienced the twin horrors of the bomber pilot: falling prey to a night fighter and being "coned".

The night fighter struck first. On a raid over Cologne on February 14, 1943, Mr. Lane's Halifax dropped its coloured markers to mark the bomb site onlt to be

attacked by a German Me.110, a twin-engine plane with massive fire power. It attacking twice, hitting Mr. Lane's aircraft in the wing. As the Me.110 prepared a third attack to finish them off, Mr. Lane stood the Halifax on its nose and put it into a power dive. The bomber screamed toward the surface and he pulled out of the dive close to the sea. The manoeuvre succeeded in losing the fighter, although the severely shot up and metal-stressed Halifax was later declared a write-off.

Being "coned" was to be trapped in the intersecting beams of two or more searchlights. Lit up like a bug on the ceiling of a room, it made a bomber an easy target for anti-aircraft gunners on the ground. On the night of April 16, 1943, on the last flight of his second tour of duty, searchlights caught Mr. Lane over Frankfurt as he returned from a raid on the Skoda plant at Pilsen in Czechoslovakia. On that occasion he dived the plane 1,000 feet to escape the lights....

After flying 51 mission over Europe, Squadron Leader Lane was awarded the DSO and picked to fly the first Canadian-made Lancaster across the Atlantic. It was called the Ruhr Express. The government wanted to show the public and the RCAF that it was providing top-of-the-line bombers to replace older planes such as the Halifax and the Wellington, which Canadians were flying.

"The Ruhr Express" was a propaganda stunt" says Steve Harris, the chief historian of the Department of National Defence in Ottawa. "It was only a prototype, and was flown to Britain long before the regular production Canadian Lancasters were ready to be sent. Choosing Reg Lane to fly the mission shows how highly he was regarded."

The fact that he was a good-looking decorated pilot helped the publicity campaign. The reality was that the first plane was not quite ready to fly. The Lancaster X was made at Victory Aircraft outside Toronto. The plant would later become Avro and make the short-lived supersonic Arrow. The Ruhr Express was rushed into service for its maiden flight on August 1, 1943. Reg Lane later recalled that it was almost unsafe to fly.

"We soon found out about the electrics, none of the engine instruments was working and we had to make a decision whether to press on to Montreal, as planned, or return to Malton", said Mr. Lane, who was fully aware of the propaganda value of the Ruhr Express. "In view of the publicity, we decided it would be politic to head for Dorval. There the aircraft was quickly wheeled into

a hangar.”

The life of the Ruhr Express is thoroughly documented in **Target Berlin**, a National Film Board film that is still available.

One of the **Canada Carries On** series of propaganda “shorts” that preceded the main features, the film was seen at movie theatres during the war. An NFB cameraman filmed not only the construction of the Ruhr Express at Malton (now Pearson International airport) but joined the crew that ferried it across the Atlantic and later occupied a passenger seat when Reg Lane took the plane on its first mission over Berlin.

Reginald John Lande was born on January 4, 1920 at Victoria. He went to public school there and after graduating from Victoria High School worked for the Hudson Bay Company. He joined the RCAF in September of 1940.

After pilot training in Canada, under the British Commonwealth Air Training Plan, Pilot Officer Lane arrived in England in July of 1941. He flew his first mission in November of that year, as a second pilot on a Halifax. The target was Berlin and while cloud cover made the flight a bit safer, it was cold and stormy

In December he and his crew flew two dangerous missions, daylight raids at low altitude against the German battle cruisers **Scharnhorst**. And **Gbeisenau**, which were in harbour at Brest on the Atlantic coast of France. The bombers came in at 150 feet and met heavy anti-aircraft fire. In the first raid Mr.Lane’s squadron commander was shot down; in the second the six Halifax aircraft were heavily damaged by German fire but managed to make it back to England.

Later he also was part of a group that attacked the German battleship **Tirpitz**, anchored in a fjord in German-occupied Norway. Pilot Officer Lane’s Halifax flew from a base at Kinross, Scotland, then, after arriving over Trondheim in Norway, spiralled through the clouds. The **Tirpitz** was heavily defended and the German guns opened up as Mr. Lane’s plane flew just above the water. His bomber was hit, cracking the spar in the main wing. Three other Halifaxes were lost but he managed to make it back to Scotland after a nine-hour flight. The **Tirpitz** was untouched.

Squadron Leader Lane flew in the first of the 1,000 bomber raids designed by Air Marshal Arthur (Bomber) Harris to overwhelm German defences. That raid was against Cologne on May 30, 1942, and 41 bombers were lost. His last

operational flight was just before D Day in June 1944 when he acted as the master bomber over Caen in Normandy...

After the war he stayed on in the air force, attending the Imperial Defence College in England in 1946. He rose in the air force hierarchy and took command of the RCAF base in Edmonton. Later he returned to Europe twice, the second time as chief of staff of the RCAF's No.1 Air Division at Metz, Germany [sic].

When the Army, Navy and Air Force became the Canadian Armed Forces on February 1, 1968, his rank changed from Air Vice-Marshal to Major-General. In August 1969 he became Deputy Commander of Mobile Command in Montreal, then commander of the transport base at Trenton, Ontario. In 1972, with the rank of Lieutenant-General, he moved to Colorado Springs, Colorado as deputy commander of the North American Air Defence Command (NORAD).

After retiring he worked for a while as a defence consultant before moving full time to Victoria. He was active in air force associations in Canada and in England. He was a patron of the Yorkshire Air Museum, which has the only surviving Halifax. On the anniversary of the Battle of Britain in early October he laid a wreath at the war memorial in Victoria.

Reg Lane leaves his wife Barbara, whom he married in 1944, and their two sons and two daughters.

Public Record Office Air 50/185 has the following Combat Reports relating to his career with No.35 Squadron:

14/15 February 1943: Target, Cologne. Crew as follows: Captain - S/L Lane; Air Bomber - F/L Mack; Navigator, F/L Webster; WOP - P/O Thorpe; Rear Gunner - Flight Sergeant Scammell (trained at No.10 AGS, Castle Kennedy and No.60 OTU, East Fortune); Flight Engineer - Flight Sergeant Haxby; Mid-Upper Gunner - Sergeant Tulloch (trained at No.4 AGS, Morpeth; no OTU, having converted to Halifax aircraft with No.78 Squadron). Bomb load was described as "2 x 4 Green Steady, 2 x 4 Med/Green Stars, 4 x 1,000 G.P."

On the night of the 14th/15th February 1943, a Halifax II Type "Y", Letter "U", Serial No.W7874 of 35 Squadron on Cologne - flares and bombs dropped, was attacked by Me.110 over Walcheren Island at 2110 hours, height 17,000 feet, I.A.S. 195 knots, course 290 Magnetic. Weather - clear, good visibility, 3/4 moon on port quarter, 10/10ths cloud below. No flak or searchlights.

1st Attack: Enemy aircraft first sighted dead astern at 400 yards and slightly below. Our rear gunner got in a short burst of approximately two seconds at 400 yards. Enemy aircraft replied at 300 yards approximately with a burst of cannon and machine gun fire. No strikes were observed on either side.

Evasive action was taken by Captain, turning and diving the Halifax. Stoppages in three guns were found at this stage.

2nd Attack: From astern and below, enemy aircraft firing short burst and Rear Gunner replying with remaining gun. Turning and diving evasive action shook off the enemy aircraft who was not seen again. Position 5141 North 0308 East. After shaking off the enemy aircraft the Captain of the aircraft lost height to gain security from the cloud, descending to 3,000 feet. Rear Gunner cleared the stoppages which were due to links jamming in the link chute.

No damage to our aircraft from encounter, no casualties, no claim made. Our aircraft had been previously hit by flak over target, damage from flak being to aileron and rudder.

27/28 March 1943: Target, Berlin. Crew as follows: Captain - S/L Lane; Air Bomber - F/L Mack; Navigator, S/L Robert Irwin Trickett, DFC (RCAF); WOP - P/O Thorpe; Rear Gunner - Flight Sergeant Scammell (trained at No.10 AGS, Castle Kennedy and No.60 OTU, East Fortune); Flight Engineer - Flight Sergeant Haxby; Mid-Upper Gunner - Sergeant Tulloch (trained at No.4 AGS, Morpeth; no OTU, having converted to Halifax aircraft with No.78 Squadron).

Halifax "Y", Aircraft "U" of 35 Squadron, No.W7874, on Berlin, at Hanover, 12 miles NW, 2150 hours, 15,000 feet, 155 m.p.h. IAS. Bombs not dropped; course 119 Degrees True; cloud 10/10ths tops at 10/12,000 feet. Visibility good about 1,000 yards above cloud. No moon. No flak or searchlights. Ju.88 observed 800 yards on starboard quarter and below own aircraft. Enemy aircraft came in astern and up to own aircraft's level. Tail gunner opened fire at 450 yards and gave four-second burst (1,250 rounds, approximately) as enemy aircraft closed to 350 yards. Enemy aircraft did not return fire. Tracer appeared to be entering into enemy aircraft, which skidded down immediately below own aircraft and disappeared in the clouds. Enemy aircraft was not seen again.

At time of first sighting, own aircraft was doing very slight evasive action, and after sighting and as enemy aircraft closed in rear gunner told Captain to corkscrew; this was carried out at about 650 yards range. Enemy aircraft claimed as damaged. Own aircraft proceeded to target.

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LANE, Sergeant Thomas Charles (R62355) - **Mention in Despatches** - Skipton-on-Swale - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 3 July 1912. Home in Nipiwini, Saskatchewan; enlisted in Saskatoon 8 August 1940 as Airframe Mechanic. To Technical Training School, St. Thomas, 2 October 1940. Promoted AC1, 15 February 1941. To No.10 SFTS, 19 February 1941. Promoted LAC, 1 July 1941. Promoted Corporal, 1 February 1942. To "Y" Depot, 16 November 1942. To RAF overseas, 10 December 1942. Promoted Sergeant, 1 April 1943. Repatriated via Debert, 23 July 1945. Retired 8 September 1945. Died in Nipiwini, 15 March 2007 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2007. 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 two years in Canada and two years in UK.

This NCO has demonstrated on more than one occasion his keenness to get a job done even though it has kept him at his post for twenty-four hours at a stretch. His cheerfulness, understanding and technical knowledge have made him a source of inspiration to his men and a mainstay to his superior officers.

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LANE, F/L Thomas Henry (J15834) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 7 May 1943 as per **London Gazette** dated 13 May 1943 and AFRO 1035/43 dated 4 June 1943. Born in Winnipeg, 27 September 1920; home in Austin, Manitoba; enlisted Winnipeg, 13 November 1940. To No.1A Manning Depot, 9 December 1940. To No.119 (BR) Squadron, 31 December 1940. To No.3 ITS, 21 April 1941; graduated and promoted LAC, 8 June 1941 when posted to No.10 EFTS; graduated 27 July 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 7 October 1941. To Embarkation Depot, 8 October 1941; to RAF overseas, 22 October 1941. Trained overseas at No.19 OTU (1 May 1942; to No.35 Squadron, 27 August 1942. Commissioned the latter date. Promoted Flying Officer and Flight Lieutenant, 15 December 1942. Shot down and taken prisoner, 21 June 1943 (Halifax HR685). Safe in United Kingdom, 3 May 1945. Repatriated 1 June 1946. Retired 28 August 1945. Died in Guelph, Ontario, 28 June 2016. Public Relations release 2093 dated 7 June 1943 says that on a sortie to Turin the port inner engine cut out while icing was heavy; jettisoned bombs and turned back. Coming out of mountains at low altitude, carburettors thawed and all engines were running fine as they re-entered France.

Flight Lieutenant Lane, a gallant captain of aircraft, has flown on operations against some of the enemy's most important targets, always displaying great

determination to complete his mission successfully. He has invariably set a fine example to his crew.

NOTE: Public Record Office Air 2/8950 has original recommendation drafted 19 March 1943 when he had flown a reported 27 sorties (158 operational hours). However, the sortie sheet lists only 26 missions.

29 July 1942 - Saarbrucken
11 August 1942 - Le Havre
18 August 1942 - Flensburg
28 August 1942 - Frankfurt
29 August 1942 - Nuremberg
1 September 1942 - Saarbrucken
2 September 1942 - Karlsruhe
4 September 1942 - Bremen
6 September 1942 - Duisburg
8 September 1942 - Frankfurt
10 September 1942 - Dusseldorf
19 September 1942 - Saarbrucken
13 October 1942 - Kiel
15 October 1942 - Cologne
28 November 1942 - Turin
2 December 1942 - Frankfurt
6 December 1942 - Mannheim
8 December 1942 - Turin
9 December 1942 - Turin
11 December 1942 - Turin
20 December 1942 - Duisburg
30 January 1943 - Hamburg
26 February 1943 - Cologne
1 March 1943 - Berlin
8 March 1943 - Nuremberg
9 March 1943 - Munich

Flight Lieutenant Lane is a splendid captain and has carried out his attacks, many of them against the most important targets, with very successful results displaying the most praiseworthy determination to carry his task to a successful conclusion. For his fine services Flight Lieutenant Lane is recommended for the non-immediate award of the Distinguished Flying Cross.

This was duly endorsed by the Officer Commanding, Station Wyton (22 March 1943) and by the Air Officer Commanding, No.8 Group (28 March 1943).

The website "Lost Bombers" provides the following re his final operational sortie. Halifax HR685, No.35 Squadron (TL-X), target Krefeld was one of six No.35 Squadron Halifaxes lost on this operation; others were W7878; BB361; BB368; HR799; HR848. It was airborne at 2313 hours, 21 June 1943 from Graveley. Shot down by a night-fighter. Crash-site not established. Crew consisted of F/L T.J.Lane, DFC (RCAF) , POW, Flight Sergeant F.J.Rogers, , POW, F/L P.McG. Jackson, POW, Warrant Officer G.W.Darling , POW, Flight Sergeant A.P.Balson (RAAF), POW, Flight Sergeant R.F.MacDonald, POW, F/O D.R.Alexander, POW.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire based on interview of 16 May 1945. He stated he had flown 39 sorties. Text as follows:

After a very successful trip and bombing run over Krefeld without incident, about ten minutes after leaving target, Rear Gunner reported aircraft coming in to attack, identified to be two Ju.88s. Rear Gunner gave excellent directions; his guns failed on the second attack. The Flight Engineer then started giving fighter control and after about the fifth attack were hit on the leading edge of wing between port inner engine and fuselage after which a large fire started. Forced to bale out and all landed safely. The weather was perfectly clear and the moon was full.

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LANG, P/O James Cumming (J18169) - **Distinguished Flying Cross** - No.51 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 1921 in Vancouver; home there (clerk in law office for six months and in a bank one year); enlisted there 15 March 1941 and posted to No.2 Manning Depot. To No.12 SFTS (guard), 16 May 1941. To No.2 WS, 19 July 1941; promoted LAC, 18 August 1941; graduated 6 December 1941 when posted to No.3 BGS, Macdonald; graduated and promoted Sergeant, 5 January 1942. To "Y" Depot, 6 January 1942. Embarked for overseas, 23 January 1942; arrived in UK, 10 February 1942. At No.1 Signal School, Cranwell, 10 April to 30 April 1942; No.1 Advanced Flying Unit, Wigtown, Scotland, 2-30 May 1942 (Ansons); No.19 OTU, Kinloss, 30 May 1942 to 20 August 1942 (Whitleys; promoted Flight Sergeant, 5 July 1942); with No.50 Squadron, Swinderby, 28 August to 14 October 1942; at No.15 OTU, Harwell, instructing, 20 December 1942 to 30 February 1943 (promoted WO2, 5 January 1943); with No.51 Squadron, Snaith, 20 May to 14 October 1943 (promoted WO1, 5 July 1943; commissioned 18 July 1943); at No.23 OTU, Stratford, instructing, 12 October 1943 to 15 March 1944 (promoted Flying Officer, 18 January 1944); at No.22 OTU, 15 March to 26

August 1944; special leave in Canada, 5 September to 23 November 1944; to No.76 Base, 3 January 1944; to No.75 Base, 15 February 1945; attached to No.1661 HCU, 16 February to 21 March 1945; with No.431 Squadron, 21 March to 5 September 1945 (arrived back in Canada 6 June 1945). To No.405 Squadron, 22 October 1945; to Station Greenwood, 28 November 1945; to Station Dartmouth, 28 January 1946; released 1 July 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."

NOTE: On a form dated 25 August 1944 (requesting transfer to daylight operations on Bostons, Marauders or Mitchells) he stated he had flown 600 hours, of which 172 were operational (29 sorties, one tour).

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LANGDALE, P/O Russell Frederick (J94884) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 25 January 1920. Home in Brantford, Ontario; enlisted Toronto, 6 September 1941 and posted to No.1 Manning Depot. To No.1 SFTS (guard), 1 November 1941. To No.4 WS, 14 March 1942; promoted LAC, 15 April 1942; graduated 28 September 1942 and posted next day to No.3 BGS; graduated and promoted Sergeant, 26 October 1942. To No.36 OTU, 6 November 1942. To "Y" Depot, 20 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 26 April 1943. Promoted WO2, 26 October 1943. Once crashed in sea and crew floated in dinghy several hours before a fishing boat rescued them. Interned in Portugal, 24 November 1943. Reported safe, 29 December 1943. Commissioned 14 March 1945; promoted Flying Officer, 14 September 1945. Repatriated 30 November 1945; released 2 January 1946.

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LANGDON, F/L Ivan Hugh (J23902) - **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 21 March 1924. Home in Kenilworth, Ontario; enlisted Toronto, 4 May 1942 and posted to No.1 Manning Depot. To No.4 Manning Depot, 25 June 1942. To No.5 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942 when posted to No.4 BGS; graduated 9 January 1943 when posted to No.4 AOS; graduated and commissioned, 19 February 1943. To "Y" Depot, 5 March 1943. To RAF overseas, 26 March 1943. Promoted Flying Officer, 19 August 1943. Promoted Flight Lieutenant, 19 February 1945. Repatriated 2 August 1945. Retired 21 September 1945. Died in Guelph, Ontario, 1 April 2010 as per **Legion Magazine** "Last Post" column, September/October 2010.

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LANGFORD, W/C Herman Hamilton (C485) - **Commended for Valuable Services in the Air** - Central Flying School, Trenton - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943. Born 30 March 1903 (RAF Ferry Command records) in Fingal, Ontario; educated in provincial public schools, Ontario Normal School and Queen's University. Home in Barrie, Ontario. Joined RCAF in Toronto, 7 September 1931; qualified for his wings 25 May 1940. Attained rank of Flight Lieutenant, 1 January 1941. To Central Flying School, 11 January 1941. Promoted Squadron Leader, 15 January 1942. Attached to Ferry Command, 4 March 1942. Departed Dorval, 29 March 1942 in Hudson FH285 to Goose Bay; departed Goose Bay, 2 April 1942 and arrived same day in Britain. Repatriated 19 August 1942. To Trenton, 3 September 1942. To No.2 Training Command Headquarters, 25 April 1943. On 26 May 1943 during a staff inspection of No.33 SFTS made a wheels-up landing due to undercarriage failing to respond. Promoted Wing Commander, 15 May 1943. To War Staff College, 31 March 1944. To AFHQ, 2 June 1944. To No.2 Training Command Headquarters, 2 July 1944. Retired 7 February 1945. Governor General's Records (RG.7 Group 26, Volume 57, File 190-I) has citation.

This officer with considerable flying experience as an instructor and Officer Commanding Central Flying School Visiting Flight has been outstanding in his devotion to duty. His keen enthusiasm, superior knowledge and experience have been a valuable asset to flying instructional training.

LANGFORD, W/C Herman Hamilton (C485) - **Air Force Cross** No.2 Training Command Headquarters - Award effective as of 8 June 1944 as per **London Gazette** of that date and AFRO 1380/44 dated 30 June 1944. Described as having flown 1,390.05 hours to date, 1,298.25 hours as instructor, 104.55 hours in previous six months. Stationed at War Staff College as of time of AFC award.

This officer's excellent work had made an outstanding contribution to the success of flying training. Throughout his duties on the several positions he has held, he has displayed exceptional qualities of judgement and leadership, which have won for him the respect of all personnel under his supervision. In the execution of his duties over a long period of time he has proven himself to be a most keen and able pilot.

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LANGFORD, F/L Patrick Wilson (C1631) - **Mention in Despatches** - No.16 OTU (deceased) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 4 November 1919 in Edmonton. Educated at Jasper Public and High Schools, September 1926 to June 1936 and Banff High School, September 1936 to June 1937.

Worked for Brewster Transport as a driver (summers) and was six months on Engineering Surveys in the National Parks (chainman and instrument work). Home given as Victoria (next of kin). Enlisted in Edmonton, 29 January 1940 and commissioned as of that date. Taken on strength of Western Air Command Headquarters, Victoria, 29 January 1940 but assigned to Calgary Aero Club (Gypsy Moth aircraft, 29 hours 25 minutes dual, 26 hours 35 minutes solo). To No.1 ITS, Toronto, 4 May 1940. To Station Trenton, 31 May 1940. To Camp Borden, 17 June 1940. Awarded pilot's flying badge, 19 August 1940. Promoted Flying Officer and posted to Station Trenton, 5 October 1940. To No.6 SFTS, Dunnville, 21 November 1940, serving there to 7 April 1942 (promoted Flight Lieutenant, 9 August 1941). Emplaned from Canada, 7 April 1942; disembarked in Britain, 9 April 1942. Taken on strength of No.3 PRC. To No.16 OTU, 19 May 1942. Wounded and POW 28/29 July 1942 while piloting Wellington R1450 of No.16 OTU on a raid on Lubeck; shot down by a night fighter. Pilot was taken prisoner unhurt but Langford and the rear gunner were taken prisoner seriously injured. He had baled out with his parachute on fire and was badly burned and hospitalized for two months before being sent on 1 October 1942 to Stalag Luft III in the province of Lower Silesia near the town of Sagan (now Zagan in Poland). At the time of his capture his father (who had been serving in England with the Canadian Forestry Corps) had returned to Canada. Others in crew were 118019 P/O Lowe, 121572 P/O Litzow, 1028991 Sergeant Atchison, NZ411066 Sergeant Gray, 1252067 Sergeant White. Promoted Flight Lieutenant, 1 August 1942. To Stalag Luft III, 1 October 1942. Shot 25 March 1944 following the Great Escape from Stalag Luft III, Sagen. No citation. The following is from Wikipedia:

As prisoner No. 710 Langford was involved in the planning and excavation of the tunnel code-named "Harry" which was located under the barrack's stove in Room 23 of Block 104. He was also the "trapfuehrer" responsible to ensure that the red hot stove on its tiled piece of removable flooring was back in place over the tunnel whenever the guards were nearby. He mastered his technique to a point that he could close the trap door above the tunnellers cushioned with blankets to kill any hollow sound, and get the stove in place with carefully replaced dust and dirt within 20 seconds of a guard approaching. Langford saved the tunnel from discovery on several occasions. The tunnel was completed in early March 1944 measuring 106.07 m (348 ft) in length and the date for the break-out was set for 24 March. Approximately 600 airmen had worked on various aspects of the tunnel's construction. A list of 220 people was compiled for the actual escape but only 80 managed to get through the tunnel and of these, four were apprehended at the tunnel's exit.[]

He was one of the 76 men who escaped the prison camp on the night of 24–25 March 1944 in the escape now famous as "the Great Escape". Having got clear of the camp Langford was in a party of officers who fought their way through the snow and bitter cold walking as fast as they could, they kept pushing onwards despite the weather and survived freezing nights outdoors only to be recaptured on 28 March 1944. He was in the party with Ian Cross, Jack Grisman,

Sandy Gunn and Tom Leigh held at Gorlitz Civil Prison, where on the morning of 31 March 1944 Keith Ogilvie saw Edgar Humphreys, Dutchy Swain, Chaz Hall, Brian Evans, Wally Valenta, George McGill, Pat Langford, "Adam" Wlodzimierz Kolanowski, Bob Stewart and "Hank" Henry Birkland being led away to a covered truck, They were all shot in a clearing off the Gorlitz to Sagan road just outside Gorlitz and cremated at Liegnitz by the Gestapo. Langford was one of the 50 escapers executed and murdered by the Gestapo. Originally his remains were buried at Sagan; he is now buried in part of the Poznan Old Garrison Cemetery; he is also commemorated by the Royal Canadian Air Force.[27]

His name was amongst those in the list of the murdered prisoners which was published when news broke on or about 19–20 May 1944.[28] and he is also mentioned in the "Ottawa Citizen" on 27 February 1946.

His assessments in Canada are interesting. As of **1 May 1941** he was described as "Keenest, most through of all Flying Instructors in No.2 Squadron. Conduct very satisfactory. Handles duties in very satisfactory manner. Decided improvement has been noted since he assumed command. Strongly recommended by Commanding Officer, No.6 SFTS for promotion to rank of Flight Lieutenant." On **26 November 1941**, S/L W.M. Foster (Visiting Flight) noted that he had 620 hours of flying; tested him on Harvard and wrote that his Sequences were "above average", Voice "emphatic", Manner "forcefull", an dability to impart knowledge "above average". He described Langford as "A very competent pilot and instructor. He presents flying demonstrations in an accurate fashion and his explanations and sequence are delivered in a forceful and logical fashion." As of **15 December 1941** S/L R.L. Lee wrote, "This officer has been employed as Instructor, Flight Commander and Examining Officer while on this Station and has shown great keenness and efficiency. He accepts responsibility readily and has good organizing ability. Professional as a Flying Instructor, he is also above average." To this, W/.C.V.H. Patriarche added, "A very good officer. Is a competent instructor and thoroughly efficient Flight Commander. Positive and sensible in his decisions."

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LANGILLE, F/O George Eugene (J85756) - **Mention in Despatches** - No.193 Squadron (deceased) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Saint John, New Brunswick, 15 November 1922. Home there (store clerk). Enlisted in Moncton, 8 January 1941 as a clerk and posted to No.1 Manning Depot, Toronto. To No.8 SFTS, Moncton, 19 February 1941; to No.21 EFTS, Chatham, 3 July 1941, serving there to 23 May 1942 (promoted LAC, 8 July 1941 and Corporal, 1 August 1941). Remustered to aircrew and posted to No.3 ITS, 23 May 1942; to No.13 EFTS, 12 September 1942; may have graduated 6 November 1942 but not posted to No.2 SFTS until 21 November 1942; graduated and promoted Sergeant, 19 March 1943. To No.1 OTU, Bagotville, 2 April

1943. To "Y" Depot, Halifax, 19 June 1943; to RAF Trainees Pool, 22 June 1943. Disembarked in Britain, 1 July 1943. To No.55 OTU, 27 July 1943. To No.193 Squadron, 17 September 1943. Promoted Flight Sergeant, 19 September 1943. Attended No.12 Armament Practice Camp, 6-11 April 1944. Commissioned 17 March 1944. To No.146 Squadron in France, 20 July 1944 but returned to No.193 Squadron almost at once. Killed in action 25 November 1944 (Typhoon MN912); buried in Holland. No citation.

On 29 November 1944 Flight Sergeant Owen L. Pratt, No.193 Squadron, submitted a report on the loss of Typhoon MN912:

On the 25th November 1944 I was Number 4 with "Black Section", call sign being "Bassett Black".

The four of us had low-level bombed a railway and were flying low in search of transport, etc. We were flying on a northerly course and were in the vicinity of Barneveld and "Black 1" spotted some transport on the road.

We did a steep turn to starboard and went in to attack. I, being on the outside of the turn, lagged behind a little, and as a result of this had rather a grim sight of the following.

Flying Officer Langille attacked whilst the flak was directed at him, in particular a 20-mm cannon firing tracer scored direct hits on his plane. Fire broke out in the petrol tanks and he started to climb. The gunners continued firing at him, and the flames grew to sizable dimension. Reaching the time where he would normally have jumped out, the plane started to descend, more like a comet. Then a large piece of the plane broke off and fell blazing to the ground.

Going down below the level of the tree-tops I lost sight of him and was unable to say whether he baled out or not.

Dutch witnesses stated the aircraft was named "Mickey". A further report dated 22 November 1945 read:

No.193 Squadron reported that Typhoon aircraft MN912, piloted by Flying Officer Langille, left base to carry out an operational attacks against the enemy. Flying Officer Langille had bombed an enemy railway line and then proceeded in search of transport. He was seen to carry out an attack on road transport and his aircraft was hit by enemy flak causing it to catch fire in the petrol tanks. Flying Officer Langille then started to climb in order to gain height to bale out, but the aircraft started descending in flames before this could be done. Immediately

after the aircraft struck the ground, a large piece of the plane was seen to break off and fall blazing to the ground. The accompanying pilot lost sight of the aircraft as it was below the level of tree tops, and he was unable to state whether the pilot baled out. This incident occurred at approximately 1600 hours on the 25th November 1944, about six miles east of Amersfoort, Holland.

Captured German documents state that an English aircraft crashed on the 25th November 1944, at Nulde, the community of Putten, and the body which was recovered from the wreckage was buried at 1500 hours on the 5th December 1944, in the cemetery at Putten.. A ring which was removed from the pilot's body has been identified by the next-of-kin of Flying Officer Langille as belonging to him.

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LANGLEY, F/O Alexander Charles (J37508) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born in Vancouver, 12 July 1913; home in Regina (accountant); enlisted Saskatoon, 18 September 1942. To No.2 Manning Depot, 12 January 1943. To No.2 WS, 26 February 1943. To No.7 ITS, 20 March 1943; graduated and promoted LAC, 28 May 1943 but not posted to No.7 AOS until 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. Promote Flying Officer, 29 April 1944. Repatriated 2 August 1945. Retired 19 September 1945. Photo PL-45546 (ex UK-24015A dated 5 August 1945) is captioned as follows: "Torquay, England - A day before he was due to leave RCAF Repatriation Depot here for his journey back to Canada, F/O Alex C. Langley, 32-year old navigator of Regina, Saskatchewan, was notified that he had been awarded the DFC for his commendable work with a Lancaster bomber squadron of the Canadian Bomber group in England. Langley, who had been an accountant with the Toronto General Trusts for 14 years before he joined the RCAF in August 1942, commenced his operational career in August 1944. He completed a total of 31 trips to German targets which included the Ruhr Valley, Chemnitz, Nuremberg, Zeitz, Merseburg, Karlsruhe, Stuttgart and Hanover. His aircraft was the target for German fighters on three occasions, but was not damaged, but severe flak once seriously damaged the Lancaster, killed the mid-upper gunner and wounded the wireless operator while the Canadians were attacking Bochum." Photo PL-48192 shows him with Mrs A.F. Moffat (cousin) and his wife after 1949 Government House investiture. DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 21 March 1945 when he had flown 31 sorties (220 hours 50 minutes), 6 October 1944 to 20 February 1945. Living in Toronto, 1950.

Throughout numerous operational missions Flying Officer Langley has displayed

skill, courage and determination of the highest order. His aircraft has on several occasions been heavily damaged by anti-aircraft fire but despite this he has remained at his post and rendered valuable aid to his captain. Flying Officer Langley's tenacity and unfailing devotion to duty have been worthy of the highest commendation.

RCAF Press Release 10811 of 19 July 1945 deals with several Saskatchewan aircrew at Torquay, waiting for repatriation. Of Langley it says:

While serving with the Ghost squadron of Canadian Bomber Group, Langley flew a tour of operations and, although he was not hurt himself, his rear gunner was killed and his wireless air gunner wounded by flak. As pilot, Langley brought the aircraft to an emergency field but the Lancaster was damaged beyond repair. Later he instructed for five months.

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LANGLEY, WO2 (now P/O) Francis Patrick (R179576/J94197) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 17 February 1915 in Toronto; home there (grinder); enlisted there 6 July 1942. To No.1 Manning Depot, 27 September 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.9 EFTS. Ceased training and posted to No.1 Manning Depot, 29 April 1943. To No.1 BGS, 12 June 1943; may have graduated 3 September 1943 but not posted to No.33 ANS until 18 September 1943; graduated and promoted Sergeant, 29 October 1943. To "Y" Depot, 12 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Commissioned 16 February 1945. Repatriated 18 April 1945. To No.1 Air Command, 30 April 1945. Retired 14 June 1945. Photo PL-40658 shows WO2 R.L. Irvine, Flight Sergeant Langley, F/O R.B. Houston and P/O K.G. Roberts. Died in Acton, Ontario, 28 September 1984 (source: **Legion Magazine**, January 1985). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Record Office Air 2/8751 has recommendation dated 15 April 1945 when he had flown 36 sorties (208 hours 28 minutes), 6 October 1944 too 20 March 1945.

6 October 1944 - Sterkrade (3.53) - Sortie completed
14 October 1944 - Duisburg (4.45) - Cloud over target.
23 October 1944 - Essen (5.30) - Many fires, cloud.
16 November 1944 - Julich (4.46) - Good attack.
18 November 1944 - Munster (5.39) - Bombed through clouds.

29 November 1944 - Essen (5.38) - Successful.
5 December 1944 - Soest (6.20) - Many fires.
12 December 1944 - Essen (5.21) - Bombed through clouds.
17 December 1944 - Duisburg (6.11) - Cloud over target, fires.
21 December 1944 - Koln/Nippes (5.50) - Bombed marshalling yard.
26 December 1944 - St.Vith (4.36) - Bombed aiming point.
28 December 1944 - Opladen (5.27) - Cloud over target.
29 December 1944 - Koblenz (5.57) - Bombed aiming point.
1 January 1945 - Dortmund (4.45) - ditto
5 January 1945 - Hanover (4.47) - Cloud over target.
6 January 1945 - Hanau (6.48) - Cloud and smoke.
14 January 1945 - Saarbrucken (6.37) - 3,000 yards from A/P.
16 January 1945 - Magdeburg (5.51) - Concentrated fires.
4 February 1945 - Gelsenkirchen (5.35) - Cloud over target.
7 February 1945 - Goch (6.23) - Turned back by Master Bomber.
9 February 1945 - Wanne Eickel (5.47) - Fires in target area.
20 February 1945 - Reisholz (6.26) - Good attack.
21 February 1945 - Worms (6.48) - Concentrated fires.
23 February 1945 - Essen (5.38) - Bombed in cloud.
24 February 1945 - Kamen (5.57) - ditto
27 February 1945 - Mainz (6.21) - ditto
3 March 1945 - Kamen (6.08) - ditto
5 March 1945 - Chemnitz (8.27) - Successful attack.
7 March 1945 - Hemmingstedt (5.53) - Fires and smoke.
11 March 1945 - Essen (5.16) - Cloud over target.
12 March 1945 - Dortmund (5.43) - ditto
13 March 1945 - Wuppertal (5.26) - Cloud and smoke.
14 March 1945 - Homburg (6.05) - Many fires.
15 March 1945 - Hagen (6.11) - Fires and smoke.
18 March 1945 - Witten (6.32) - Intense fires.
20 March 1945 - Recklinghausen (5.11) - 4 1/2 miles E.S.E.

An air bomber who applied himself seriously and conscientiously to his important role in aircrew duties, Warrant Officer Langley has now completed an excellent tour of 36 operational sorties against major targets in the most heavily defended areas of Germany.

Quiet in manner, but keen to fly against the enemy on every possible occasion, Warrant Officer Langley has faced the heaviest enemy fire with coolness and courage and has directed his aircraft to the heart of the attack with a complete

disregard for the safety of his own life. His example and demeanour are worthy of high praise.

It is recommended that this warrant officer's excellent work, courage and devotion to duty throughout an exacting tour be recognized by the award of the Distinguished Flying Cross.

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LANGLEY, P/O Victor John (J93673) - **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 24 May 1923. Home in Richard, Saskatchewan; enlisted Saskatoon, 3 October 1941. Granted Leav Without Pay until 9 January 1942 when posted to No.2 Manning Depot. To No.5 Personnel Holding Unit, 31 January 1942. To No.2 BGS (guard), 14 February 1942. To No.2 ITS, 28 March 1942; graduated and promoted LAC, 20 June 1942 but not posted to No.15 EFTS until 1 August 1942; to No.11 SFTS, 10 November 1942; graduated and promoted Sergeant, 5 February 1943. To "Y" Depot, 19 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Sergeant, 5 August 1943. Commissioned 6 January 1945. Promoted Flying Officer, 6 July 1945. Repatriated 28 October 1945. Retired 20 November 1945.

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LANGLOIS, S/L Joseph Albert (C1705) - **Member, Order of the British Empire** - Station Lachine - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 3 June 1899 at Marinese, Wisconsin as per RCAF Press Release reporting award; educated in St.Hyacinthe, Quebec. Captain in Montreal Police Department in charge of training school. Enlisted in Montreal, 16 February 1940 for General Duties. At No.5 Manning Depot, dates uncertain. Classified as Drill Instructor, date uncertain. Flight Lieutenant as of 15 June 1941. Promoted Squadron Leader, 1 March 1943. To "Y" Depot, Lachine, 9 February 1944. To No.2 Release Centre, 25 October 1944. To Station Lachine again, 11 December 1944. To No.2 Release Centre again, 9 February 1945. Retired 10 February 1945.

Squadron Leader Langlois, during his five years of service with the Royal Canadian Air Force, has been outstanding in the performance of his duties. His deportment and high sense of service requirements have been a continued inspiration to all who have served with him. His contribution to training and the instilling of a "pride of service" in Royal Canadian Air Force personnel have been invaluable. He has been indefatigable in his work and always one on whom his superiors could rely when performance of duty beyond the ordinary was required.

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LANGLOIS, FS Joseph Henri Napoleon (R64211) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born at St.Claire, Quebec 21 June 1913; home in Brantford; enlisted Hamilton, 1 June 1940. Aero engine mechanic, he held the following ranks: AC2 on 1 June 1940; AC1 on 1 September 1940; LAC as of 1 December 1940, Corporal as of 15 August 1941; Sergeant as of 1 Oct 1942, FS on 11 March 1944. Postings as follows: TTS, St. Thomas, 28 June 1940 to 30 October 1940; No.5 SFTS, 30 October 1940 to 2 January 1942; "Y" Depot, 3 January 1942; No.3 PRC, 21 January 1942; No.410 Sqn, 31 January 1942 to 7 July 1942; No.425 Sqn, 7 July 1942 to 12 August 1944; No.62 Base, 12 August 1944 until repatriated to Canada 22 February 1945; to No.1 Air Command, 6 March 1945; to No.4 Reserve Equipment and Maintenance Unit, 5 April 1945; to Mountain View, 5 September 1945; to Lachine, 29 December 1945; to UK again, 8 January 1946; to No.416 Sqn, 26 January 1946; repatriated 17 June 1946; to No.9 (Transport) Group, 29 July 1946; to National Research Council, 16 August 1946; to Rockcliffe, 24 September 1946; released 21 October 1946. While at Station Thorthorpe his superior, F/L W.S. Hall, wrote on 11 September 1944, "This NCO is of high calibre and has been recommended for a Mention in Despatches."

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LANGLOIS, F/O Joseph Leo (J18709) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 30 June 1920 in Port Daniel, Quebec (clerk); enlisted Quebec, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.1 WS; graduated 23 November 1940 when posted to No.4 BGS; graduated and promoted Sergeant, 23 December 1940. Posted that date to Rockcliffe. To Eastern Air Command, 5 February 1941. To RAF overseas, 2 March 1941. Promoted WO2, 1 November 1942. Commissioned 7 December 1942. Promoted Flying Officer, 7 June 1943. Promoted Flight Lieutenant, 7 December 1944. Repatriated 22 January 1945. To No.1 Air Command, 2 February 1945. To No.7 AOS, 5 March 1945. To Pennfield Ridge, 11 May 1945. To No.164 (Transport) Squadron, 8 July 1945. To Northwest Air Command, 14 May 1946. Retired 29 July 1946. Medal presented 25 February 1949. Died in New Carlisle, Quebec, 12 September 1999 as per **Legion Magazine** of March 2000. No citation other than "completed... many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9051 has recommendation dated 20 December 1944 when he had flown 68 sorties (315 hours 35 minutes), 12 August 1941 to 8 June 1942 and 5 July 1944 to 6 November 1944 plus two North Sea sweeps not counted as sorties (26 July 1943 and 29 July 1944, both five hours 15 minutes).

First Tour

12 August 1941 - Essen (5.20)
16 August 1941 - Duisburg (6.05)
25 August 1941 - Karlsruhe (6.55)
28 August 1941 - Duisburg (5.05)
31 August 1941 - Cologne (.55), DNCO
3 September 1941 - Brest 5.50)
13 September 1941 - Brest (5.20)
16 September 1941 - Karlsruhe (7.45)
19 September 1941 - Stettin (9.10)
26 September 1941 - Genoa (7.05)
28 September 1941 - Genoa (2.25), bombed alternative target
30 September 1941 - Hamburg (7.00)
27 November 1941 - Sea Search (6.15)
11 December 1941 - Le Havre (4.05)
12 December 1941 - Dunkirk (2.25)
5 April 1942 - Cologne (5.05)
8 April 1942 - Hamburg (5.20)
13 April 1942 - Frisian Islands (4.00)
14 April 1942 - Dortmund (5.00)
22 April 1942 - Cologne (4.40)
23 April 1942 - Rostock (6.30)
28 April 1942 - Kiel (7.00)
10 February 1942 - Brest (4.40)
14 February 1942 - Mannheim (6.00)
9 January 1942 - Brest (4.50)
15 January 1942 - Hamburg (6.55)
3 March 1942 - Paris (5.05)
8 March 1942 - Essen (3.55)
24 March 1942 - Lorient (4.40)
3 May 1942 - Stuttgart (1.10) DNCO, no sortie
14 May 1942 - Kiel Bay (7.00)
19 May 1942 - Mannheim (5.15)
30 May 1942 - Cologne (2.45)
1 June 1942 - Essen (4.20)
5 June 1942 - Essen (4.20)
8 June 1942 - Essen (4.00)

Second Tour

5 July 1944 - Wizernes (2.00)
6 July 1944 - Coquereaux (2.35)
7 July 1944 - Caen (2.40)
9 July 1944 - L'Hey (1.45)
10 July 1944 - Nucourt (2.50)
12 July 1944 - Vaires (3.20)
15 July 1944 - Nucourt (3.40)
18 July 1944 - Cagny (2.35)
19 July 1944 - Rollez (3.05)
22 July 1944 - Acquet (2.40), nil sortie
23 July 1944 - Kiel (5.35)
24 July 1944 - L'Hey (1.50)
25 July 1944 - Foret du Croc (2.20)
4 August 1944 - St.Maximum (3.10)
5 August 1944 - Bordeaux (7.35)
7 August 1944 - May sur l'Orne (2.30)
8 August 1944 - Lucheux (3.00)
9 August 1944 - Coulouvillers (2.20)
10 August 1944 - La Pallice (5.20)
13 August 1944 - Falaise (2.45)
14 August 1944 - Falaise (2.30)
15 August 1944 - Brussels (2.20)
16 August 1944 - Kiel (5.15)
18 August 1944 - Sterkrade (3.45)
23 September 1944 - Domburg (2.00)
24 September 1944 - Calais (2.10)
6 October 1944 - Sterkrade (3.10)
15 October 1944 - Wilhelmshaven (4.00)
28 October 1944 - Cologne (4.40)
29 October 1944 - Domburg (2.20)
6 November 1944 - Gelsenkirchen (3.35)
16 November 1944 - Julich (3.20)
18 November 1944 - Wanne Eickel (4.30)
2 December 1944 - Hagen (5.25)
6 December 1944 - Merseburg (6.20)

Flying Officer Langlois is an exceptionally capable Wireless Operator/Air who has now completed two tours of operations. He has participated in many attacks on

such heavily defended enemy areas as Essen, Stettin and Stuttgart. He is an outstanding organizer with a high sense of devotion to duty and possesses an unsurpassed desire to take part in operations on every possible occasion. He has gained the admiration of all Wireless Operators/Air in the squadron by the unselfish manner in which he has devoted his off-duty hours to improving the standards of less experienced aircrew. Undoubtedly, this officer's shining example has had an inspiring effect on all aircrew and has done much to contribute towards the general efficiency and high morale of his fellow crew members.

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LANGLOIS, F/L Joseph Marie Roland (J27240) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born 11 November 1917 in St. Moise, Matapedia, Quebec. Educated there, Rimouski (1933-34), St. Annes College (1934-35, special English course) and St. Dunstan's University (commercial course, 1935-1036). Home in Quebec (salesman); enlisted there 16 September 1940 as Wireless Operator (Ground) and posted to No.4 Manning Depot. To No.1 Manning Depot, 7 February 1941. To No.1 WS, 29 March 1941. Remustered to General Duties, 13 September 1941. To No.13 SFTS, 20 October 1941. Promoted AC1, 13 December 1941. Promoted LAC, 13 March 1942. To No.3 ITS, 12 September 1942; graduated 5 November 1942 when posted to No.11 EFTS; graduated 5 February 1943 when posted to No.13 SFTS; graduated and commissioned, 11 June 1943. To "Y" Depot, 26 June 1943. To United Kingdom, 6 July 1943. Disembarked in Britain, 16 July 1943. To No.15 (P) AFU, 3 August 1943. Attached to No.1511 Beam Approach Training Flight, 14-20 September 1943. To No.23 OTU, 9 November 1943. Promoted Flying Officer, 11 December 1943. To No.61 Base, 19 March 1944 to attend Battle School. Attached to No.1664 Heavy Conversion Unit, 28 March to 30 April 1944. To No.425 Squadron, 30 April 1944. Promoted Flight Lieutenant, 10 July 1944. Repatriated 5 November 1944. To St. Hubert, 7 January 1945. To No.124 (Communications) Squadron, 27 March 1945. To No.2 Release Centre, 25 August 1946. Retired 28 August 1946. Medal sent by registered mail, 10 March 1949. Died in Montreal, 28 December 1988 as per **Airforce Magazine**, issue of July-August-September 1989.

In September 1944, Flight Lieutenant Langlois was detailed to attack an airfield in Holland. When nearing the target the aircraft was hit by anti-aircraft fire. A large piece of shell struck the casing of the port engine. Shortly afterwards the engine became useless. Some other damage had also been sustained but Flight Lieutenant Langlois continued to the target and executed a successful attack. This officer has completed many sorties and has displayed commendable skill and determination throughout.

Original recommendation by W/C H.C. LeDoux in DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Vol.20607); drafted 18 September 1944 when he had flown 31 sorties (139 hours 25 minutes). Sortie list and submission as follows:

8 May 1944 - St. Pierre (4.00)
10 May 1944 - Ghent (4.10)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (5.00)
31 May 1944 - Au Fevre (4.25)
2 June 1944 - Neufchatel (3.45)
5 June 1944 - Houlgate (5.25)
6 June 1944 - Coutrances (5.50)
7 June 1944 - Acheres (4.55)
21 June 1944 - St. Martin (4.45)
23 June 1944 - Bientques (4.00)
24 June 1944 - Bemieres (3.55)
27 June 1944 - Foret d'Eary (4.10)
1 July 1944 - Biennais (3.55)
3 July 1944 - Biennais (4.15)
5 July 1944 - Biennais (3.15)
7 July 1944 - Caen (4.20)
17 July 1944 - Caen A.1 (4.10)
18 July 1944 - Wesseling (5.10)
20 July 1944 - Ferme de Forestel (4.05)
24 July 1944 - Ferfay (4.00)
28 July 1944 - Hamburg (6.15)
30 July 1944 - Amaye-sur-Seulle (4.30)
3 August 1944 - Foret de Nieppe (3.40)
14 August 1944 - Bons Tassily (4.30)
15 August 1944 - Brussels (4.00)
18 August 1944 - Kiel (6.00)
23 August 1944 - Ferfay (3.25)
3 September 1944 - Volkel (4.05)
11 September 1944 - Castrop Rauuxel (5.25)
13 September 1944 - Osnabruck (4.55)

As captain of a Halifax bomber, conspicuous for his gallantry both on the ground and in the air, Flight Lieutenant Langlois has completed 31 operational sorties over enemy territory on heavily defended targets such as Wesseling, Hamburg,

Kiel and Osnabruck.

On September 3rd, 1944, Flight Lieutenant Langlois and his crew were detailed to bomb an airdrome in Volkel, Holland. Shortly before reaching the target, the aircraft was attacked by very heavy flak. One large piece pierced the engine casing, damaging the port outer engine which, shortly after, had to be feathered. Flak also struck the bomb sight, rendering it unserviceable.

Undaunted by the condition of the aircraft, this pilot, exhibiting outstanding skill and dogged resolution, pressed home a successful attack with great precision.

Throughout his many sorties over enemy targets, Flight Lieutenant Langlois has been an outstanding and most efficient pilot. He has kept paramount in his mind the necessity of pressing home the attacks; he has been an inspiration to his crew.

His outstanding leadership, keenness and cool courage are worthy of the highest praise. I recommend that this officer's gallantry be recognized by the immediate award of the Distinguished Flying Cross.

Notes: On repatriation stated he had flown 35 sorties (162.05 operational hours) and 303 non-operational hours. Last sortie was 14 October 1944.

On 5 July 1945 he listed his types flown as follows: Fleet Finch (34.05 as first pilot, 35.45 dual, all on skis); Harvard (75.45 dual, 80.35 solo), Oxford (53.10 as second pilot, 46.20 as first pilot), Wellington III (29.25 as second pilot, 68.50 as captain), Halifax II and IV (10.35 as second pilot, 27.50 as first pilot), and Halifax III and IIIA (5.15 as second pilot, 223.40 as captain).

Training: At No.3 ITS graduated 23rd in a class of 130.

At No.11 EFTS graduated 14th in a class of 37. "Well above average. Worked hard with excellent results." (J.G. Elliott, Chief Ground Instructor)

At No.13 SFTS placed 20th in a class of 55. "Average. Should use more common sense. Flies naturally but airmanship needs watching. Precautionary weak. Good average instrument pilot; careless about air speed." (A.B. Searle, Chief Flying Instructor).

Course at No.15 (Pilots) AFU was 24 August to 9 November 1943 on Oxford aircraft (6.15 day dual to first day solo, total 34.20 day dual, 34.20 day solo (of this, 7.15 in formation and 4.25 on instruments); 2.20 night dual to first night solo, 8.50 total night dual, 11.50 night solo (ten hours

on instruments(. Spent a total of 14.25 in Link (including Beam Approach Training). One accident on 14 October 1943 (Oxford AT669, heavy landing, repairable at unit, "inexperience"). Assessed as "Average minus standard of skill but very safe and reliable with a good sense of responsibility. Night flying average." (W/C L. Robinson, 6 November 1943).

No.23 OTU course was 9 November 1943 to 18 February 1944. Flew Wellington III aircraft (8.20 day dual to first day solo, 10.35 day dual total, 30.15 day at controls with a captain, 6.10 day at controls as captain, 3.45 night dual before first night solo, 5.00 total night dual, 35.30 night as second pilot, 5.10 night as captain - of this, 22.50 on instruments; also logged 25.05 in Link. Took part in six day and five night cross-country flights. Took part in four day and one night fighter affiliations; dropped 37 bombs by day and 46 by night. Completed on Nickel operation. "This officer came to this OTU from AFU. He had no particular difficulties in converting to Wellington III either by day or by night. This average pilot has good crew control; paid full attention to pre-flight planning. The results of this crew have been average throughout the course. He was unable to have a Bullseye exercise but successfully completed one Nickel raid. He has volunteered for PFF but is not yet recommended until he has had further experience. A reliable captain. Should prove a valuable asset to his squadron." (S/L J.C. Herbert, 18 February 1944).

At No.1664 Conversion Unit, exercises were listed as follows:

1. Familiarization (30 minutes dual)
2. Dual, circuits and bumps (1.30)
3. Dual, circuits and bumps, overshoots (2.00)
4. Dual, three engine flying, before solo (50 minutes)
5. Solo - circuits and bumps (1.00)
6. Dual check, including overshoot (1.10)
7. Solo, circuits and bumps, three engine flying (1.10 solo)
8. Solo, circuits and bumps, general flying, Beam Approach practice (1.10 solo)
9. Dual, three-engine landings and overshoots, two-engine flying (1.30 dual)
10. Solo, complete crew, air-to-sea bombing, W/T practice, Gee and map reading (1.30 solo)
11. Solo, complete crew, air-to-air, 16,000-foot climb, general flying (not done).
12. Solo, complete crew, fighter affiliations, air-to-sea, SBA (55 minutes solo)
13. Complete crew, fighter affiliation (1.05, solo)
14. Solo, complete crew, air-to-air firing, bombing (3.45 solo)
15. Dual, night circuits and bumps (2.00 dual)
16. Solo, night circuits and bumps (1.40 solo)
17. Solo, full crew, day cross country (5.40)
18. Solo, full crew, night cross country, night bombing (not performed or marked)
19. Solo, full crew, night cross-country (not performed or marked).

Full crew assessed at No.1664 Conversion Unit were J27240 F/O J.M.A. Langlois ("average pilot - very good crew control and cooperation both in the air and on the ground. Quiet, steady type who can be relied on to carry out any detail" - F/L N. Smith, "A" Flight Commander); J26356 F/O J.E.J. Gilbert (navigator, later DFC, "Good average. A consistently good navigator. DR work very good. Makes every effort to improve his work" - F/L J.K. Bell, navigation leader), J27152 F/O J.C.A. Jacques (bomb aimer, dropped 18 bombs by day, nine bombs by night, courses in Gee and astro; one hour in Link and two hours dual flying - "Average. Rather slow to learn due to slight language difficulty but is quite keen and capable in the air" - F/L W.A. Gardiner, bombing leader); R174457 Sergeant J.A. Jeannotte (WOP, "Average - very weak on equipment and Signals organization" - F/O J.T. Hodgson, signals leader); 1588283 Sergeant R.J. Cassady (RAF flight engineer - "Average. Knows his work but could do better if he tried." - F/L H.J. Anderson, engineer leader); R196897 Sergeant W.E. Berry (mid-upper gunner, marked on such items as sighting, guns, turrets, tactics, aircraft recognition, harmonization and spent four hours on turret manipulation - "Average - average knowledge - Too sure of himself" - F/O J.H. Hart, gunnery leader), and R177279 Sergeant D.M. Dube (rear gunner - same courses as Berry - "Average - Shows interest. Did fairly well on course." (F/O J.H. Hart).

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LANGMUIR, S/L John William Comstock (J5051) - **Distinguished Flying Cross** - No.5 (Bomber Reconnaissance) Squadron - Award effective 3 March 1945 as per **Canada Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 2 September 1921. Home in Toronto; enlisted in Kingston, 30 July 1940. To No.3 Training Command, 3 September 1940. To No.1 ITS, 9 November 1940; graduated and promoted LAC, 10 December 1940 when posted to No.1 EFTS; graduated 28 January 1941 and posted to No.1 Manning Depot; to No.1 SFTS, 7 February 1941; graduated and commissioned 28 April 1941. To No.1 ANS, 4 May 1941. To No.2 SFTS, 30 June 1941. Promoted Flying Officer, 15 January 1942. To No.9 SFTS, 21 May 1942. To No.31 GRS, 4 July 1942. To No.13 OTU, 7 August 1942. To No.32 OTU, 8 August 1942. To Eastern Air Command, 16 October 1942. To No.5 (BR) Squadron, 7 November 1942. Promoted Flight Lieutenant, 1 April 1943. To "Y" Depot, 28 December 1943. Taken on strength of No.3 PRC, 1 January 1944. Served with No.422 Squadron (May 1944 onwards). Promoted Squadron Leader, 18 December 1944. Repatriated 12 September 1945. Retired 23 October 1945. No citation in AFRO other than "in recognition of valuable services in the air." When recommended he had flown 1,678 hours of which 768 were operational (66 sorties). Governor General's Records (RG.7 Group 26, Vol.58, file 190-I, dossier 6) has citation.

This officer has completed a large number of anti-submarine sorties over the North Atlantic. He has always displayed a high degree of skill and keenness of a most commendable nature in the performance of his duties. As captain of

aircraft he pressed home two most determined attacks on an enemy submarine despite intense and heavy anti-aircraft fire. On another occasion he made an excellent attack on another U-boat. Squadron Leader Langmuir's qualities of courage, leadership and determination have been an inspiration to all those with whom he has been associated.

NOTE: An attack he conducted on 4 May 1943 is interesting. The balance of the crew consisted of Flight Sergeant M.W. Paul (co-pilot, awarded DFC), F/O E.C. Snider (navigator, later awarded DFC), WO2 C.C. Hazlett (WAG, awarded DFC later for service in No.422 Squadron), LAC R.D. Allgood (WAG), Corporal L.H. Greenough (WAG, later awarded DFM for service in No.11 Squadron), and Sergeant E.A.W. Skee (flight engineer, later Mentioned in Despatches for services overseas). Attack took place at 2045 hours GMT, 55° 35'N 43° 14'W. Assessment at the time was "Probably slightly damaged."

The Canso A "E" was on patrol for convoy ONS-5. Visibility was unlimited, wind ten knots, from 255 T, sea was slightly choppy with swell.

The aircraft sighted the wake of a submarine at position 55° 35'N 43° 14'W. The aircraft at this time was on a course of 22 T. at 5,500 feet. The U-Boat was on a course of 132 T at eight knots, 18 miles distant, ten degrees to port. At ten miles distance, the aircraft manoeuvred into sun and then shut off engines and turned for attack, descending to 20 feet from the five o'clock position. Four 250-pound Torpex depth charges set at 22 feet, spaced for 32 feet, for 135 knots were dropped on the fully surfaced U-Boat. The depth charges straddled the U-Boat between the conning tower and the stern. As the aircraft came in to attack the U-Boat opened fire with AA guns. After dropping the depth charges the aircraft turned to port. The U-Boat made a complete 360 starboard turn, pitching and rolling violently. Fire was resumed from the submarine and the aircraft moved out of range to mount the bow gun and then closed in for attack at about 80 degrees from the submarine's starboard beam, lowering from 250 feet to 50 feet. The U-boat opened fire at 600 yards and the aircraft at 400 yards. The submarine used tracers and bursts were observed near the port blister. The aircraft's fire was accurate over the conning tower and three men were seen to fall. One fell backward into the water and the others forward. While maneuvering for a second attack with machine gun the aircraft lost trace of the U-boat which had apparently dived. After the depth charge attack three members of the crew saw the U-Boat heave up from depth charge explosions at about a 35° angle and daylight was seen between the keel and the water for about one-third of the length. The stern was out of sight from that moment on, with the bow high.

Having been ordered to return to base, the aircraft left the area at 2103 hours. An excellent series of pictures was obtained of the submarine and a peculiar feature is an apparent blister or bulge on the port side of the conning tower. This is quite unusual and unlike any photographs of submarines seen so far.

RCAF photo PL-33688 (ex UK-15419, 29 September 1944) shows "Beulah", a donkey recently acquired by an RCAF Sunderland squadron in Ireland. F/O G.C. Rafter holds feeding bottle while F/L J.W. Langmuir holds the animal down following bath and fitting with underwear.

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LANGSFORD, FS Leonard Wilfred (Can 1714) - **Mention in Despatches** - Station Goose Bay - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 16 January 1909. Home in Angus, Ontario; enlisted at Camp Borden, 14 May 1929. Classified as Cook, 9 June 1930. Held rank of Sergeant as of 1 April 1939. Promoted Flight Sergeant, 1 April 1940. To "K", 15 September 1941. To No.6 SFTS, 4 October 1941. To No.1 Group, 20 September 1942. To "K", 28 June 1943. To Goose Bay, 1 November 1944. To No.1 Air Command, 19 October 1945. To No.5 Radio School, 1 November 1945. Promoted WO2, 1 December 1945. Reverted to Flight Sergeant in postwar RCAF, 1 October 1946. To Clinton, 1 April 1947. Retired 29 May 1949.

This non-commissioned officer is superior in his trade and has displayed exceptional and meritorious service. He has shown a cheerful willingness to co-operate with his superiors and commands the respect at all times of those working under him. He can be relied upon to complete the most difficult tasks.

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LANGSTAFF, F/O William Cecil (J4772) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 4 August 1942 as per **London Gazette** dated 11 August 1942 and AFRO 1371/42 dated 28 August 1942. Born in Bangor, Ontario, 25 January 1914; home in Toronto or Holloway, Ontario; member of Argyll Light Infantry before joining RCAF; enlisted Kingston, 22 July 1940. To Trenton, 20 August 1940. Trained at No.1 ITS; graduated and promoted LAC, 12 October 1940 when posted to No.3 AOS; graduated 6 January 1941 when posted to No.2 BGS; graduated 16 February 1941 when promoted Sergeant and posted to No.1 ANS; graduated and commissioned, 16 March 1941. Attached to Ferry Command, 23 April 1941. Departed Montreal, 1 June 1941 in Liberator AM928 to Goose Bay. Departed Goose Bay 1 June 1941 and reached Britain 2 June 1941 (only trip). Promoted Flight Lieutenant, 10 October 1942. Promoted Squadron Leader, 9 September 1943. Repatriated 14 November 1943. To No.1 CNS,

31 January 1944. Promoted Wing Commander, 1 March 1945. Reverted to Squadron Leader, 1 October 1946. In RCAF (19565) until August 1963, rising to Group Captain; his last posting was Air Attache to Egypt. Died in Belleville, Ontario, 18 December 2004 as per **Legion Magazine** of November 2005. The following was published in the Air Force Routine Order:

As air observer this officer has been engaged on operational flying since August 1941. He has completed numerous sorties including an attack on a target in Italy and a daylight attack against German warships at sea. His ability to navigate in extremely bad weather has contributed materially to the successes obtained. His coolness, co-operation and devotion to duty have set a praiseworthy example.

NOTE: Public Record Office Air 2/9595 has recommendation dated 20 June 1943 when he had flown 28 sorties (174 hours 45 minutes). Sortie list and text adds much to the record.

* recalled

22 August 1941 - Le Havre (5.30)
date ? - Mannheim (7.40)
2 September 1941 - Frankfurt (7.40)
7 September 1941 - Kiel (8.35)
10 September 1941 - Turin (10.25)
13 September 1941 - Brest (6.10)
1 October 1941 - Karlsruhe (1.50)*
10 October 1941 - Cologne (7.45)
12 October 1941 - Bremen (8.40)
20 October 1941 - Emden (5.35)
24 October 1941 - Frankfurt (6.50)
7 November 1941 - Mannheim (9.00)
9 November 1941 - Hamburg (7.00)
17 December 1941 - Brest (5.30)
5 January 1942 - Brest (5.15)
10 January 1942 - Brest (5.00)
21 January 1942 - Bremen (5.35)
12 February 1942 - **Scharnhorst/Gneisenau** (3.45)
21 February 1942 - Gissen (7.05)
3 March 1942 - Paris (5.50)
8 March 1942 - Essen (5.30)
13 March 1942 - Cologne (8.35)
25 March 1942 - Essen (5.00)

28 March 1942 - St.Nazaire (5.00)
12 April 1942 - Le Havre (4.10)
29 April 1942 - Gnome-Rhone Works (5.40)
30 May 1942 - Cologne (5.40)
6 June 1942 - Emden (4.30)

Flying Officer Langstaff is a Canadian who joined the squadron in August 1941 and has completed 28 operational sorties including an attack on Italy and a daylight attack against the **Scharnhorst** and **Gneisenau**.

By his cheerful courage in action and unconquerable spirit of determination to achieve this [his ?] objective he has been of inestimable value in any crew and his example has always set a high standard of morale. He sets his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to the rest of the squadron.

On one occasion in March 13th, 1942, the wireless ceased to function whilst crossing our coast on the way to bomb Cologne, but despite the fact that he know the weather would be bad over England on return he successfully navigated his captain to the target and back to a safe landing in England. This is just one example [of] Flying Officer Langstaff's ability to navigate under extremely bad weather conditions and his example has contributed in no small measure to the success of the squadron.

His coolness, cooperation and devotion to duty have been largely responsible for the success of his crew and he well deserves the award of the Distinguished Flying Cross.

This was eventually edited down to the following text which was sent to Air Ministry Honours and Awards Committee (still longer than the AFRO version):

As air observer this officer has been engaged on operational flying since August 1941. He has completed numerous sorties including an attack on a target in Italy and a daylight attack against the German warships at sea. On one occasion in March 1942, his wireless equipment became unserviceable whilst crossing the English coast on the outward journey to Cologne. Despite this, he successfully navigated his aircraft to the target and back to this country where a safe landing was made. His ability to navigate in extremely bad weather has contributed materially to the successes obtained. His coolness, co-operation and devotion to duty have set a praiseworthy example.

LANGSTAFF, F/L William Cecil (J4472) - **Bar to Distinguished Flying Cross** - No.103 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 15 October 1943 and AFRO 2610/43 dated 17 December 1943.

Throughout his two tours of operational duty this officer has consistently displayed great skill as a navigator. He has taken part in a number of sorties since the award of the Distinguished Flying Cross, invariably displaying courage and ability on his second tour. He has navigated his aircraft accurately to the primary target on every sortie. Both in the air and on the ground, Flight Lieutenant Langstaff has a fine record of service.

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LANIN, F/O Max (J85825) - **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 1 July 1916 in Winnipeg; home there (bakery proprietor). Served in Royal Canadian Artillery before enlistment; enlisted Winnipeg, 26 November 1941. Granted Leave Without Pay until 7 January 1942 when posted to No.5 Manning Depot. 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; may have graduated 9 October 1942 but not posted to No.9 SFTS until 23 October 1942; graduated and promoted Sergeant, 6 April 1943. To "Y" Depot, 20 April 1943; to RAF overseas, 26 May 1943. Commissioned 30 March 1944. Promoted Flying Officer, 30 September 1944. Repatriated 20 January 1945. Released 24 April 1945. Died in New Westminster, British Columbia, 8 November 2001. RCAF photo PL-31911 (ex UK-14046 dated 18 August 1944) shows P/O Max Lanin (left) and Sergeant S.E. McBride (Ottawa) discussing a sortie; "P/O Lanin was making his 13th trip on the 13th of the month." No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 19 November 1944 when he had flown 33 sorties (177 hours ten minutes).

This pilot has participated in thirty-three attacks on enemy territory, including sorties against many of the heavily defended districts of the Ruhr. Throughout his tour he has at all times shown himself to be a good captain of aircraft with a fine operational spirit and a desire to come to grips with the enemy. On a recent attack on Boulogne in co-operation with ground forces he made two runs over the target in an effort to ensure that his bombs would be dropped in the right place and did not desist until the time for bombing was past. On his return from the target with his bomb load still on the aircraft he saw one of our aircraft in

difficulties. The crew bailed out of the aircraft five miles from the French coast and Flying Officer Lanin proceeded over the crew in the water, obtained a fix and sent out a message for rescue. He proceeded to circle over the crew until he was certain that a rescue would be effected.

It is considered that this officer's fine example of courage, fortitude and determination, combined with his splendid operational record, fully merits the award of the Distinguished Flying Cross.

The sortie list was as follows:

4 July 1944 - Villeneuve St. George (5.50, second pilot)
6 July 1944 - Siracourt (3.55, second pilot)
12 July 1944 - Acquet (4.35)
14 July 1944 - Alderbelck (4.00)
18 July 1944 - Mondeville (4.20)
18 July 1944 - Wesseling (5.40)
23 July 1944 - Donges (6.05)
3 August 1944 - Foret de Nieppe (4.20)
4 August 1944 - Bois de Cassan (5.05)
5 August 1944 - St. Leu d'Esserent (5.30)
7 August 1944 - L'Hogue (5.00)
8 August 1944 - Chantilly (4.45)
12 August 1944 - La Bretique (4.25)
13 August 1944 - Aisy (4.40)
15 August 1944 - Gardening (6.45)
16 August 1944 - Gardening, Kiel Bay (3.40)
18 August 1944 - Connantre (6.50)
25 August 1944 - St. Mathieu (5.45)
27 August 1944 - Marquis (3.35)
28 August 1944 - Gardening, La Rochelle (6.15)
13 September 1944 - sea seach (4.50)
17 September 1944 - Boulogne (4.55)
20 September 1944 - Calais (3.20)
25 September 1944 - Calais (4.10)
27 September 1944 - Sterkrade (5.15)
6 October 1944 - Dortmund (7.35)
11 October 1944 - Wanne Eickel (5.00)
14 October 1944 - Duisburg (4.55)
14 October 1944 - Duisburg (5.30)

15 October 1944 - Wilhelmshaven (4.50)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.35)
30 October 1944 - Cologne (6.10)
4 November 1944 - Bochum (4.20)
16 November 1944 - Julich (4.55)

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LANSDALL, F/O Frederick Charles (J18447) - **Distinguished Flying Cross** - No.407 Squadron - Award effective 29 March 1945 as per **London Gazette** dated 10 April 1945 and AFRO 802/45 dated 11 May 1945. Born in Saskatoon, 26 July 1919; home there. Enlisted there 17 October 1940. To No.1 ANS, 7 November 1940 (guard duty). To No.2 ITS, 30 November 1940; graduated and promoted LAC, 4 January 1941; posted that date to No.15 EFTS; ceased training and posted to No.2 Manning Depot, 14 February 1941; to No.7 AOS, 26 April 1942; graduated 21 July 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 1 September 1941 when posted to No.1 ANS; may have graduated 29 September 1941 but not posted to No.31 OTU until 15 October 1941. Attached to Ferry Command, 12 November 1941; returned to RCAF, 24 November 1941. To RAF overseas, 8 December 1941. Commissioned 14 August 1943. Promoted Flying Officer, 14 February 1944. Date of repatriation uncertain but he was posted to Debert, 23 July 1945. To Release Centre, 1 September 1945; released 10 September 1945. Medal sent by registered mail, 21 December 1950. Photo PL-36289 is a portrait. Photo PL-44159 (ex UK-21751 dated 31 May 1945) is captioned as follows: "The painting of an Allied twin-engine aircraft on the conning tower of this Nazi U-boat in a British port caught the eyes of three RCAF members of the famed anti-sub Demon squadron on their first view at this level. The German crew of this U Boat claim to have shot down one aircraft. Left to right the fliers are, F/O Eric Cameron, Three Rivers, F/O Fred Lansdall, Saskatoon, F/L Hal Florence, Foam Lake, Saskatchewan." RCAF photo PL-44158 (ex UK-21750 dated 31 May 1945) shows members of No.407 "Demon" Squadron examining gun of a U-Boat in British port; left to right: F/O Fred Lansdall, DFC, Saskatoon, F/O Eric Cameron, Three Rivers, F/L Hal Florence, Foam Lake, Saskatchewan, F/O 'Grubby' Laing, Windsor, F/L Merv Lewis, Grand Prairie. PL-44157 (ex UK-21749 dated 31 May 1945) shows members of No.407 Squadron listening as a Royal Navy officer describes the mechanism of a conning tower - F/O Ken Meyer (radio operator), F/L Merve Lewis (Grand Prairie), F/O Fred Lansdale, DFC (Saskatoon), F/O 'Grubby' Laing (Windsor), F/O Eric Cameron (Three Rivers), F/L Frank Bouey (Regina), F/L Hal Florence (Foam Lake, Saskatchewan). PL-44156 (ex UK-21748 dated 31 May 1945) also shows members of No.407 Squadron on conning tower of U-boat in British port - F/L Merve Lewis (Grand Prairie), F/L Frank Bouey (Regina), F/O Eric Cameron (Three Rivers), F/L Hal Florence (Foam Lake, Saskatchewan) F/O Ken Meyer (radio operator), F/O Fred Lansdale, DFC (Saskatoon), F/O 'Grubby' Laing (Windsor).

This officer has completed a large number of operational missions and has invariably proved himself to be outstanding in the performance of duties which have required the highest degree of skill and determination. In 1942, while on a/s patrol, he sighted two U-boats and attacked one, his aircraft being damaged by anti-aircraft fire. During the same year another attack on a U-boat was made and on this occasion the submarine was probably sunk. In February 1943, Flying Officer Lansdall successfully navigated his aircraft back to base after severe damage had been sustained in another encounter with a U-boat. He has set an excellent example to all in the squadron.

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LAPIERRE, WO (now P/O) Joseph Jean Baptiste Gaston (R148486/J85664) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born in Montreal, 3 April 1923; home in Verdun (mechanic); enlisted Montreal, 22 January 1942 for General Duties and posted to No.5 Manning Depot. To Halifax, 3 March 1942. Promoted AC1, 22 April 1942, Promoted LAC, 22 July 1942. Remustered to aircrew and posted to No.9 BGS, 10 October 1942; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF overseas, 25 January 1943. Promoted Flight Sergeant, 30 June 1943. Commissioned 1 April 1944. Shot down 12/13 June 1944 but evaded capture. Promoted Flying Officer, 1 October 1944. Repatriated 16 October 1944. Released 10 February 1945. Medal presented 30 September 1946. Rejoined 21 May 1951 as LAC in Ground Defence duty (40559); promoted Corporal, 19 December 1952; promoted Sergeant 1 April 1955. Still in the forces as of November 1956 and may have served in UNEF.

As air gunner, Warrant Officer Lapierre has completed a large number of sorties, including nine attacks on Berlin. On one occasion, after successfully bombing the German capital, Warrant Officer Lapierre sighted a fighter closing in. He promptly gave his pilot the necessary evading directions but the bomber was struck by a burst of machine gun fire. His turret was damaged and he was deprived of the use of the inter-communication system. The lead of his oxygen supply was also severed. Nevertheless, this resolute gunner finally drove off the attacker. Displaying exceptional devotion to duty he manned his post throughout the remainder of the flight despite the lack of oxygen. He set an example of a high order.

DHH file 181.009 D.1513 (Library and Archives RG.24 Volume 20600) has original recommendation by W/C D.S. Jacobs drafted 19 May 1944 when he had flown 27 sorties (168

hours 14 minutes); no sortie list:

Warrant Officer Lapierre is nearing completion of his first tour of operations as an air gunner in Bomber Command. His sorties include nine trips to Berlin, two to Hamburg, one to Turin and several others to distant targets in Germany and enemy occupied territory.

On one occasion, after bombing Berlin, he sighted an enemy night fighter just as it was about to attack his aircraft. He immediately gave instructions to his captain to take evasive action and opened fire on the night fighter. The enemy aircraft, however, at the same time opened fire and scored hits on the Lancaster, damaging the hydraulic system and the rear turret. Flight Sergeant [sic] Lapierre was able to continue firing and damaged the enemy aircraft which was seen spinning out of control. As a result of the fighter's fire, the rear turret's armour plating was split and the gunner's oxygen tube and inter-com leads were blown off. This Warrant Officer, however, remained at his post and continued with his duties for the remainder of the trip.

This airman, by his prompt and accurate reporting of the enemy fighter saved his aircraft from considerably greater damage than what was actually sustained, and his insistence on remaining at his post, in spite of lack of oxygen and inter-com, with the rest of his crew, displayed great devotion to duty.

Throughout his many attacks, he has always displayed keenness and courage of a high order, and his cheerful attitude towards his duties has been exemplary. I strongly recommend that this airman be awarded the Distinguished Flying Cross.

The website "Lost Bombers" has details of his being shot down. Lancaster DS726, No.408 Squadron (EQ-Y), target Cambrai, 12/13 June 1944. DS726 was delivered to No.426 Squadron on 4 October 1943, joining No.408 Squadron on 12 October 1944. At various times it was coded EQ-T, EQ-E and EQ-Y. No operations with No.426 Squadron but the following with No.408 Squadron: as EQ-T, Hannover, 18/19 October 1943; as EQ-E, Berlin, 2/3 December 1943; as EQ-Y, Berlin 1/2 January 1944; Berlin, 2/3 January 1944; Berlin, 27/28 January 1944; Berlin, 15/16 February 1944; Schweinfurt, 24/25 February 1944; Berlin, 24/25 March 1944; Nuremberg, 30/31 March 1944; Cambrai, 12/13 June 1944 (lost). DS726 was one of two No.408 Squadron Lancasters lost on this operation; the other was DS688. Airborne at 2159 hours, 12 June 1944 from Gransden Lodge to bomb rail facilities. Crashed at Seranvillers-Forenvilleville (Nord) some 5 km south-southeast of Cambrai. Crew S/L W.B.Stewart RCAF (OC "B" Flight, killed) Sergeant H.Varley (killed); F/O G.E.Mallory RCAF (killed); F/O W.C.Burns, RCAF (POW, held in Camps 9C and L3, POW number 1995); P/O J.Bray (killed); P/O G.B.G.J.La Pierre, DFC, RCAF

(mid-upper gunner,30 sorties, the most experienced member of his crew, evaded); P/O R.D.Ochsner, RCAF (killed); WO2 H.F.Murphy, RCAF (killed).

He subsequently proved a detailed account of how the bomber was shot down (“Operational Research Section Report on Loss of Aircraft on Operations”, dated 27 August 1944; DHH file 181.003 D.545):

The Lancaster took off from Linton-on-Ouse at about 2200 hours. The French coast was crossed at about 5,000 feet and the sortie was normal as far as the target area. The weather was fairly clear with starlight but no moon.

The target was reached at 2355 hours, and the Lancaster made a run across the target, but the Air Bomber missed the Target Indicator markers. During this run the Mid-Upper Gunner [Ochsner] saw an Me.110 pass below from astern to ahead. The pilot turned to begin a second run, for which the Air Bomber [Burns] was giving him directions. The Mid-Upper Gunner was throwing out Window when he suddenly heard the Rear Gunner [Murphy] firing. Looking round, he saw an Me.110 about 300 yards below and astern at which the Rear Gunner was firing. The Mid-Upper Gunner turned his gun round and saw his tracer strike the cockpit of the enemy aircraft which he believed was shot down.

The Lancaster was hit about the nose, in front of the bomb-bay and near the root of the port wing. Informant [St.Pierre] stated the strikes were machine gun fire, not cannon. The port inner tank caught fire at once and the flames streaming back, enveloped the Mi-Upper Gunner's turret. The aircraft was now diving steeply and the pilot gave the order to bale out. The Mid-Upper Gunner helped the Mid-Under Gunner [St.Pierre] to get out of his turret which was rendered difficult by the aircraft's acceleration. Flames were now entering the fuselage and the Mid-Under Gunner baled out from his turret (pushing his machine guns aside). His parachute worked normally and he made a good landing at midnight, south of Cambrai. He noticed another 'chute descending.

Informant was told afterwards that the aircraft had crashed on a German airfield nearby and that there were five bodies on board; also that one German fighter had been shot down.

RCAF photo PL-26856 (ex UK-7322 dated 13 January 1944) is captioned as follows - it is not clear if it shows Lapierre alone or includes his captain, P/O W.G. Phillips (also awarded DFC) or the mid-upper gunner, Sergeant Currie: “ Standing before his smashed rear turret is rear gunner Flight Sergeant G. ‘Pedro’ Lapierre of Montreal who flies with the Goose Squadron of the

Canadian Bomber Group overseas. 'We had just dropped our load on burning Berlin and got beyond the target area when things started to happen', said his skipper, P/O W.G. 'Bill' Phillips, also of Montreal, flying the crew on their 14th trip. Said Lapierre, 'We gunners had our eye on an FW.190 stooging along astern port quarter down about 800 yards away.' Said the mid-upper gunner, G. Currie of Arelee, Saskatchewan, 'Suddenly I saw a Ju.88 on the port quarter up starting to dive at us from above and I warned pilot and rear gunner to prepare for action.' The German night fighter dove in directly from astern and at 200 yards let go a full charge of cannon shells and machine gun bullets right into the rear turret. Miraculously the rear gunner escaped unscathed. 'All I saw was a fighter coming in behind and I let go with my four guns before the glaring flash of his tracer blinded me' said Lapierre, who was knocked out by the concussion of the shells. All perspex in the rear turret was broken, armour plating smashed, oxygen equipment shot away, bomb bay and doors riddled, engine cowling shot away, etc. The mid-upper gunner shot the fighter down as it followed through about 20 feet above his turret. 'Believe me it is a terrible sight staring into the blazing guns of a German night fighter', said gunner Lapierre shown above."

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LAPIN, S/L Albert Weinfield (C3956) - **Mention in Despatches** - Western Air Command Headquarters - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born in Montreal, 18 September 1910. Attended Edward VII School (1917-1923), Montreal High School (1923-1927), and McGill University (BA, 1931, MDCM, 1935). Also postgraduate study in London, England, 1937-1938 (MRCP). At Montreal General Hospital, 1935-1937 (intern and Assistant Resident), North Middleton Hospital, England (House Physician), British India Steam Navigation (1938-1939, Ship's Surgeon) and Montreal General Hospital (September 1939 onwards). Home in Montreal. Captain, Royal Canadian Army Medical Corps, 24 June 1940 to 15 November 1940; took Aviation Medicine course, 24 June to 12 July 1940 and attached to Recruiting Centre, September 1940. To RCAF, 16 November 1940 in Medical Branch with rank of Flight Lieutenant and posted to No.2 ITS for service with Medical Selection Board.. To No.7 ITS for service with Medical Selection Board, 18 March 1942. Promoted Squadron Leader, 1 June 1942. To Western Air Command, 28 December 1943 for service with No.6 Regional Medical Board. To Release Centre, 25 November 1945. Retired 3 December 1945, returning to Montreal. Held MRCP, FACP, DABIM; senior physician at Jewish General Hospital; associate physician, Montreal General Hospital; associate professor of medicine at McGill. Died in Montreal, 7 December 1985.

This officer has served with distinction in the Command as a medical specialist and consultant on the Regional Medical Board. The outstanding work of this unit, which has made an enviable record, is due in no small measure to Squadron

Leader Lapin's personal effort and professional ability.

Recommendation raised December 1945 by Air Commodore D.M. Smith, Chief Staff Officer, Western Air Command. Wording as above.

Selected Assessments: "This officer is employed at No.2 Medical Selection Board, No.2 Initial Training School, and the President of the Selection Board reports that he is performing good work, that his clinical judgement and medical ability are good, and that he is well informed professional. Although somewhat lacking in experience, his ability in primary employment and in station routine duties is good, His conduct is beyond reproach." (A/V/M A.T. Cowley, No.4 Training Command, 30 May 1941).

"Squadron Leader Lapin's work on this station has been of the highest quality, As President of the Medical Section Board he has taken a personal interest in the trainees who have come under his department and has exhibited, as a result, an exceptional knowledge of the airmen when they appeared before the Aircrew Selection Board, His professional ability is beyond dispute and he has done considerable work in analysing the airmen with regard to Aircrew abilities, Squadron Leader Lapin is popular with his fellow officers and has acted as PMC and as chairman of the Station Funds Committee, In other words, Squadron Leader Lapin is a highly qualified officer in all respects and well merits the temporary rank of Squadron Leader." (W/C L.C. Russell, Commanding Officer, No.7 ITS, Saskatoon, 20 January 1943).

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LAPOINTE, F/O Louis Philip Horace (J39010) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 133/46 dated 8 February 1946. Born 16 October 1920 in Nelson, British Columbia (obituary says 18 October 1920); home in Nelson or Trail, British Columbia (educated at Hume and Trafalgar Schools and Nelson Business College; constable in Nelson); enlisted Calgary, 8 July 1942. Granted Leave Without Pay until 25 October 1942 when posted to No.3 Manning Depot; to No.4 ITS, 1 January 1943; graduated and promoted LAC, 2 April 1943; posted 3 April 1943 to No.5 EFTS; graduated 28 May 1943 and posted next day to No.3 SFTS; Ceased training and posted elsewhere, 16 June 1943; to No.2 AOS, 10 July 1943; graduated and commissioned 26 November 1943. To "Y" Depot, 10 December 1943; to No.2 Aircrew Graduate Training School, 11 January 1944; to "Y" Depot again, 11 February 1944. Taken on strength of No.3 PRC, 5 March 1944. Obituary stated that on three occasions he navigated his aircraft home after electrical navigation aids failed; that he experienced four attacks by night fighters, and that his bomber escaped "without a bullet crease, even shooting down one enemy fighter and damaging another." Promoted Flying Officer, 26 May 1944. Repatriated 8 June 1945. To Western Air Command, 20 June 1945. Retired 16 September 1945. Returned to the Kootenays,

working for Vic Graves Plumbing and Heating and then with Nelson School Board maintenance department. Died in Nelson, 18 June 2014. DFC sent by registered mail, 30 April 1951. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8750 has recommendation dated 13 April 1945 when he had flown 32 sorties (214 hours), 30 November 1944 to 10 April 1945.

30 November 1944 - Duisburg
4 December 1944 - Karlsruhe
6 December 1944 - Osnabruck
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Koblenz
28 December 1944 - Bonn
29 December 1944 - Gelsenkirchen
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
14 January 1945 - Merseburg
16 January 1945 - Brux
22 January 1945 - Duisburg
29 January 1945 - Stuttgart
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
7 February 1945 - Cleve
23 February 1945 - Pforzheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
18 March 1945 - Hanau
21 March 1945 - Bruchstrasse
23 March 1945 - Bremen
25 March 1945 - Hanover
27 March 1945 - Paderborn
9 April 1945 - Kiel
10 April 1945 - Plauen

Flying Officer Lapointe, a Canadian, has successfully completed an operational tour of 32 sorties against a variety of targets in Germany. This officer has at all times displayed a fine offensive spirit and by his skill and outstanding cheerfulness in the face of danger has been an excellent example to his crew and greatly helped his captain to maintain a high standard of morale.

Flying Officer Lapointe is a navigator of outstanding ability who has set a very fine record of achievement to the whole squadron. At all times assured that no effort of his was spared to achieve the best results, his captain and crew had complete confidence in his ability to deal with any navigational emergency.

It is recommended that this officer's devotion to duty and splendid record be recognised by the award of the Distinguished Flying Cross.

RCAF photo PL-43580 (ex UK-20694) dated 20 April 1945 has the following caption: "This pair of western Canadians have finished an eventful tour of operations with an RAF Lancaster squadron. F/O L.P.H. Lapointe, left, of Trail and Nelson, B.C., three times navigated back to Britain after his electrical navigation aids failed. In four encounters with enemy fighters, they got away without a bullet crease, shooting down one enemy fighter and damaging another. F/O E. Graumann, Hanna, Alberta, (right) air bomber."

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LAPORTE, F/L Joseph Roland Serge Yvan (J6958) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 18 May 1945 as per **London Gazette** of that date and AFRO 1085/45 dated 29 June 1945. Sequence on names on pay card appears as Joseph Serge Yvan Rolland Laporte. Born in Montreal, 3 February 1918; home there (salesman); enlisted there 8 September 1939 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 16 December 1939. Promoted AC1, 1 July 1940; to Ottawa, 17 July 1940; to No.2 SFTS, 31 July 1940. Remustered to aircrew, 23 March 1941 when he reverted to AC2 and was posted to No.3 ITS; graduated 21 April 1941 when posted to No.11 EFTS; graduated 9 June 1941 when posted to No.6 SFTS; graduated and commissioned 20 August 1941. To Trenton, 21 August 1941. To No.13 SFTS, 22 November 1941. To No.11 EFTS, 12 December 1942. Attained rank of Flight Lieutenant, 1 June 1943. To No.13 SFTS again, 8 January 1944. Posting date from there uncertain but taken on strength of No.3 PRC, 13 April 1944. With his crew he reported from No.76 Base to No.425 Squadron, 23 December 1944. Repatriated 13 June 1945. Retired 13 September 1945. Re-engaged, 2 October 1946 as Flight Lieutenant, No.438 (Auxiliary) Squadron, Montreal. Retired 25 August 1948 to live in Trois Rivieres. RCAF photo PL-40324 (ex UK-16925) with G/C A.F. Avant trying out controls in a flight engineering section of HCU with (left to right) W/C Al Lowe, DFC (Calgary, chief instructor and former Leaside Squadron CO), Avant, F/L Roland Laporte (student pilot, Montreal), and in background, Sergeant Arthur Pettifor (Brooks, Alberta, student

flight engineer). Photo PL-42488 shows him. DFC and Bar presented 24 August 1948.

One night in March 1945, this officer was detailed to attack Chemnitz. Before reaching the French coast the distant reading compass became unserviceable and a little later the starboard engine failed. Undeterred, this officer continued to the target which was bombed most effectively. On the return journey the aircraft came under fire from the ground defences and sustained several hits. In spite of this, Flight Lieutenant Laporte flew back to base and landed safely. This officer, who has completed many sorties has invariably displayed a high degree of skill and resolution.

LAPORTE, F/L Joseph Roland Serge Yvan, DFC (J6958) - **Bar to Distinguished Flying Cross** - No.425 Squadron - Award effective 3 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945.

This officer was the pilot of an aircraft detailed to attack Hagen one night in March 1945. The target was successfully attacked, but whilst photographs of the bombing were being taken, the aircraft was hit several times by anti-aircraft fire. A little later, the bomber was engaged by two enemy fighters. The enemy came in with guns blazing. Flight Lieutenant Laporte's aircraft was struck by a stream of bullets. Considerable damage was sustained. The starboard engine burst into flames. A fire commenced in the fuselage but it was extinguished by a member of the crew. Unfortunately, the flames in the burning engine could not be controlled. It became imperative to abandon the aircraft. Flight Lieutenant Laporte gave the necessary order. Ammunition was exploding intermittently as his comrades jumped. In these harassing moments, Flight Lieutenant Laporte, who had been struck by a bullet which passed through both his elbows, displayed great coolness, remaining at the controls until his crew members were clear. As he was preparing to leave, an explosion occurred. Flight Lieutenant Laporte was thrown to the floor. He got clear of the debris, however, and jumped to safety. This officer set a magnificent example of courage, coolness and resolution.

The crew (which had reported to the squadron with him in December 1944) were as follows: J42771 F/O Joseph Achille Louis Phillipe Rodrique (navigator), R164759/J42771 WO2 Jacques Pacifique Lamontagne (WAG), J40677 F/O John Hilliard Foley (bomb aimer, killed in a Harvard, 22 March 1949), Can 8166A/J94977 Flight Sergeant Joseph Rene Raymond St. Onge (rear gunner), R253830/J94932 Sergeant Joseph Laurent Veronneau (mid-upper gunner) and R177470/J94671 Sergeant Joseph Jules Rodrique Arcand (flight engineer, killed 15/16 March 1945 in the incident described below and which won him Laporte the Bar to DFC. The events

involved Halifax III PN172 G/425, airborne 1730 hours. The Form 541 entry read as follows:

Target: Hagen. Bomb load: same as "I". Weather clear with visibility good. Target identified by red Target Indicator built up area and Gee homing. Bombed centre of smoke as directed by Master Bomber from 18,700 feet at 2036 hours, 156 mph, heading unknown. Master Bomber heard clearly giving good instructions. Target well marked and bombing appeared well placed. Smoke was rising to 3/4,000 feet. At target, 2037 hours, 18,700 feet, hit by flak just near mid-upper position, putting hole through flooring. At 2118 hours in the Charleroi area at 9,000 feet we were attacked by a fighter. Six members of the crew baled out successfully but the Flight Engineer, R177470 Sergeant J.R. Arcand was killed.

Prior to being attacked, the Mid-Upper gunner saw unidentified twin-engined aircraft 500 feet below flying on a reciprocal course. Before this the Rear gunner had given corkscrew starboard as he thought he saw what might have been an aircraft firing about 1,000 yards astern and approaching quickly. About two minutes after seeing the aircraft on reciprocal course the bomb aimer, having moved to the Navigator position saw tracer from starboard and below, pass through the nose of the aircraft, blowing it off. Other bullets struck the starboard inner engine, setting it on fire as well as the starboard side of the fuselage and inside the cockpit just behind the Engineer's position. The Engineer tried to extinguish the fire without much success. Following this there was another attack which set the starboard outer engine on fire.

Pieces started to come off the starboard main plane. The Engineer was going back to fight the fire inside. The pilot feathered the engine and used the engine extinguisher. He gave order to the crew to abandon aircraft and held aircraft under control. When, apparently, everyone had jumped, the pilot rose from his seat, to realize that his harness was caught in the "windshield de-icer pump." He got back on the seat and at same time getting free from the pump. He was getting ready to jump when he was suddenly thrown to the floor where his left foot got caught in between the window 'chute and the wireless panel. He managed to push himself with his right foot towards the hatch, where he was sucked out with terrific force, his two boots remaining in the aircraft. The five members landed successfully. None of them can understand why the Engineer did not leave the aircraft as he was beside the rear escape hatch with the mid-upper gunner. The latter states that the engineer was working at the leg straps of his harness when last seen. It is believed that he went down with the aircraft but I can give no explanation as to why he did not jump. His body was found

where the aircraft crashed. The aircraft crashed approximately 4 ½ miles northwest of Gosselines, Belgium. During the attack, none of the gunners opened fire. One crew member's watch read 2130 hours as he was descending by parachute. The only injuries suffered by some members of the crew were strained ankles. All returned to this unit.

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LAPP, S/L Elsi Gordon (15507) - **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 January 1918 at Redcliffe, Alberta; home there or Medicine Hat (clerk). Described as a precocious student, he skipped several grades in school and planned a banking career. Enlisted in Charlottetown, 24 September 1940. To No.2 Training Command, 16 November 1940 and assigned as guard to No.33 SFTS. To No.2 ITS, 28 December 1940; graduated and promoted LAC, 26 January 1941; to No.16 EFTS, 27 January 1941; graduated 28 March 1941 when posted to No.2 Manning Depot; to No.11 SFTS, 10 April 1941; graduated and promoted Sergeant, 4 July 1941. Posted that date to Embarkation Depot. To RAF overseas, 3 August 1941. Commissioned 21 May 1942; promoted to Flying Officer, 21 November 1942; promoted to Flight Lieutenant, 21 May 1944; promoted to Squadron Leader, 10 October 1944. With No.59 OTU, 8 September to 9 December 1941; with No.411 Squadron, 9 December 1941 to 10 October 1942; with No.185 Squadron, Malta, 15 October 1942 to 29 May 1943; posted to Britain and Station West Kirby. Non-operational tour with Air Fighting Development Unit, Wittering, 15 June 1943 to January 1944. Sent on leave in Canada, 19 January to 24 March 1944; with No.411 Squadron, 14 April to 23 December 1944; returned to Canada, 1 February 1945; released 24 April 1945. Served in postwar RCAF Auxiliary, 15 April 1948 to 25 September 1950 with the rank of Flight Lieutenant. Enrolled in medical school, University of Alberta (Edmonton). He then did several short internships in Dawson Creek and Campbell River (British Columbia), Gimli, Manitoba, and Nordegg, Alberta. Moved to Golden, British Columbia for a 33 year medical practice including being one of the founding medical practitioners of the Golden Medical Clinic. Retired from medicine at age 68, moving to Sunnybrae, British Columbia. In 1991, he and his wife purchased some land, built a house, and started a bison ranch on the outskirts of Salmon Arm. In 2001 they moved into town. He died at Salmon Arm, 23 November 2013. Credited with the following victories during this tour (Chris Shores, **Aces High**, 2nd edition gives claims and serial numbers): **2 July 1944**, one FW.190 destroyed (NH196); **12 August 1944**, one Bf.109 destroyed (NH174); **27 September 1944**, two FW.190s destroyed plus one Me.410 destroyed (the latter shared with F/O R.M. Cook, all on NH174); **28 September 1944**, one Bf.109 damaged (NH174); **3 December 1944**, one Bf.109 destroyed (TA839, shared with F/L E.T. Gardner). Repatriated to Canada and released on 24 April 1945; in RCAF Reserve, April 1948 to September 1950. Qualified as a doctor in 1952 and practiced until 1982. A portrait of him, painted by Robert Hyndman, is in the collection of the Canadian War Museum

(catalogue number 11549).

In all his work as an operational pilot, Squadron Leader Lapp has been outstanding as a fighter pilot and section leader. Since the invasion of the continent he has attacked the enemy in the air and on the ground with unfailing courage and determination and frequently in the face of heavy opposition. During this period he has destroyed two enemy aircraft and damaged others. He has also destroyed or damaged a large number of tanks and other transport vehicles.

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LARDEN, FS Alan William Jessup (R90883) - **Conspicuous Gallantry Medal (Flying)** - No.218 Squadron - Award effective 4 August 1943 as per **London Gazette** dated 24 September 1943 and AFRO 2386/43 dated 19 November 1943. Born in North Bay, Ontario, 2 August 1916; home there (telephone worker); enlisted North Bay 27 June 1941 and posted to No.1 Manning Depot. To "H", 3 August 1941. To No.3 ITS, 13 September 1941; graduated and promoted LAC, 19 October 1941 but not posted to No.8 AOS until 9 November 1941; to No.4 BGS, 14 February 1942; ; graduated and promoted Sergeant, 28 March 1942; posted that date to No.2 ANS; graduated 11 May 1942 and posted next day to "Y" Depot. To RAF overseas, 31 May 1942. Promoted Flight Sergeant, 28 September 1942; promoted WO2, 18 March 1943. Commissioned 29 September 1943. Promoted Flying Officer, 29 March 1944. Repatriated 28 October 1944. Retired 8 February 1945. Died in North Bay, Ontario, 21 December 1994 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1995. Bomb aimer to FS A.L. Aaron, VC. See his article, "Getting There Was No Fun at All", **Airforce**, Volume VII, No.3 (September 1983).

One night in August 1943, this airman was the bomb-aimer of an aircraft detailed for an operation against Turin. Whist over the city the bomber was subjected to accurate bursts of fire from an enemy fighter. The windscreen was shattered, the front and rear turrets were put out of action while three engines were hit, one of them being rendered useless. The navigator was killed and the pilot was wounded and lay slumped over the controls. He was removed from his position and Flight Sergeant Larden coolly took over the controls. The aircraft was down to three thousand feet and the bombs were released. Flight Sergeant Larden realized that he would be unable to gain height sufficiently to cross the Alps so decided to make for North Africa without navigator and flying a crippled bomber. The situation was serious, but displaying outstanding skill and determination, this airman succeeded in reaching an airfield in Tunisia; although he had never previously landed an aircraft, Flight Sergeant Larden came down perfectly with

the undercarriage retracted. In the face of extreme peril this airman displayed courage, coolness and resource of a high order.

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LARDIE, H/S/L James Philip (C13176) - **Mention in Despatches** - No.64 Base (AFRO gives "Overseas" only as unit - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 13 April 1912, Hamilton, home there; enlisted there 1 April 1942. Appointed Honorary Flight Lieutenant on enlistment; promoted Honorary Squadron Leader, 25 May 1944. At No.4 WS Guelph, 22 August 1942 to 12 May 1944; to "Y" Depot, 12 May 1944; to No.3 PRC, 25 May 1944; to No.64 Base, 15 June 1944; to RCAF Overseas Headquarters, 27 June 1945; repatriated 20 August 1945; released 5 October 1945. Died in Hamilton 17 February 1998. Although no citation has been found, the following excerpt from a letter, G/C W.V. McCarthy, Deputy Director of Chaplain Services (RC) Overseas to Director of Chaplain Services (RC), Ottawa, 17 September 1945, explains something of his career.

As this chaplain has now returned home on request from the Director of Chaplain Services (RC), it is desired to express satisfaction with his one year's work overseas. Father Lardie is very sincere and zealous. Although inclined to be a bit reserved and silent, it is felt that this priest has wielded a strong influence of good over those confided to his care. It will be remarked that he is the only Chaplain who received a "Mention in Despatches" in the Canadian Bomber Group. It must be confessed, however, that although he was one of those recommended by the Overseas Deputy Director for an award, he was by no means given pre-eminence or priority. At the same time it must be acknowledged that this Chaplain has done a good job of work overseas.

See <http://www.bombercommandmuseum.ca/fatherlardie2.html> with the following recollections by Cliff Black:

During my tour operations with Canadian Bomber Command (6 Group) at Middleton-St. George, Yorkshire, I was privileged to meet a young Roman Catholic Padre named Father Lardie who was the Base Padre for No. 419 and No. 428 Squadrons. He was a perfect selection for the job and was highly respected by all the aircrew that were risking their lives almost every day to defeat the German war machine.

Prior to a raid, both squadrons would marshal their aircraft around the perimeter track, leading to the runway in use - 419 on one side and 428 on the other. This was done almost one hour before takeoff. It gave the crews a chance

to get out of their aircraft and relax, as well as allowing the ground crew to make any final checks on the serviceability of the planes.

This period allowed the Padres to mix with the crews and provide comfort to some who may have been concerned about their particular target. I noticed that it wasn't only the Catholics that gathered around Father Lardie. He had that exceptional ability to make these young men feel that what they were doing would help to make this world a better place and they should be proud of themselves.

In early October of 1944, we were put on a target in the Ruhr Valley which we knew would be heavily defended. It was the most industrialized part of Germany, surrounded by flak and searchlights. We took off around 1800 hours in marginal weather. We reached the English Channel and I started my climb to our assigned operational altitude. A few minutes into our climb, I felt a tap on my right shoulder. I looked around to see Father Lardie standing there wearing a parachute harness and oxygen mask. I immediately knew that my crew had been in on this plan to let him on board. He was hooked into our intercom and asked me what I was going to do -would I report him when I got back? I can't remember what I said but it was something about putting his life in the hands of a Protestant pilot when he had all those good Catholic pilots to pick from. I also mentioned that his "special connection" could almost guarantee that we would get back. My comments assured him that I was okay with me if he was willing to take the risk with our crew on a tough target.

We completed our bomb run, dropped our load, and turned out of the target area. The flak barrage was moderate and the searchlights were no problem because of the weather.

My navigator gave me my course out of the target area and we were on our way home. A few minutes into our return flight, Father Lardie came on the intercom and expressed his concern about not being at the door of the debriefing room when the aircrew returned from the raid. It was his practice to greet them and show how pleased he was to see that it was a successful trip. He then asked me if there was some way that we could be the first home. The only way to accomplish this was for us to leave the bomber stream and fly a direct course to our base. I instructed my navigator to alter course for our base and at the same time instructed my gunners to keep a sharp look-out for night fighters. I considered that there was little risk due to the weather and the fact that the German fighter controllers would be busy with the main bomber force, if they

had any night fighters in the air. We saw none in the target area.

As we approached the English coast, we noticed the weather was starting to clear. Our return flight was risky because the British gunners could have mistaken us for an enemy aircraft and opened fire. To avoid this happening, we carried an IFF (Identification Friend or Foe) unit which I turned on as we approached the channel. We seldom used it so I was very relieved when it came on and was recognized by our British Gunners.

Father Lardie was at his post on time and later told me that he hadn't realized that after wearing an oxygen mask for six hours, it left a mark on his face that the airmen were used to seeing on each other. When he asked one of the pilots about the raid, he got a big smile and the comment, "You ought to know Father - looking at your face I can see you were there with us."

Father Lardie was a very special individual. His sincere dedication to his vocation was immediately recognized when you were in his company. The young men that he served admired, respected and trusted him completely.

To my knowledge, Father Lardie was the only Padre in the Canadian Bomber Command to fly an operational mission over Germany.

I will never forget him.

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LAREAU, F/O Joseph Henri Geoffrey (J87435) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 13 April 1945 as per **London Gazette** of that date and AFRO/431 dated 8 August 1947. **London Gazette** gives name as Joseph Henri Geoffrey. Born in Montreal, 25 November 1916; home there (bookkeeper). Formerly with Royal Canadian Artillery. Enlisted in Montreal, 20 May 1942. To No.5 Manning Depot, 11 August 1942. To No.6 BGS, 25 September 1942. No.3 ITS, 3 January 1943. Graduated and promoted LAC, 19 March 1943. Posted next day to No.11 EFTS. To No.13 SFTS, 15 May 1943. Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 14 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 24 June 1944. Promoted Flying Officer, 24 December 1944. Medal presented at Buckingham Palace, 29 June 1945. Repatriated 5 August 1945. Retired 13 September 1945. Employed by CBC for over 30 years. Died in Welland, Ontario, 22 February 2005. RCAF photo PL-44887 (ex UK-22470 dated 6 July 1945) taken following investiture n 29 June 1945; standing between two friends, F/L N. Eastman and F/L A. Cargill (home towns not given). 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." Pilot. AFRO gives name as "Jeffrey". The recommendation for this award, found in DHist file 181.009 D.1731 (PAC RG.24 Vol.20608) gives name as Geoffrey Joseph Henry Lareau. Obituary gave name as "Geoffrey" rather than "Jeffrey". Yet RCAF orders show him being released from Primary Reserve as Flying G.H. Lareau, DFC, 17 September 1963. Recommendation dated 18 December 1944, when he had flown 25 sorties (128 hours 40 minutes):

On September 11th, 1944, the crew of which Flying Officer Lareau is pilot were detailed to bomb Castrop-Rauxel, Germany. When the aircraft was about a half-hour flying time from the target, the main bearing and crankshaft of the starboard outer engine were rendered unserviceable. The engine had to be feathered. Despite the fact that the aircraft was losing height rapidly, the pilot determinedly carried on to the target where a very successful bombing was carried out at 13,000 feet instead of the briefed height of 18,000 feet. As the flak was intense, it made it increasingly hazardous to bomb at a lower altitude. The aircraft was subjected to this severe flak attack.

Under these trying conditions, Flying Officer Lareau's determination and skill were a source of confidence to the remainder of his crew. His activity in the air, on this sortie as well as on numerous other occasions, bespeaks gallantry in the air.

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LARIVIERE, F/L Joseph Donat Victor (J8133) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born in Chapian, Quebec, 22 April 1919; home in Pembroke, Ontario (school teacher); enlisted Ottawa, 14 November 1940. To No.1 Manning Depot, 9 December 1940. To No.1 Coastal Artillery Cooperation Squadron, 31 December 1940. To No.1 ITS, 27 March 1941; graduated and promoted LAC, 3 May 1941; to No.1 Manning Depot that date; to No.4 AOS, 12 May 1941; graduated 4 August 1941 when posted to No.4 BGS; graduated and promoted Sergeant 15 September 1941; to No.2 ANS on 13 September 1941; may have graduated 13 October 1941 (commissioned that date) but not posted to No.31 OTU until 2 November 1941. To RAF overseas, 12 November 1941. Posted from No.3 PRC to No.2 AOS, 15 December 1941. To No.25 OTU, 24 February 1942. To No.97 Squadron, 17 June 1942. To No.425 Squadron, 18 August 1942. Promoted Flying Officer, 1 October 1942. To No.23 OTU, 30 April 1943. Promoted Flight Lieutenant, 11 October 1943. To Headquarters, No.25 (Training) Group, 18 January 1944. To No.271 Squadron, 18 February 1944 (glider towing, carrying paratroops). To RCAF Overseas Headquarters, 10 April 1944. Special leave in Canada, 10 April to 24 May 1944. Embarked for United Kingdom, 25 May 1944, arriving 2 June 1944. Attached

to Dalton Battle School, 24 June to 12 July 1944; attached to No.1659 Conversion Unit, 12 July to 16 August 1944. To No.427 Squadron, 16 August 1944. To Repatriation Depot, 11 December 1944. Repatriated 21 December 1944. To No.3 Training Command, 30 December 1944. To No.1 Air Command, 14 January 1945. To No.6 BGS, 30 January 1945. To No.3 Release Centre, 18 March 1945. Retired 23 March 1945. Enlisted in Royal Air Force, 6 May 1947 as navigator, serving in Transport Command (59298); service completed 5 May 1952. Rejoined RCAF as Education Officer (204691), 2 July 1952 in Ottawa. To Officer School, London, 10 September 1952. To Station London, 20 September 1952. To Station St.Jean, Quebec, 28 November 1952. Promoted Flight Lieutenant, 1 April 1954. To Station Bagotville, 18 October 1955. To Station North Bay, 2 July 1957. To Station St. Jean, 10 July 1961. To AFHQ, 2 August 1963. Retired 30 August 1966. Died in Pembroke, Ontario, 22 April 1981 as per **Legion Magazine** of December 1981. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.1729 (RG.24 Vol.20607) has recommendation dated 19 November 1944 when he had flown 47 sorties (257 hours 30 minutes) in tours from 30 May 1942 to 10 April 1943 (24 trips, 138 hours 30 minutes) and 25 August to 2 November 1944 (23 trips, 119 hours).

This Navigator has completed two operational bombing tours against the enemy. His navigation and his general work have been exceptional and he has proved himself to be an outstanding member of a gallant crew.

The sortie list was as follows:

30 May 1942 - Cologne (6.45)
4 June 1942 - Essen (5.20)
24 July 1942 - Duisburg (3.45)
26 July 1942 - Hamburg (4.35)
30 July 1942 - Dusseldorf (2.45)
9 August 1942 - Osnabruck (3.05)
12 August 1942 - Mainz (5.40)
5 October 1942 - Aachen (6.30)
23 October 1942 - Krefeld (3.30, duty not carried out)
12 December 1942 - Gardening, Frisians (5.35)
1 January 1943 - Gardening (5.45)
9 January 1943 - Gardening (3.55)
14 January 1943 - Gardening (6.00)
15 January 1943 - Lorient (4.40)
23 January 1943 - Essen (4.50)
26 January 1943 - Lorient (6.30)
30 January 1943 - Oldenburg (3.45, duty not carried out)

4 February 1943 - Lorient (6.15)
19 February 1943 - Wilhelmshaven (5.20)
20 February 1943 - Gardening, Frisian (4.05)
24 February 1943 - Wilhelmshaven (4.20)
26 February 1943 - Cologne (5.20)
28 February 1943 - St. Nazaire (6.00)
29 March 1943 - Bochum (2.45, duty not carried out)
4 April 1943 - Kiel (7.20)
8 April 1943 - Duisburg (5.15)
10 April 1943 - Frankfurt (7.45)
* * * * *
12 August 1944 - diversion (6.30)
25 August 1944 - St. Mathieu (5.35)
27 August 1944 - Mimoyecques (3.35)
28 August 1944 - Ferme de Forestel (4.05)
31 August 1944 - Cezembre (4.30)
3 September 1944 - Volkel (3.20)
6 September 1944 - Emden (4.45)
11 September 1944 - Le Havre (4.00)
12 September 1944 - Dortmund (3.00, duty not carried out)
14 September 1944 - Wilhelmshaven (3,15, duty not carried out)
20 September 1944 - Calais (3.00)
24 September 1944 - Calais (4.45)
25 September 1944 - Calais (4.40)
27 September 1944 - Sterkrade (6.05)
28 September 1944 - Cap Gris Nez (3.50)
9 October 1944 - Bochum (6.05)
14 October 1944 - Duisburg (5.15)
14 October 1944 - Duisburg (5.35)
16 October 1944 - Wilhelmshaven (4.45)
23 October 1944 - Essen (6.00)
25 October 1944 - Homburg (4.50)
28 October 1944 - Cologne (5.15)
30 October 1944 - Cologne (5.05)
1 November 1944 - Oberhausen (5.30)
2 November 1944 - Dusseldorf (5.45)

Notes: Application for Operational Wing submitted 28 November 1943 stated he had flown 26 sorties (138 hours) with Nos.97 and 425 Squadrons, the last sortie being 5 May 1943.

Form dated 11 December 1944 gave flying times on types as follows:

No.2 (Observer) AFU, taken on strength 10 December 1941 - Anson and Botha (37.10)
No.25 OTU, taken on strength 10 February 1942 - Anson and Wellingtons (115.15)
No.97 Squadron, taken on strength 15 June 1942 - Lancaster (34.15)
No.425 Squadron, taken on strength 17 August 1942 - Wellington (165.00)
No.23 OTU, taken on strength 30 April 1943, instructing - Wellington (193.15)
No.271 Squadron, taken on strength 14 February 1944 - Dakota (18.20)
No.1659 Conversion Unit, taken on strength 16 July 1944 - Halifax (31.30)
No.427 Squadron, taken on strength 16 August 1944 - Halifax (138.50)

He summarized his career as 49 sorties (267 operational hours, 271.20 non-operational hours in training, 193.15 in instructing.

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LAROCQUE, Nursing Sister Alma Marie (C25507) - **Associate, Royal Red Cross** - Northwest Air Command Headquarters - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 10 May 1911. Home in Lebret, Saskatchewan; enlisted in Regina, 15 April 1943. To No.2 Composite Training School, 19 April 1943. To No.4 Training Command, 12 May 1943. To No.3 Manning Depot, 16 May 1943. To No.2 AOS, 14 April 1944. To Northwest Air Command, 14 July 1944. To Edmonton, 15 July 1944. To Northwest Air Command Headquarters, 1 June 1945. Retired 6 November 1946.

This Nursing Sister has displayed exceptional devotion to duty, at all times exercising care and sympathetic treatment on patients far above the normal requirements of a Nursing Sister. As Senior Nursing Sister at North West Air Command, her efficiency and hospital technique has been an example and inspiration to the other Nursing Sisters and hospital staff alike.

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LAROCQUE, F/L George William (C8204) - **Kings Commendation for Brave Conduct** - RAF Station Burnham, No.28 Group, Technical Training Command - Award effective 13 June 1946 as per **London Gazette** of that date. Born 6 June 1914. Enlisted in Regina, 25 November 1939 in Service Police. To No.8 (BR) Squadron, 29 January 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 July 1940. Promoted Corporal, 1 November 1940. To No.2 SFTS, 23 April 1941. Promoted Sergeant, 1 May 1941. To "A", 16 June 1941. Commissioned 31 July 1941 and granted rank of Flying Officer. Promoted Flight Lieutenant, 1 October 1941. To No.3 Manning Depot, 15 December 1941. To No.2 ITS, 21 May 1944. To "Y" Depot, 26 July 1944. Taken on strength of No.3 PRC, Bournemouth, 3 August 1944. Date of repatriation uncertain. Re-engaged with postwar RCAF. No details of award in Canadian sources. Public Records Office Air

2/9125 has recommendation dated 3 May 1945 (and giving his service number as C6204):

On the 5th March, 1945, at approximately 1700 hours, an aircraft was observed from No.11 District Headquarters, York, exploding in the air and disintegrating. It crashed in a southerly direction, approximately half a mile from No.11 District Headquarters. Acting upon instructions, Flight Lieutenant Larocque, RCAF, at once turned out with a number of officers and Non-Commissioned Officers of the RAF Police in motor cars to the scene of the crash. Upon arrival at Nunthorpe Grove, York, it was observed that a Halifax aircraft had crashed on two houses which were on fire, and in addition other houses were also on fire. A number of 500-pound bombs were lying in the roadway and others could be seen lying in the flaming wreckage. A large crowd of civilians had gathered in close proximity to the aircraft and there were a number of civilians suffering minor injuries from shock. Instructions were given to Flight Lieutenant Larocque to direct Police Non-Commissioned Officers to remove the crowd which was of large proportions and increasing every minute, to a safe distance of approximately a quarter of a mile. When this had been done, Flight Lieutenant Larocque was instructed to search the houses in the immediate vicinity and remove civilians to a place of safety. It was impressed upon Flight Lieutenant Larocque that one or more of the bombs would probably explode very shortly, and that the utmost speed was essential in carrying out these instructions. The carrying out of his instructions necessitated his entering houses within 30 feet of the bombs in the flames and immediately adjacent to those bombs lying in the roadway. After about a quarter of an hour's work, one bomb exploded and Flight Lieutenant Larocque who was in the immediate vicinity at the time was knocked down and received a splinter wound in the scrotum. Despite this, Flight Lieutenant Larocque carried on for another hour and a half directing and assisting in removing injured persons to hospital, which work necessitated his remaining in the immediate vicinity of other bombs which it was thought would probably explode.

His energy, ability and the quiet forceful manner in which he carried out his duties at the risk of his own life were an example to the Non-Commissioned Officers working under him, and contributed greatly in keeping the number of civilian casualties to a minimum.

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LAROQUE, Corporal Joseph Anthony (R129701) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 22 October 1921. Home in Thamesville, Ontario; enlisted London, Ontario, 27

October 1941 as Radio Mechanic. Granted Leave Without Pay until 12 November 1941 when posted to No.1 Manning Depot. To University of Western Ontario, 5 January 1942. Promoted LAC, 24 April 1942. To No.1 Manning Depot, 25 April 1942. To No.31 Radio School, 6 May 1942. To No.31 Personnel Depot, 21 June 1942. To RAF overseas, 19 July 1942. Promoted Corporal, 13 December 1943. Repatriated 10 September 1945. Released 15 October 1945. No citation in AFRO.

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LAROUCHE, F/O Clarence Joseph (J27164) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Ottawa, 25 April 1916; educated there (St. Bridget's Separate School, Lisgar Collegiate); home there (store keeper). Ordinary Seaman. RCNVR, Ottawa, 1934-1936. Enlisted in RCAF, Ottawa, 16 September 1939 as Equipment Assistant. To No.5 Equipment Depot, Moncton, 4 March 1940. Promoted AC1, 1 April 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 1 July 1941. Promoted Sergeant, 11 June 1941. To No.17 Equipment Unit, Ottawa, 7 March 1942. Remustered to aircrew and posted to No.5 ITS, Belleville, 1 August 1942; graduated 10 October 1942 and posted on 24 October 1942 to No.4 AOS. London; to No.1 Composite Training School, Trenton, 19 January 1943; to No.4 BGS, Fingal, 5 February 1943; to No.4 AOS, 1 May 1943. Graduated and commissioned 11 June 1943. To "Y" Depot, 25 June 1943. Embarked from Canada, 16 July 1943; disembarked in Britain, 22 July 1943. To No.6 (Observer) AFU, 10 August 1943. To No.15 OTU, 8 September 1943. To No.20 OTU, 28 September 1943. Promoted Flying Officer, 11 December 1943. To No.41 Base, 1 February 1944. Attached to No.4 Group Battle School, 1 February to 5 March 1944. Attached to No.1658 Conversion Unit, 5 March 1944. Posted to No.78 Squadron, 25 April 1944. Repatriated 15 November 1944. To No.3 Training Command Headquarters, 3 January 1945. To No.2 SFTS, 7 January 1945. To Station Uplands, 15 April 1945. To No.9 (Transport) Group, 1 June 1945. Promoted Flight Lieutenant, 1 August 1945. Resigned his commission, 31 December 1946 to be an airman in postwar RCAF (number 6612). Promoted Flight Sergeant in Supply Technician Branch, 1 January 1947. To No.426 Squadron, 30 March 1947. To AFHQ, 22 July 1947. To Material Command Headquarters, 27 January 1949. Promoted WO2, 1 October 1952. To No.6 Repair Depot, Trenton, 6 July 1953. Retired 31 December 1956. DFC presented 1 April 1949. Died in Ottawa, 9 June 1983. RCAF photo PL-33264 (ex UK-15478 dated 3 October 1944) shows him on completion of tour; "Though his aircraft has been shot up many times, he has remained uninjured." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 18 November 1944 when he had flown 40 sorties (168 hours 45 minutes).

8 May 1944 - Berneval (3.58)

9 May 1944 - Berneval (3.58)
10 May 1944 - Lens (3.33)
19 May 1944 - Boulogne (3.13)
22 May 1944 - Orleans (1.05) DNCO
24 May 1944 - Aachen (4.12)
27 May 1944 - Bourg Leopold (3.54)
31 May 1944 - Trappes (4.56)
14 June 1944 - Douai (3.50)
15 June 1944 - Fouilliard (5.18)
16 June 1944 - Domleger (3.27)
22 June 1944 - Laon (4.14)
24 June 1944 - Noyelle E.C. (3.32)
25 June 1944 - Montorgueil (3.22)
27 June 1944 - Mont Condon (3.27)
28 June 1944 - Blainville (6.48)
4 July 1944 - St.Martin L.H. (3.37)
5 July 1944 - St.Martin L.H. (3.31)
6 July 1944 - Croix d'Alle (3.26)
8 July 1944 - Chateau Bernapre (3.32)
12 July 1944 - Thiverny (4.00)
15 July 1944 - Nucourt (4.16)
17 July 1944 - Caen (3.37)
18 July 1944 - Acquet (4.03)
20 July 1944 - Bottrop (4.04)
1 August 1944 - Prouville (3.21)
3 August 1944 - Foret de Nieppe (2.56)
5 August 1944 - Foret de Nieppe (3.14)
10 August 1944 - Dijon (6.43)
11 August 1944 - Chapelle Notre Dame (3.20)
12 August 1944 - Brunswick (5.36)
14 August 1944 - Falaise (4.02)
15 August 1944 - Tirlemont (3.50)
16 August 1944 - GARDENING (5.25)
18 August 1944 - Sterkrade (4.19)
26 August 1944 - Homburg (4.03)
1 September 1944 - Lumbras (3.39)
3 September 1944 - Soesterberg (3.51)
13 September 1944 - Neuss (4.32)
17 September 1944 - Boulogne (2.49)
20 September 1944 - Calais (3.20)

This Bomb Aimer has now completed his first operational tour consisting of 40 sorties, involving a total of 168 hours (128 points). He has shown a very fine spirit and high standard of efficiency during his tour of operations, as Bomb Aimer of a very good crew.

For his excellent operational record and devotion to duty, he is strongly recommended for the award of the Distinguished Flying Cross.

Notes: On Repatriation Form dated 31 January 1945 he stated he had flown 40 sorties (180 hours) plus 205 training hours overseas. Last sortie he gave as 23 September 1944.

Training: Course at No.5 ITS was 17 August to 10 October 1942. Courses in Mathematics (143/150), Armament (38/50), Signals (135/150), Navigation (116/200 on supplemental), Airmanship, Theory of Flight, Engines (82/100 on supplemental), Drill (65/100), Law and Disciplines (97/100), Meteorology (30/50), Aircraft Recognition (61/100 on supplemental) and Anti-Gas (28/50). Placed 69th in a class of 89. "Fairly good NCO. Rather quiet. Not particularly outstanding in any one feature but does his job and cooperates in flight."

First course at No.4 AOS was 25 October 1942 to 19 February 1943. Anson aircraft - 23.35 as first navigator by day, 28.35 as second navigator by day, 3.20 as second navigator by night. Rated 360/700 in Navigation Air Work and 185/500 in Elements of Navigation. "Very slow and inaccurate in air work. Learns very slowly." Recommended for Air Bomber.

Course at No.4 BGS was 8 February to 30 April 1943. Anson aircraft for Bombing (37.00 by day and 9.15 by night); Bolingbroke for Gunnery (18.55 by day). Spent twelve hours in Turret Manipulation. Dropped 84 bombs high level by day and 44 high level by night; also 60 bombs low level by day. Fired 400 rounds in Beam Test (6.2 percent hits), 2,600 rounds in Beam Relative Speed Test (three percent hits) and 4,00 rounds in Under Tail Test (three percent hits). Considered average in bombing and above average in gunnery. Examined in Bombing, written (191/250), Bombing, oral (207/250), Gunnery, written (68/100), Gunnery, oral (80/100), Aircraft Recognition (35/50), and Signals (35/50). Rated 188/400 in "Proficiency as Bomb Aimer" and 151/200 in "Proficiency as Air Gunner".

Second course at No.4 AOS was 3 May to 11 June 1943. Anson aircraft - 20.45 by day and 17.20 by night. Examined in Navigation, Air Work (70/100), Bombing, Air Work (80/100), Photography, Air Work (84/100), Elements of Navigation (34/50), Signals, Practical (62/75), Photography (45/50), Reconnaissance (31/50) and Aircraft Recognition (66/75). Placed tenth in a class of 29. Above average in navigation (air and ground); above average in bombing (dropped nine bombs by day and six by night).

Course at No.6 (Observer) AFU was 10 August to 6 September 1943. Flew 2.40 on bombing by day and 8.40 on combined exercises by day, 15.20 on combined exercises by night. Carried out nine infra-red exercises by night (only one successful). Air Work graded as follows - Bombing by Day (184/200), Map Reading, Day (178/200), Map Reading, Night (111/150). Ground Work assessed as follows - Bombing Theory (125/150), Bombing Practical (175/200), Air Sighting (37/50), Gunnery, Practical (72/100), Map Reading (180/200), Signals (36/50), Recognition (75/100). "A very conscientious bomb aimer."

Course at No.20 OTU was 14 October 1943 to 1 February 1944. Wellington aircraft. Spent 3.25 on day bombing, 4.00 on day gunnery, 29.20 on day combined exercises and 20.00 "other"; 15.00 on night bombing, 3.00 on night gunnery, 39.45 night combined exercises. Carried out three day photography exercises (none successful) and twelve night infra-red exercises (six successful). Fired 1,000 rounds air-to-ground. Air Work graded as follows - Bombing, Day (100/200), Bombing, Night (105/200), Map Reading, Day (110/200), Map Reading, Night (80/150), Photography (55/100). Ground Work assesses as follows - Bombing Theory (80/150), Bombing, Practical (100/200), Air Sighting (30/50), Gunnery, Practical (70/100), Map Reading (100/200), Signals (28/50), Recognition (57/100). "At the beginning of the course he 'scrounged' whenever he could. He showed commendable improvement, however, but still needed more supervision than should be necessary for an officer. Average standard of work."

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LARRIMORE, WO2 (now P/O) John Leeland (R178080/J94838) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 22 December 1915 in El Paso, Texas; home in Coleman, Alberta (rancher and motor mechanic) although still an American citizen on joining RCAF. Enlisted in Calgary, 29 June 1942 and posted to No.3 Manning Depot. To No.3 WS, 1 August 1942; promoted LAC, 3 September 1942; to No.2 Manning Depot, 10 March 1943; to No.1 AGGTS, 30 April 1943; to No.9 BGS, 12 June 1943; graduated and promoted Sergeant, 23 July 1943; to "Y" Depot, 6 August 1943; embarked from Halifax, 25 August 1943. Disembarked in Britain, 1 August 1943 and posted to No.3 PRC, Bournemouth where he took a Radio Marconi course while waiting for posting. To No.7 (Observer) AFU, 15 February 1944. To No.82 OTU, 11 April 1944. Promoted Flight Sergeant, 23 April 1944. To No.1664 Conversion Unit, 1 July 1944. To No.428 Squadron, 6 August 1944. Promoted WO2, 23 October 1944. To No.405 Squadron, 31 January 1945. Promoted WO1, 23 April 1945. Commissioned 4 May 1945. Repatriated with No.405 Squadron, 20 June 1945; to Greenwood, 1 October 1945. To "Y" Depot, 12 October 1945. Retired 18 October 1945. Died in New Denver, British Columbia, 28 December 1984 as per **Airforce Magazine** of July-August-September 1985. No citation other than "completed...numerous operations against the enemy

in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 20 April 1945 when he had flown 40 sorties (257 hours 45 minutes), 25 August 1944 to 17 April 1945.

25 August 1944 - Russelsheim (9.05)
29 August 1944 - Stettin (9.50)
10 September 1944 - Le Havre (4.50)
14 September 1944 - Wilhelmshaven (4.00)
15 September 1944 - Kiel (5.50)
17 September 1944 - Boulogne (4.30)
18 September 1944 - Domberg (4.45), DNCO
4 October 1944 - Bingen (6.35)
6 October 1944 - Dortmund (6.20)
9 October 1944 - Bochum (6.35)
14 October 1944 - Duisburg (6.50)
15 October 1944 - Duisburg (6.55)
19 October 1944 - Stuttgart (7.40)
23 October 1944 - Essen (6.55)
25 October 1944 - Essen (6.00)
2 November 1944 - Dusseldorf (6.20)
4 November 1944 - Bochum (6.05)
5 November 1944 - Gelsenkirchen (5.20)
16 November 1944 - Julich (5.30)
18 November 1944 - Munster (6.40)
25 November 1944 - Castrop Rauxel (6.40)
27 November 1944 - Neuss (6.05)
30 November 1944 - Duisburg (6.00)
2 December 1944 - Hagen (6.10)
4 December 1944 - Karlsruhe (7.20)
5 December 1944 - Soeste (7.30)
6 December 1944 - Osnabruck (6.55)
21 December 1944 - Cologne (6.30)
28 December 1944 - Cologne (6.05)
30 December 1944 - Cologne (6.35)
2 January 1945 - Nuremburg (9.35)
2 March 1945 - Cologne (4.05)
7 March 1945 - Dessau (8.00)
8 March 1945 - Hamburg (5.45)
27 March 1945 - Paderborn (4.05)
31 March 1945 - Hamburg (4.20)

8 April 1945 - Hamburg (4.45)
9 April 1945 - Kiel (5.00)
10 April 1945 - Leipzig (6.00)
14 April 1945 - Potsdam (7.15)
17 April 1945 - Schwandorf (6.30)

Warrant Officer Larrimore is a highly efficient and capable Wireless/Air Gunner, now on his second tour of operations. His keenness for operational duty and his unquenchable desire to make his missions successful ones even though in great personal danger are the outstanding features of this Warrant Officer's work.

He takes a keen interest in the administrative side of his section, never considering any job given to him as unimportant. His fine personal example of conscientiousness and devotion to duty has been an inspiration to all aircrew.

Training: Interviewed in Calgary, 8 June 1943. The Personnel Officer (F/O W.J. Hoover) wrote, "Education only fair. A.L. score just passable. C.A.T. Suitable, only fair applicant". The Medical Officer (F/L A.S. Underhill), passed him as physically fit. The interviewing officer (F/O A. Muir) wrote, "No too impressive but keen to get into aircrew in any capacity. Will have to work hard to make grade."

At No.3 WS (Fleet Forts and Norseman) he flew 12 hours 50 minutes. He was pulled from the course as "Below the minimum standard required in Morse." However, on 15 March 1943 F/L A.G. Sheffield (President of Reselection Board) wrote, "This airman was very anxious to qualify as WO/AG and failed to attain the required standard in Morse only, and still thinks he could qualify. Will make a good air gunner, and will remuster to WO/AG again if given an opportunity."

Course at No.1 Air Gunner Ground Training School and No.9 Bombing and Gunnery School described as lasting from 3 May to 23 July 1943. Training on Battle aircraft, VGO guns in air, VGO and Browning guns on ground, Bristol turret in air, Bristol, Frazer-Nash and Boulton-Paul turrets on ground. Total flying time was 22 hours 35 minutes. Stage 1 training consisted of following courses and marks: Armament, oral (59/100), Armament, written (246/300), Anti-Gas (73/100), Aircraft Recognition (60/100), Mathematics (31/50), Navigation (81/100), Law, Administration and Hygiene (86/100) and Signals (100/100). Phase 2 training (i.e. at BGS with actual flying) included exposure of three rolls of film, 12 hours 20 minutes spent on Turret Manipulation, 220 rounds fired on Skeet Range, 1,020 rounds on 25-yard range, 1,000 rounds on 200 -yard range, 300 rounds air-to-ground, 3,825 rounds air-to-air. Scored 4.2 percent hits. Further tests in general written subjects (106/150), Practical and Oral subjects (70/100), Aircraft Recognition (83/100), Drill (53/100), Signals (90/100). Graded 86/100 under "Ability as Firer".

Placed 45th in a class of 123. Also noted that he had two hours 35 minutes of "Experience in arming, loading and harmonizing turrets." W.C G.C. Godson (Chief Instructor) wrote, "Average ability. Worked very hard. Well liked by fellow students."

Course at No.7 (O) AFU was 16 February to 31 March 1944. Tested in Morse (sending and receiving 18 words a minute at start of course, 22 words a minute at end of course) and Visual Signals (eight words a minute with Aldis). Tests in ground subjects were Knowledge of W/T, W/T and Electrical Aircraft Equipment (160/200), W/T Set Manipulation (160/200), Fault Finding (130/200), W/T Procedure (150/200), and W/T Organization (160/200). Air tests in W/T Set Manipulation (210/300), D/F Loop Manipulation (140/200), Air Operating Procedure (320/400), and Log Keeping (60/100). Under the heading "Number of W/T Operations in Aircraft at this unit" the following were listed - Messages Received (40), Messages Transmitted (21), Percentage of Broadcasts Received (80), HF/DF Bearings, Base (26), HF/DF Bearings, not Base (67), D/F Loop Bearings (38), MF/DF Fixes (seven), Flying Control Contacts (three), Daily Inspections (11). Flew 32 hours 25 minutes in Ansons (29 hours ten minutes on W/T tests) and worked 51 hours on the Harwell Box (whatever that may be). "Keen but had to work hard to get the results he obtained. Very good ground work and air operating." (W/C H.E. Boxer, 31 March 1944).

Course at No.82 OTU was 13 April to 28 June 1944. Flew in Wellington III and X aircraft - 27.50 hours by day and 20.20 by night (all on W/T duties). Morse and Aldis speeds about the same from AFU. Ground results were as follows: Knowledge of W/T, W/T and Electrical Aircraft Equipment (234/300), W/T Organisation and Procedure (135/200); Special Equipment (80/200), Log Keeping (70/100). In Air Operating graded 620/1,000. Under the heading "Number of W/T Operations in Aircraft at this unit" the following were listed - Messages Received (illegible), Messages Transmitted (26), Daily Inspections (24); Percentage of Broadcasts Received (95), HF/DF Contacts, Base (41), HF/DF Contacts, not Base (34), MF/DF Fixes (15), Loop Bearings, Practice (2), Loop Bearings Plotted by Navigator (7). "An average WOP. Handicapped by W/T silence. Should prove to be a competent member of operational crew. Needs to keep up Morse instruction." (W/C R.M. Cox).

At No.1664 Conversion Unit he tested at 18 words per minute in Morse and achieved 88 percent on written tests. His log keeping was untidy, but "His theoretical knowledge of Fishpond slightly above average" and over all he was assessed as "Above average" by F/O J.M. McLaughlin (Signals Leader).

Notes: Assessment dated 13 September 1944 described him under various categories - Appearance and Bearing ("Some room for improvement"), Mental Alertness ("No particular difficulty in understanding"), Power of Expression ("States what he means clearly"), Self-Confidence ("Sufficient self-assurance - does not back down too easily"), Initiative ("Displays

initiative when the course is clear”), Energy and Persistence (“Active - Applies himself diligently”), Accuracy and Reliability (“Can depend upon him for the performance of all ordinary duties”), Co-Operation (“Cooperative - willing to help others”), Interest in Station Activities (“Usually participates in Station activities”), and Leadership (“Able to provide good leadership”). In all categories except dress and deportment he was thus roughly high average; the reviewing officer (W/C A.C. Hull) noted, “Obvious discrepancies in dress have been pointed out to him.”

Application for Operational Badge submitted 25 March 1945 is at odds with sorties list shown above. It stated he had flown 30 sorties (206 hours 55 minutes), 10 August to 2 December 1944.

Volunteered for Pacific service, 28 May 1945.

On 10 October 1945, just before release, he stated he had flown approximately 300 operational hours overseas and 270 non-operational. He gave his types and hours as being on Lancaster Xs (325.00), Lancaster IIIs (150.00), Halifax II and V (30.00), Wellington (70.00) and Anson (25.00).

When interviewed at release he was described as being “steady, dependable, resourceful, well-liked by crew members and fellow students.” He was returning to his prewar employment as garage mechanic or trucker. “No major difficulties anticipated.” (F/L J. McVittie, 16 October 1945)

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LARSEN, Sergeant Donald Lawrence Leo (R63818) - **Mention in Despatches** - Station Wombleton - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 10 November 1919. Home in Walkerton, Ontario; enlisted in Galt, 30 March 1940. Enlisted in Galt, 30 March 1940 as Machinist. To Trenton, 15 April 1940. Promoted AC1, 1 July 1940. Reclassified as Fitter/Armourer, 5 July 1940. To No.11 BR) Squadron, 19 July 1940. Promoted LAC, 1 January 1941. Promoted Corporal, 7 May 1941. To No.1 BGS, 19 May 1941. To “Y” Depot, 2 January 1942. To RAF overseas, 7 January 1942. Promoted Sergeant, 1 July 1942. Repatriated 13 June 1945. To Halifax, 28 August 1945. Retired 1 September 1945. Died in Walkerton, Ontario, 9 April 1998 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of September/October 1998. No citation in AFRO; recommendations of 16 May 1945 and 23 June 1945 (DHist 181.002 D.225) which confirmed he had served three years in Canada plus three years three months in UK as of 16 May 1945 read identically:

This non-commissioned officer has been employed in the Station Armament Section since 15th October 1943 and during this period has established a

reputation for carrying out his duties in a prompt and efficient manner which many times amounted to performing work beyond the normal call of duty. Prior to posting to this station he is known to have set a high standard of efficiency on operational stations. His energy and willingness have gained the respect and admiration of his associates.

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LARSEN, F/L Leonard Gage (C2842) - **Commended for Valuable Services in the Air** - No.3 OTU - Award effective 5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. American in the RCAF; enlisted in Ottawa, 29 September 1940 and immediately commissioned as Flying Officer. To No.13 Operational Training Squadron, 27 May 1942. To Western Air Command, 20 August 1942. To No.13 Squadron again, 21 August 1942. To No.3 OTU, date uncertain. Promoted Flight Lieutenant, 15 April 1943. To No.122 Squadron, 20 June 1943. Resigned his commission, 24 July 1944. No citation in AFRO or biographical file, but following from DHist file 181.009 D.1688 (PAC RG.24 Vol.20605): recommended for AFC, 31 December 1943, as follows:

This officer, a citizen of the United States of America, joined the RCAF as a volunteer in September 1940. After a period of duty in No.1 Training Command, he was posted to No.3 OTU where, over a period of two years, he has completed over 800 hours instructional flying on Stranraer flying boats, and has taken part in 40 Air/Sea rescue sorties. Throughout his service as an instructor at No.3 OTU, A/F/L Larsen's steady enthusiasm and unfailing cheerfulness have been a source of encouragement and inspiration to the whole staff.

NOTE: On 18 July 1943, 1150 hours, Stuart Channel, approximately one mile from shore, Crofton, British Columbia, on Stranraer 916 (No.3 Operational Training Unit). "Instrument flying exercise. While approaching to make power landing aircraft was levelled off and pilot expected to feel it touch down; however the next thing he recalls was clearing himself from wreckage and swimming to surface." Killed were LAC J.M. Bell and FS Warren R. McCarty. Others in crew were F/O P. Hertslet, P/O J.E. Chesney and Sergeant J.E.C. Rogers.

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LARSON, F/L Arthur Magnus (J12841) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 16 July 1917. Home in Irma, Alberta; enlisted in Edmonton, 8 August 1941. Granted Leave Without Pay until 9 September 1941 when posted to Calgary. To No.4 ITS, 10 November 1941; graduated and promoted LAC, 3 January 1942; posted that date to No.16 EFTS; may have

graduated 13 March 1942 but not posted to No.3 SFTS until 28 March 1942; graduated and commissioned 17 July 1942. To No.31 GRS, 7 August 1942. To "Y" Depot, 24 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 17 January 1943. Promoted Flight Lieutenant, 17 July 1944. Repatriated 9 February 1945. To No.2 Air Command, 26 February 1945. To Central Flying School, 13 March 1945; to Pennfield Ridge, 13 May 1945. To Release Centre, 28 September 1945. Retired 4 October 1945. RCAF photo PL-43749 (ex UK-21057 dated 1 May 1945) shows F/O Don McKinnon, navigator, Montreal, being debriefed by F/O A. Larson, Calgary.

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LARSON, FS Frederick Hugo (R94742, later J16252) - **Distinguished Flying Medal** - No.220 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Lang, Saskatchewan, 24 November 1913. Educated at Eston Schools (Eston, Saskatchewan), 1920-1931 and University of Saskatchewan, 1931-1934, Accountant with Trusts and Guarantee Company, 1934-1937m Eston Refencing, 1937-1940, and Provincial Tax Commission as auditor, 1940-1941. Enlisted in Regina, 14 March 1941 and posted to No.2 Manning Depot that date. Posted to No.2 ITS, 8 June 1941; graduated and promoted LAC, 21 July 1941 when posted to No.3 AOS; to No.5 BGS, 12 October 1941; graduated and promoted Sergeant on 21 November 1941; posted to No.1 CNS, 22 November 1941; to "Y" Depot, Halifax, 23 December 1941; to RAF overseas, 7 January 1942. To No.3 School of General Reconnaissance, 31 January 1942. Taken on strength of No.220 Squadron, 9 March 1942. Commissioned 20 November 1942 (J16252). To Aldergrove, sick, 23 April 1943. Promoted Flying Officer, 20 May 1943. Hospitalized several times with severe sinusitis and aircrew status reduced. As of 3 May 1943 he was an Interviewing Officer and member of the Aircrew Reselection Board at the RCAF Overseas Repatriation Depot. Repatriated 25 July 1943, hoping to return after six months; to Repatriation Depot, Rockcliffe, 23 September 1943 where he was employed as member of the Special Cases Board. Transferred to Reserve, 20 March 1944 to take employment with British American Oil Company. Elected to the House of Commons (Kindersley, Saskatchewan) as a Liberal; defeated 1953. Farmer; died in Edmonton, 21 February 1994. Medal presented at Buckingham Palace, 18 May 1943. RCAF photo PL-15928 (ex UK-3939 dated 20 May 1943) taken outside Buckingham Palace following investiture with DFM - P/O F.H. Larson (Calgary), P/O J. McB. Dempster (Vancouver), P/O E.E. Osler (Regina). RCAF photo PL-15941 (ex UK-3952 dated 20 May 1943) taken after DFM investiture - P/O J.R. Burton (Billings, Montana), P/O F.H. Larson (Calgary) and P/O R.J. Wheatley (Winnipeg).

On two recent occasions the navigation of this airman has been directly responsible for the saving of life from the sea. On the first occasion when returning from a patrol in which land had not been seen for nine hours a dinghy was sighted. As the result of the position furnished by Flight Sergeant Larson the rescue of six airmen was effected by the following day. On the second occasion

a ship's lifeboat was sighted after Flight Sergeant Larson's aircraft had flown 1,000 miles after leaving land. A rescue of seventeen survivors was effected and, although three aircraft were involved, each arriving at the scene during the hours of darkness, the pilots had no difficulty in locating the position of the lifeboat owing to the accuracy of Flight Sergeant Larson's report. Throughout his seven months in the squadron his navigation and devotion to duty have been of an exceptionally high standard.

NOTE: Public Records Office Air 2/8934 has recommendation dated 3 December 1942:

On two occasions within the last fourteen days the navigation of this Non-Commissioned Officer has been directly responsible for the saving of life. On the first occasion when returning from an anti-submarine patrol to the "prudent limit of endurance" an aircraft dinghy was sighted. As a result of the position furnished by this Non-Commissioned Officer a rescue was effected on the following day, six members of a Whitley crew being saved. It is emphasized that at the time of sighting land had not been seen for nine hours.

On the second occasion when searching for a ship's life boat a sighting was made after travelling 1,000 miles since leaving land. No wireless fixes had been obtained. So excellent was the accuracy of this position that another aircraft which had started on a search of an adjacent area at the same time flew straight to the lifeboat, arriving within a few minutes of ETA. In aggregate the navigation was therefore "about 12 hours old", a state of affairs which reflects the greatest credit on both navigators. A continuous patrol was maintained by No.220 Squadron aircraft over the lifeboat until rescue was effected and though three aircraft were involved, each arriving in the hours of darkness, not one had the least difficulty in finding the correct position without the aid of wireless. A rescue of 17 survivors was effected within the first hour of daylight, one of His Majesty's destroyers being led to the lifeboat by an aircraft of this squadron. On both the above occasions the aircraft of which Flight Sergeant Larson was the navigator landed extremely short of petrol. Had the navigation not been of the highest order a safe landing might never have been made. Had the captain not had implicit confidence in his navigator he could not have remained so long over the survivors, and on the second occasion he could not have remained over the lifeboat until the relieving aircraft arrived.

During seven months in this squadron, Flight Sergeant Larson's navigation and devotion to duty have been of the same high standard.

To the above, G/C W.M.M. Hurley (Commanding Officer, RAF Station Ballykelly) added on 26 December 1942:

In the normal operational work of this Group [No.15] it is seldom that circumstances justifying the award of the DFM will come the way of navigators. Sergeant Larson is a brilliant navigator whose established skill has enabled his pilots to undertake exceptional hazards with absolute confidence.

Notes: On 4 May 1943 his Commanding Officer (W/C P.E. Hadow) wrote an assessment. He stated that he believed Larson had been overlooked initially for a commission because of his "quiet disposition." He stated that Larson had been a success as an officer. "He is quiet and confident. In November last he got the DFM for his excellent navigation on operations which resulted in the saving of two lifeboats of ship-wrecked seaman in 14 days. He is an excellent navigator and is thoroughly interested in navigation, and I strongly recommend him as a navigation instructor in an AOS"

Reported having flown 46 sorties (385 hours 55 minutes) on operations but see the following.

Applied for Operational Wing, 18 March 1944, listing the following (all Coastal with No.220 Squadron:

10 May 1942 - Hudson (6.15)
16 May 1942 - Fortress (9.30)
23 May 1942 - Fortress (8.30)
12 June 1942 - Lancaster (7.40)
28 June 1942 - Fortress (5.10)
27 July 1942 - Fortress (10.00)
29 July 1942 - Fortress (7.40)
4 August 1942 - Fortress (9.40)
12 August 1942 - Fortress (9.30)
13 August 1942 - Fortress (4.30)
14 August 1942 - Fortress (5.30)
19 August 1942 - Fortress (9.15)
22 August 1942 - Fortress (9.00)
24 August 1942 - Fortress (7.15)
26 August 1942 - Fortress (10.00)
28 August 1942 - Fortress (6.30)
2 September 1942 - Fortress (8.00)
3 September 1942 - Fortress (9.30)
6 September 1942 - Fortress (10.00)

10 September 1942 - Fortress (6.00)
13 September 1942 - Fortress (8.10)
4 October 1942 - Fortress (9.20)
5 October 1942 - Fortress (8.20)
7 October 1942 - Fortress (7.30)
10 October 1942 - Fortress (9.00)
13 October 1942 - Fortress (9.00)
25 October 1942 - Fortress (10.00)
28 October 1942 - Fortress (8.40)
29 October 1942 - Fortress (12.15)
2 November 1942 - Fortress (11.45)
4 November 1942 - Fortress (5.30)
8 November 1942 - Fortress (9.00)
11 November 1942 - Fortress (2.00)
11 November 1942 - Fortress (5.00)
12 November 1942 - Fortress (10.30)
14 November 1942 - Fortress (13.40)
16 November 1942 - Fortress (11.10)
21 November 1942 - Fortress (8.20)
24 November 1942 - Fortress (13.30)
29 December 1942 - Fortress (8.00)
8 January 1943 - Fortress (8.00)
21 January 1943 - Fortress (10.30)
23 January 1943 - Fortress (11.00)
26 January 1943 - Fortress (10.10)
30 January 1943 - Fortress (11.00)
12 February 1943 - Fortress (5.10)

Training: Interviewed in Calgary, 12 July 1940 by F/O R.H. Cowan. Noted he had taken two hours of dual instruction three years before. "Has everything - good looks, good physique, a good education. Is keen and alert."

Course at No.2 ITS was 9 June to 9 July 1941. Subjects were Mathematics (86/100), Armament, practical and oral (78/100), Signals (99/100), Hygiene and Sanitation (31/40), Drill (70/100) and Law and Discipline (58/60). Placed 62nd in a class of 250. "An excellent type of airman, with good education, who has had experience as an auditor, accountant and salesman. He is cool, mature and should prove a credit to himself and to the Service."

Course at No.3 AOS was 21 July to 13 October 1941. Anson aircraft - 33.50 as first navigator by day, 29.40 as second navigator by day, 6.00 as first navigator by night, 6.00 as second navigator by night. Examined in DR Plotting (140/150), DR/DF written (169/200), Compasses and

Instruments (135/150), Signals (91/100) Maps and Charts (92/100), Meteorology (76/100), Photography (85/100) and Reconnaissance (82/100). Placed second in a class of 39. "This man not only has the ability, but throughout the course has put forth every effort to make good."

Course at No.1 ANS was 24 November to 22 December 1941. Anson aircraft - 7.00 as first navigator by day, 7.00 as second navigator by day, 5.55 as first navigator by night, 14.00 as second navigator by night. "Very competent in his air work. Is inclined to worry over his inability to gain higher marks in his air work than those awarded for his exercises.' Graded in Astro Navigation Plotting (76/150) and Astro Navigation Written (73/100). "Continually worries over his ability, always trying to lead his class but failing to do so. Not popular with his classmates, but has the ability to make a very competent operational observer." Placed ninth in a class of 36. "Merits commissioned rank following service in the field, if not granted immediately."

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LARSON, S/L Gordon Martin (J7438) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 31 October 1919 at Halborn, Alberta; home in Edmonton. Served in Edmonton Fusiliers before joining RCAF; enlisted in Edmonton, 9 January 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard), 20 February 1941. To No.2 ITS, 10 April 1941; graduated and promoted LAC, 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. Posted to embarkation depot, 14 September 1941; date of overseas posting unknown; Promoted Flying Officer, 13 September 1942. Promoted Flight Lieutenant, 13 September 1943. Promoted Squadron Leader, date uncertain. Repatriated 2 February 1945; released 17 May 1945. RCAF Photo PL-33739 (ex-UK-15633, 6 October 1944) shows S/L G.M. Larson at left, congratulating S/L Al Jack of Chilliwack as each was being appointed Flight Commanders in Leaside Squadron. RCAF Photo PL-33740 (ex-UK15634, 6 October 1944) shows him standing in cockpit of his Halifax. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 11 September 1944 when he had flown 26 sorties (117 hours 15 minutes), 18 April to 3 September 1944. AFRO gives name (incorrectly) as "Joseph Martin Larson".

This officer has shown an unconquerable spirit of determination to achieve his objective. On twenty-six trips he has never failed to complete his mission successfully. As a Flight Commander his personal ability and instruction has consistently been of the highest order.

His fine record and untiring efforts in his ground duties warrant a strong

recommendation for the award of the Distinguished Flying Cross.

The sortie list was as follows:

18 April 1944 - Noisy-le-Sec (5.00, second pilot)
22 April 1944 - Dusseldorf (5.10, second pilot)
27 April 1944 - Montman (4.30)
30 April 1944 - Somain (4.40)
7 May 1944 - Valerie-en-Caux (3.30)
27 May 1944 - Bourg Leopold (4.25)
31 May 1944 - Mont Couple (3.15)
5 June 1944 - Houlgate (4.40)
6 June 1944 - Coutances (5.00)
8 June 1944 - Mayenne (5.55)
12 June 1944 - Cambrai (4.20)
15 June 1944 - Boulogne (3.35)
16 June 1944 - Sterkrade Holton (4.10)
21 June 1944 - St.Martin l'Hortier (4.05, day)
23 June 1944 - Bieniges (3.35)
27 June 1944 - Foret d'Eany (3.55)
28 June 1944 - Metz (6.45)
3 July 1944 - Biennais (3.30, day)
5 July 1944 - Biennais (4.30)
17 July 1944 - Caen (3.55)
18 July 1944 -Wesseling (5.00)
20 July 1944 - Sennes (3.40, day)
24 July 1944 - Ferfay (4.15)
12 August 1944 - Brunswick (5.25)
18 August 1944 - La Pallice (6.35)
3 September 1944 - Volkel (3.45, day)

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LARSON, F/O Lyle Erling (J85239) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 28 November 1921 in Ceabri, Saskatchewan; home in Regina (student); enlisted there 8 January 1941 and posted to No.2 Manning Depot. To No.10 SFTS, 12 February 1941 (guard). To No.2 ITS, 9 April 1941; graduated and promoted LAC, 15 May 1941 when posted to No.6 EFTS; graduated 2 July 1941 when posted to No.4 SFTS; qualified as pilot and promoted Sergeant on 11 November 1941. To No.6 BGS, 12 November 1941; to No.31 GRS, 5 June 1943; to "Y" Depot, 10 September 1943; to RAF overseas, 12 September 1943.

Commissioned 17 December 1943. Promoted Flying Officer, 17 June 1944. Repatriated 17 June 1945; released 17 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." Flew two tours. DHist card gives name as Lyle Eyling. DFC presented 18 June 1949. Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 39 sorties (173 hours), 18 July 1944 to 16 January 1945.

18 July 1944 - Caen (4.20)
18 July 1944 - Wesselring (5.10)
23 July 1944 - Longues (5.50)
30 July 1944 - Villers Bocage (3.30)
31 July 1944 - Foret du Croc (4.25)
1 August 1944 - L'Hey (4.00)
4 August 1944 - Bois-de-Casson (4.40)
5 August 1944 - St.Leu/D'Esserent (4.40)
7 August 1944 - Le Hague (4.15)
9 August 1944 - Prouville (4.05)
14 August 1944 - Prouville (4.10)
15 August 1944 - Tassile (4.00)
16 August 1944 - Kiel (5.00)
18 August 1944 - Westrove (3.55)
6 September 1944 - Emden (4.15)
11 September 1944 - Le Havre (3.35)
12 September 1944 - Dortmund (5.30)
6 October 1944 - Sterkrade (3.10)
12 October 1944 - Wanne Eickel (3.35)
14 October 1944 - Duisburg (3.35)
14 October 1944 - Duisburg (3.35)
28 October 1944 - Cologne (4.00)
30 October 1944 - Cologne (4.40)
31 October 1944 - Cologne (4.05)
2 November 1944 - Dusseldorf (3.35)
4 November 1944 - Bochum (3.40)
6 November 1944 - Gelsenkirchen (3.35)
9 November 1944 - Wanne Eickel (3.40)
16 November 1944 - Julich (3.15)
18 November 1944 - Wanne Eickel (4.25)
12 December 1944 - Essen (4.35)
17 December 1944 - Ulm (6.10)
22 December 1944 - Bingen (5.40)

29 December 1944 - Scholven (4.45)
30 December 1944 - Cologne (4.15)
5 January 1945 - Hanover (5.10)
7 January 1945 - Munich (7.05)
14 January 1945 - Saarbrucken (4.45)
16 January 1945 - Magdeburg (6.05)

Flying Officer Larson is a very keen and capable pilot who has successfully completed numerous sorties against the enemy. He has consistently displayed a fine fighting spirit and a devotion to duty which other less experienced pilots have set as their standard. As captain of aircraft, he has pressed home his attacks to the full, with an utter disregard for personal safety and has shown an unsurpassed knowledge of airmanship which has instilled a spirit of confidence in those serving under his command.

Note: RCAF file 450-190, "Air Training - General Reconnaissance Schools" (Library and Archives Canada RG.24 Volume 3994) has a long narrative by him about his training and service flying in Canada. Of particular interest is his description of work at No.6 BGS, initially flying Fairey Battles:

I was first attached to a Bombing Flight for about five and a half months, then went to Drogue Flight for about one month where I flew the Northrop for approximately 70 hours and returned to Bombing Flight for the remainder of my time on this Station. Here I was given the chance of doing nothing but Test flying the different aircraft coming out of Maintenance and gaining a fair amount of knowledge flying different kinds of aircraft, such as the Lysander, North American Yale and the Anson. My time all totalled up here to about 325 hours.

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LARTER, F/L Louis Charles (J10806) - **Commended for Valuable Services in the Air** - No.436 Squadron, No.120 Wing (AFRO gives unit only as "Overseas") - Award effective 13 June 1946 as per **London Gazette** of that date and AFRO 726/46 dated 26 July 1946. Unit identified in DHist file 181.009 D.1124 (RG.24 Vol.20595). Born 2 April 1919. Home in Regina; enlisted there 10 June 1941 and posted to No.2 Manning Depot. To No.3 BGS, 7 August 1941. To No.2 ITS, 1 September 1941; graduated and promoted LAC, 9 October 1941; posted that date to No.15 EFTS; graduated 5 December 1941 and posted next day to No.11 SFTS; graduated and commissioned 24 March 1942. To "E" (probably Trenton), 25 April 1942. To No.5 SFTS, 9 May 1942; to No.3 SFTS, 19 June 1942; promoted Flying Officer, 1 October 1942; to No.19 SFTS, 2 May 1943. Promoted Flight Lieutenant, 1 January 1944. To No.6 OTU, 28 March 1945. To "Y" Depot, 10 July 1945. To United Kingdom, 5 September 1945. Repatriated 1 April 1946. Retired

11 June 1946. Public Record Office Air 2/9670 has citation drafted when he had flown 2,350 hours, 1,969 on current duties, 109 in previous six months.

This officer is employed as a pilot and captain of a Dakota aircraft. He has a fine flying record. For a period of three years he was employed as a flying instructor in the Joint Air Training Plan where his outstanding ability was recognised by his successive appointments to posts as flight commander, examining officer and squadron commander at various Service Flying Training Schools. In his new role as a captain of transport aircraft he has displayed the same conscientious and cheerful devotion to duty as has marked the whole of his service career. The enthusiasm displayed by this officer towards his duties and his keen personal interest in the progress of his pupils has been reflected in the exceptionally high standard of instructional results which he has achieved.

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LASEK, F/O Joseph (J26133) - **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 12 March 1915 in Brandon, Manitoba; home in London, Ontario (metal polisher); enlisted London, 27 February 1942 and posted to No.1 Manning Depot. To No.14 SFTS (guard duty), 24 April 1942. To No.5 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942); to No.10 EFTS, 26 September 1942; to No.1 SFTS, 5 November 1942; graduated and commissioned 30 April 1943. To "Y" Depot, 14 May 1943; to RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 8 December 1944. To No.3 Training Command, 20 December 1944. Promoted Flight Lieutenant, 30 April 1945. Remained in postwar RCAF, reverting to Flying Officer, 1 October 1946. Promoted Flight Lieutenant, 1 June 1949; promoted Squadron Leader, 1 January 1953. RCAF Photo PL-33933 (ex UK-16712 dated 17 November 1944) shows F.O T.H. Lenehan (bomb aimer, Weston, Ontario) and F/O Joe Lasek (pilot, London, Ontario) on completion of first tour with a daylight sortie against Cologne. Photo PL-128253 is a portrait taken in Trenton, 1959. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation by W/C R.L. Bolduc dated 19 November 1944 when he had flown 35 sorties (168 hours 40 minutes):

7 June 1944 - Acheres (4.40, second pilot)
8 June 1944 - Mayenne (5.50, second pilot)
14 June 1944 - Cambrai (4.25)
16 June 1944 - Sautrecourt (4.00)
17 June 1944 - Oisemont (4.30)
24 June 1944 - Bonnetot (4.25)

27 June 1944 - Wizernes (3.35)
28 June 1944 - Metz (7.10)
12 July 1944 - Acquet (4.45)
14 July 1944 - Anderbelck (3.50)
18 July 1944 - Wesseling (5.15)
20 July 1944 - Anderbelck (3.10)
23 July 1944 - Donges (5.50)
25 July 1944 - Stuttgart (8.55)
28 July 1944 - Hamburg (4.40)
30 July 1944 - Amoye Seulle (4.20)
31 July 1944 - Coquereaux (4.20)
8 August 1944 - Chantilly (4.15)
9 August 1944 - Prouxville (4.00)
13 August 1944 - Aisy (4.15)
15 August 1944 - Soesterburg (3.25)
27 August 1944 - Marquis (3.20)
31 August 1944 - Cezembre (4.30)
6 September 1944 - Emden (4.00)
10 September 1944 - Le Havre (3.55)
12 September 1944 - Gardening, Oslo (6.50)
17 September 1944 - Boulogne (4.30)
20 September 1944 - Calais (2.55)
24 September 1944 - Calais (4.15)
6 October 1944 - Dortmund (5.45)
11 October 1944 - Wanne Eickel (5.00)
14 October 1944 - Duisburg (4.45)
15 October 1944 - Wilhelmshaven (4.50)
21 October 1944 - Hanover (3.10, no sortie)
23 October 1944 - Essen (6.00)
28 October 1944 - Cologne (5.20)

Flying Officer Lasek has completed a tour of duty which included 35 attacks on enemy targets, including such targets as Stuttgart, Emden, Wilhelmshaven, Cologne and the Ruhr. He has shown himself to be a good captain of aircraft and an exceptional pilot. By his cheerfulness and courage he has encouraged his crew and has never failed to push home his attack on enemy targets, even though attacked by enemy fighters and engaged by flak.

It is considered that this officer's fine example of courage, cheerfulness and determination fully merits the award of the Distinguished Flying Cross.

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LASHINSKI, WO1 (now P/O) Arnold Stanley (R107682/J47527) - **Mention in Despatches** - No.145 Squadron (Canada) - Award effective 14 November 1944 as per **Canada Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 7 January 1918. Home in Bienfait, Saskatchewan; enlisted Regina, 11 June 1941 and posted to No.2A Manning Depot. To No.7 SFTS (guard duty), 2 August 1941; to No.3 WS, 27 September 1941; promoted LAC, 29 October 1941; to No.5 BGS, 14 March 1942; graduated and promoted Sergeant, 11 May 1942. To "Y" Depot, 12 May 1942. To No.145 (BR) Squadron, 2 July 1942. Promoted Flight Sergeant, 1 December 1942. Promoted WO2, 1 June 1943. Commissioned 1 August 1944. To "Y" Depot, 24 August 1944. Taken on strength of No.3 PRC overseas, 29 August 1944. Promoted Flying Officer, 1 March 1945. Repatriated 3 December 1945. Released 15 January 1946. Died in Regina, 1997. RCAF photo PL-60338 (ex UK-19945 dated 30 March 1945) is captioned as follows - "A WVS Canteen is now operating at the edge of an RCAF airfield on the Burma front, and aircrews returning from supply trips to the fighting lines drop in for refreshment while their planes are reloaded. This quartet enjoying cocoa and cake are, left to right, F/L Carl Hargrave (Toronto), Warrant Officer Allan Beirnes (London, Ontario), Warrant Officer Grant Arbuckle (Neepawa, Manitoba) and F/O Stan Lashinski (Regina)."

This wireless operator air gunner has done excellent work throughout his tour of duty while on operations. His co-operation and determination throughout long patrols and adverse weather conditions have set a high example to his associates.

* * * * *

LASKEY, P/O Dallas (J22525) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 25 April 1943 as per **London Gazette** dated 7 May 1943 and AFRO 1187/43 dated 25 June 1943. Born in Fredericton, New Brunswick, 10 December 1919; home there. Enlisted in Moncton, 9 July 1941 and posted to No.1 Manning Depot. To No.31 BGS, 8 August 1941 (guard duty). To No.1 ITS, 13 September 1941; graduated and promoted LAC, 7 November 1941; posted that date to No.14 EFTS; ceased training and posted elsewhere, 28 December 1941; to No.10 AOS, 2 January 1942; to No.6 BGS, 11 April 1942; graduated and promoted Sergeant, 23 May 1942; to No.1 CNS, 24 May 1942; graduated and commissioned 3 July 1942. To "Y" Depot, 4 July 1942. To No.31 OTU, 23 July 1942. To RAF Ferry Command, that same date. To RAF overseas, 25 September 1942. Promoted Flying Officer, 3 January 1943. Missing (POW), 13/14 May 1943. Participated in Wooden Horse escape plan. Promoted Flight Lieutenant, 3 July 1944. Reported Safe in United Kingdom, 9 May 1945, Repatriated 1 June 1945. Released 8 September 1945.

Attended Harvard (Ph.D in Philosophy); taught at Tufts, Bishops College and Concordia University (retired as Professor Emeritus). Took up playing jazz and learning Arabic. Died in Montreal, 12 August 2012. Cited with Sergeant L.L. Anderson (RCAF, awarded DFM). Incident was on 4 April 1943.

One night in April 1943, Pilot Officer Laskey and Sergeant Anderson were bomb aimer and wireless operator respectively of an aircraft detailed to attack Kiel. Whilst over the target area the aircraft was hit by anti-aircraft fire which damaged the rear turret, trapping the gunner. By a strenuous effort, Pilot Officer Laskey was able to move the turret sufficiently to enable the gunner to free himself. Afterwards the target was successfully bombed but, almost immediately, the aircraft was attacked by an enemy fighter and sustained further damage. In spite of this, the pilot attempted to fly the damaged bomber back to this country. During the flight Pilot Officer Laskey and Sergeant Anderson rendered much assistance but their efforts were unavailing. The aircraft came down on the sea and after five and a half hours drifting on an overturned dinghy, Pilot Officer Laskey and Sergeant Anderson, the only two survivors, were picked up. Both displayed great courage and fortitude in very trying circumstances.

NOTE: The incident described was on 4/5 April 1943 and involved Wellington X3699, target Kiel. Airborne 2030, 4 April 1943 from Dishforth. At 0320 the Wellington was plotted in position 5305N 0130E, but ditched soon afterwards some 10 miles NE of Cromer, Norfolk. Of those killed, F/O Kennedy is buried in Scottow Cemetery, while P/O Walley and Sgt Beaton are commemorated on the Runnymede Memorial. The survivors were in the water for nearly five hours before being sighted and picked up by the crew of a RN destroyer.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has correspondence respecting securing Goldfish Badges for R101990 Sergeant L.L. Anderson, DFM and J22525 P/O D. Laskey, DFC, notably a letter to the Goldfish Club dated 15 May 1943:

On the night of the 4th April 1943, the above mentioned formed part of the crew of an aircraft of this Unit which took off on an operational sortie. On the return journey the aircraft was badly damaged and had to be ditched at sea. P/O Laskey and Sergeant Anderson were Bomb Aimer and Wireless Air Gunner respectively and were the only members of the crew who survived when the aircraft was ditched.

P/O Laskey and Sergeant Anderson spent approximately five hours in a dinghy

before being picked up by a destroyer on the morning of the 5th April 1943.

P/O Laskey has however since been reported missing from air operations.

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LASKOSKI, F/L Harold Patrick (J19900) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born at Gleichen, Alberta, 5 May 1920; home there. Served in Royal Canadian Artillery; enlisted in Calgary, 17 September 1941. To No.3 Manning Depot, 6 October 1941. To No.15 SFTS (guard duty), 26 October 1941. To No.2 ITS, 6 December 1941; graduated and promoted LAC, 31 January 1942; posted that date to No.3 AOS; to No.2 BGS, 9 May 1942; to No.1 CNS, 4 July 1942; graduated and promoted Sergeant, 21 August 1942. To "Y" Depot, 8 September 1942; to RAF overseas, 26 October 1942. Commissioned 3 January 1944. Promoted Flying Officer, 3 July 1944. Flew two tours. Repatriated to Canada, 18 December 1944. Released 11 April 1945. DFC presented at Government House on 14 November 1950, at which time he had changed his name to "Lorimer".. Photo PL-50461 shows him after investiture with his wife. He was then living in Ottawa. 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 19 August 1944 when he had flown 39 sorties (191 hours 40 minutes).

13 July 1943 - Anti-submarine Sweep (7.15)
17 November 1943 - Mannheim (5.30)
18 November 1943 - Mannheim (6.35)
4 December 1943 - Leipzig (7.35)
20 December 1943 - Frankfurt (5.15)
29 December 1943 - Berlin (6.00)
5 January 1944 - Stettin (9.00)
27 January 1944 - Heligoland (4.20)
28 January 1944 - Kiel (5.35)
30 January 1944 - Berlin (6.05)
15 February 1944 - Berlin (6.45)
19 February 1944 - Leipzig (6.15)
20 February 1944 - Stuttgart (6.20)
24 February 1944 - Schweinfurt (6.45)
25 February 1944 - Augsburg (6.20)
1 March 1944 - Stuttgart (6.30)
18 March 1944 - Frankfurt (5.00)
22 March 1944 - Frankfurt (4.10)

24 March 1944 - Berlin (6.50)
26 March 1944 - Nuremburg (6.35)
18 April 1944 - Rouen (4.15)
20 April 1944 - Ottiginies (3.40)
22 April 1944 - Laon (4.00)
26 April 1944 - Essen (3.50)
1 June 1944 - Malines (2.40)
8 June 1944 - Haine St.Pierre (3.00)
21 June 1944 - Duisburg (4.00)
4 July 1944 - Domleger (3.20)
5 July 1944 - Wizernes (2.25)
7 July 1944 - Caen (3.50)
12 July 1944 - Vaires (4.00)
15 July 1944 - Nucourt (4.00)
28 July 1944 - Hamburg (4.50)
30 July 1944 - Troop support (3.35)
1 August 1944 - L'Hey (2.20)
4 August 1944 - Troissy St.Maximim (3.45)
8 August 1944 - Troop support (2.55)
11 August 1944 - Lens (3.25)
14 August 1944 - Battle area (3.10)

This navigator has carried out a large number of sorties, some of which have been against heavily defended German targets including Berlin. He has at all times resolutely and with great skill carried out his duties and has been an inspiring example to other members of the squadron.

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LASSARDO, FS Patrick Joseph (Can 206A) - **Mention in Despatches** - No.431 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 19 March 1917. Home in Toronto; enlisted there 13 September 1937 and Airframe Mechanic. As of 1 October 1939 he was an LAC. Proceeded overseas with No.110 (Army Cooperation) Squadron, 15 December 1939. Promoted Corporal, 1 May 1940. To No.2 (Fighter) Squadron, RCAF, 10 January 1941. Promoted Sergeant, 1 May 1941. Promoted Flight Sergeant, 1 July 1942. Repatriated 8 December 1944. To No.3 Training Command, 22 December 1944. To No.1 BGS, 15 January 1945. To No.1 SFTS, 24 February 1945. To AFHQ, 5 June 1945. To Moncton, 1 October 1945. To Maintenance Command, 14 January 1946. Reverted to Corporal, 1 October 1946. To No.1 Equipment Depot, 1 April 1947. Promoted Sergeant, 1 October 1948. To No.12 Technical Support Unit, 26 November 1951.

Died 1 October 1952 following automobile accident. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944 by G/C D.M. Edwards, CO Station Croft.

This NCO enlisted September 1939, and has served in the United Kingdom since February 1940, and he has filled to the position of Sergeant in his trade for the last twelve months. This rigger has been with the squadron almost since its inception and has, during that time, proven himself a most skilful and efficient worker. His efforts, under adverse conditions and long hours of work, have proven his unstinted devotion to duty and served as an outstanding example to his Flight.

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LAUBMAN, F/O Donald Currie (J14013) - **Distinguished Flying Cross** - No.412 Squadron - Award effective 24 October 1944 as per **London Gazette** of that date and AFRO 2637/44 dated 8 December 1944. Born in Provost, Alberta, 16 October 1921. Home in Edmonton. Enlisted there, 13 September 1941. Trained at No.2 ITS (graduated 27 November 1940), No.5 EFTS (graduated 16 January 1942) and No.3 SFTS (graduated 4 May 1941). Awarded wings 4 May 1941 as a Sergeant; promoted successively to Flight Sergeant and Warrant Officer. Commissioned 1 July 1942; promoted to Flying Officer, 1 January 1943; to Flight Lieutenant, 1 July 1944; to Squadron Leader, 6 April 1945. Retained in Canada for home defence duties with No.133 Squadron, 7 September 1942 to 8 May 1943; arrived in UK, June 1943. With No.412 Squadron, 16 August 1943 to 5 November 1944, and No.402 Squadron 6-14 April 1945. Briefly POW, 14 April 1945. Released 25 September 1945; re-enrolled 17 January 1946, initially with No.6 Communications Flight, NWAC. Major postings including command of No.416 Squadron (January 1951 to March 1952), command of No.3 Wing at Zweibrucken (July 1963 to August 1966), command of No.1 Air Division (July 1969 to April 1970), command of Canadian Forces in Europe (April 1970 to August 1971), and Chief of Personnel, CFHQ (May 1972 to retirement). For additional details see H.A. Halliday, **The Tumbling Sky**. Aerial victories as follows: **30 December 1943** - one Bf.109 damaged; **23 March 1944** - 1/2 Ju.88 destroyed; **2 July 1944** - two FW.190s destroyed; **5 July 1944** - one FW.190 damaged; **10 August 1944** - 1 1/2 Bf.109s destroyed; **25 September 1944** - one FW.190 destroyed; **26 September 1944** - two FW.190s and one Bf.109 destroyed; **27 September 1944** - one FW.190 and three Bf.109s destroyed, one FW.190 damaged, one Bf.109 damaged; **28 October 1944** - two FW.190s destroyed. P/O June 1942; F/O April 1943; F/L July 1944; S/L April 1945; reverted to F/L, October 1946; promoted Squadron Leader, 1 January 1951; W/C September 1957; G/C July 1963; A/C, April 1967; Major General, June 1969; Lieutenant General, May 1972; released 16 October 1976. Useful photographs are PL-28249 (beside propellor of his Spitfire) and PL-34602 (formal portrait).

This officer has consistently displayed outstanding courage and determination to

engage the enemy and has destroyed at least five enemy aircraft. He has invariably pressed home his attacks against road transport with great success.

Public Record Office Air 2/9160 has recommendation drafted 14 August 1944 when he had flown 98 sorties (157 hours 15 minutes).

This pilot has shown extreme keenness to engage the enemy in combat and has proven a very successful leader whenever occasion has demanded. He has personally destroyed at least five enemy aircraft and damaged one other. Four and one-half of these were destroyed in the last five weeks. He has at all times been completely dependable and a fine example to others in his squadron.

To add to this he has constantly pressed home attacks against road transport and through his determined efforts has destroyed or damaged at least 40 enemy vehicles in the past five days. Flying Officer Laubman is a very courageous pilot and his efforts are worthy of the highest praise. I recommend him for an immediate Distinguished Flying Cross.

LAUBMAN, F/L Donald Currie, DFC (J14013) - **Bar to Distinguished Flying Cross** - No.412 Squadron - Award effective 24 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945.

Since being awarded the Distinguished Flying Cross, Flight Lieutenant Laubman has completed many sorties against the enemy. He continues to show tenacity of spirit and outstanding courage in the face of overwhelming odds. Flight Lieutenant Laubman has led his flight with such ability that they have accounted for sixteen out of twenty-six enemy aircraft destroyed by his squadron and he was responsible for the destruction of eight and the damaging of two in three days, bringing his total to thirteen enemy aircraft destroyed and two damaged. This officer's squadron was outnumbered by the enemy on all three occasions but with undaunted courage and determination they successfully broke up repeated enemy attacks to destroy bridges vital to our ground forces in the Arnhem and Nijmegen area.

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LAUCKNER, P/O Irvin LeRoy (J16959) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 15 June 1943 and AFRO 1724/43 dated 27 August 1943. Born in Detroit, Michigan, 18 March 1920; home in London, Ontario; enlisted there 3 February 1941 and posted to No.2 Manning Depot. To No.1 Manning Depot, 20

February 1941. To No.1 WS, 24 March 1941. Promoted LAC, 29 May 1941; posted to No.2 BGS, 8 November 1941. Graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941; to RAF overseas, 7 January 1942. Commissioned 9 January 1943. Promoted Flying Officer, 9 July 1943. Medal presented at Buckingham Palace, 23 November 1943. Repatriated 12 December 1944; to No.1 WS, 6 April 1945; retired 31 October 1945. RCAF photo PL-24856 taken on return to Canada during special leave.

This officer is an exceptionally efficient rear gunner who has proved his steadiness and coolness in the face of enemy opposition. He has inspired complete confidence in his ability among the other members of his crew. In November 1942, while on an anti-submarine patrol, he pressed home a telling attack on a U-Boat, despite very heavy fire from two enemy minesweepers. In two attacks over heavily defended areas in Germany and Italy Pilot Officer Lauckner has also given evidence of his outstanding ability in directing evasive action.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 8 April 1943 when he had flown 27 sorties (236 hours one minute). Sortie list and submission as follows:

Previous unit	7 hours 20 minutes
19 July 1942	Vegasack (7.27)
21 July 1942	Duisburg (5.19)
25 July 1942	Duisburg (4.38)
27 July 1942	Duisburg (4.59)
29 July 1942	Saarbrucken (6.10)
4 August 1942	Essen (5.24)
6 August 1942	Duisburg (5.03)
1 September 1942	Saarbrucken (6.48)
2 September 1942	Karlsruhe (7.21)
4 September 1942	Bremen (4.03)
6 September 1942	Duisburg (5.16)
8 September 1942	Frankfort (8.11)
10 September 1942	Dusseldorf (6.27)
13 September 1942	Bremen (5.13)
26 September 1942	Flensburg (6.09)
1 October 1942	Flensburg (7.01)
13 October 1942	Kiel (7.16)
15 October 1942	Cologne (5.45)
23 October 1942	Genoa (8.37)
27 October 1942	Anti-submarine patrol (10.25)

31 October 1942	Anti-submarine patrol (11.07)
7 November 1942	Anti-submarine patrol (11.10)
10 November 1942	Anti-submarine patrol (8.25)
17 November 1942	Anti-submarine patrol (9.50)
21 November 1942	Anti-submarine patrol (11.25)
27 November 1942	Anti-submarine patrol (11.05)
1 December 1942	Anti-submarine patrol (10.00)
11 December 1942	Anti-submarine patrol (7.42)
4 January 1943	Anti-submarine patrol (8.30)
11 March 1943	- Stuttgart (8.55)

This officer is an exceptionally efficient rear gunner and has proved his steadiness and coolness in the face of enemy opposition. He has inspired complete confidence in his ability in other members of his crew. On 27th November 1942, while engaged on anti-submarine patrol, attack was pressed home on an enemy submarine and two mine sweepers in the Bay of Biscay. In spite of heavy flak opposition the submarine was badly damaged and the decks of the mine sweepers raked with machine gun fire. He has partaken in 21 attacks on heavily defended areas in Germany and Italy and has carried out ten anti-submarine patrols. He has proved invaluable to the crew in directing evasive action.

Note: Lancaster PB129, A/405, was detailed to bomb Cap Gris Nez on the morning of 26 September 1944. Took off at 1200 hours. Crew consisted of J15818 W/C C.W. Palmer, DFC (Captain), 145387 F/L W. Goddard (navigator), J85391 F/L A.J. Wilcock, DFC (navigator, survived with facial burns and broken ribs), 158131 F/O C.E. Lashley (WOP/Air), J85493 P/O F.J.A Frey (mid-upper gunner), J16959 F/O I. Lauckner, DFC (rear gunner, survived, returned to England on 28 September by landing craft), C17844 F/L H.J. Anderson, DFM (flight engineer, survived with broken ankle) and J18009 F/O W.G. Peacock (bomb aimer). En route to target aircraft received a direct hit. Fire burst out in port inner engine followed by observation that fuel was gone. At about 1,500 feet the aircraft was seen to go into a dive which became acute at about 1,000 feet. On orders of the captain, three crew managed to bale out. Approximately four minutes later the aircraft was bombed by a Main Force aircraft, despite warnings from the Long Stop Master (Master Bomber). Crashed and exploded on ground.

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LAUGHLAND, FS Alan MacNeiley (R103284) - **Distinguished Flying Medal** - No.214 Squadron - Award effective 3 June 1943 as per **London Gazette** dated 11 June 1943 and AFRO 1294/43 dated 9 July 1943. Born in Guelph, Ontario, 29 May 1922; home there; theatre usher for six

months before enlisting; enlisted Hamilton, 5 June 1941 and posted to No.4A Manning Depot, St. Hubert. To No.1 Wireless School, Montreal, 28 July 1941. To No.3 ITS, Victoriaville, 21 August 1941; graduated and promoted LAC, 19 October 1941; to No.22 EFTS, Quebec, 26 October 1941. Flew 16 hours 25 minutes dual in Fleet Finch (and five hours in Link) but failed to solo. Ceased training 10 December 1941 and posted next day to Composite Training School; to No.1 BGS, Jarvis, 4 January 1942; graduated and promoted Sergeant, 3 February 1942. To "Y" Depot, Halifax, 4 February 1942; to RAF Training Pool, 12 March 1942. Disembarked in England, 24 March 1942 and taken on strength of No.3 PRC. To No.7 Air Gunner School, 30 May 1942; to No.214 Squadron, 18 June 1942. To No.7 Squadron, 7 July 1942. To No.214 Squadron again, 25 August 1942. Promoted Flight Sergeant, 1 December 1942. Promoted WO2, 2 February 1943. To No.12 OTU, 23 March 1943. To No.617 Squadron, 15 August 1943. Commissioned 23 October 1943 (J19334). Killed in action with No.617 Squadron (Lancaster ED735), 17 November 1943; no known grave; name on Runnymede Memorial. Remainder of crew were 113351 F/L E.E.G. Yousman (pilot), 159886 P/O S.J. Whittingham (flight engineer), J17388 P/O L. Plishka (navigator), NZ41477 P/O R. Florence (air bomber), 138314 F/O W.C. Grimes (WOP), and R.77353 WO J.B. O'Grady (air gunner). Also aboard were three passengers (two Army and one RCAF). Aircraft took off from Rabat (Morocco) at 2340 hours to return to base and not heard from again. Citation drafted when he had flown 25 sorties and 140 operational hours (Public Record Office Air 2/8955). Medal presented (to whom not stated on DHist card), 12 December 1944.

Flight Sergeant Laughland has served as mid-upper gunner for a considerable period. He has completed numerous sorties against enemy targets, including Essen, Genoa, Turin and Hamburg. On several occasions he has skilfully fought off the attack of night fighters, four of which he damaged. In August 1942 the aircraft in which he was flying was attacked by four enemy fighters. Flight Sergeant Laughland fired at the first and set it on fire; the second broke off the attack after being hit. Throughout his operational career this airman has invariably displayed high courage and determination.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 7 April 1943 when he had flown 25 sorties (140 hours 50 minutes). Sortie list and submission as follows:

24 July 1942 - GARDENING (2.44)
25 July 1942 - Duisburg (3.15)
26 July 1942 - Hamburg (6.25)
29 July 1942 - Saarbrucken (1.32)
31 July 1942 - Dusseldorf (4.54)
6 August 1942 - Duisburg (5.12)
9 August 1942 - Osnabruck (4.31)

11 August 1942 - Mainz (5.26)
24 August 1942 - Frankfurt (6.06)
28 August 1942 - Nuremberg (4.10)
16 October 1942 - GARDENING, Furze (8.02)
22 October 1942 - GARDENING, Deodars (7.10)
23 October 1942 - Genoa (8.20)
8 November 1942 - Nancy, Nickel raid, pamphlets (4.50)
20 November 1942 - Turin (6.00)
28 November 1942 - Turin (9.00)
7 December 1942 - GARDENING, Nectarines I (3.05)
17 December 1942 - GARDENING, Furse (7.38)
15 January 1943 - Lorient (4.40)
4 February 1943 - Turin (8.00)
16 February 1943 - Lorient (5.05)
28 February 1943 - St. Nazaire (6.25)
3 March 1943 - Hamburg (6.40)
5 March 1943 - Essen (4.00)
8 March 1943 - Nuremberg (7.40)

Flight Sergeant Laughland is a mid-upper gunner who has served in 214 Squadron for ten months. He has completed 25 sorties against the enemy, and on several occasions he has skilfully fought off attacks by night fighters, four of which he has damaged.

On the night of 28th August 1942 the aircraft in which he was flying, during an attack on Nuremberg, was attacked on the outward journey by four enemy fighters. Flight Sergeant Laughland fired at the first to attack and set it on fire. The second aircraft broke away after being hit and the attack was broken off.

Throughout his operational tour this Non-Commissioned Officer has maintained a consistently high standard of ability and has set an excellent example.

Public Record Office Air 50/233 has the following Combat Report filed for night of 28/29 August 1942.

Stirling Mark I, G/214, W7621 on Nuremberg. Bingen, 10 miles S.W., 2310 hours. 7,000 feet. Heading 160 Magnetic. I.A.S. 160. Bombs not dropped. Full moon onstarboard bow. No flak. No searchlights. No I.F.F. Series of red flares on ground appeared to be indicating track of aircraft.

Cannon and machine gun trace suddenly seen by Captain, Flight Sergeant

Snaisdell-Taylor, Mid-Upper Gunner, Sergeant Laughland and Rear Gunner, Sergeant Walkley, to rake the under side of the Stirling, wounding Rear Gunner, hitting his hydraulics as well as the rudder and elevators. This aircraft had recuperated in the new position. The damage to the rear turret system was as follows: (a) fractured pipe to V.O.M (b) fractured exhaust pipe in fuselage near Vokes filter, (c) dent in exhaust pipe between relief valve and E.R.V.

Enemy aircraft broke away towards starboard beam. Rear Gunner told crew the direction of breakaway but Mid-Upper Gunner was unable to get his guns on it in time. Captain started corkscrewing to port on first attack. Front Gunner, Sergeant Foggin, now reported that his turret was unserviceable. Observer, Sergeant James, had also been hit in this attack. Bombs were then jettisoned. Mid-Upper Gunner now saw a further twin engined enemy aircraft slightly above and 600 yards astern to starboard. Mid-Upper Gunner fired a sighting burst, then corrected his aim and fired further long burst till enemy aircraft was at about 200 yards. A glow was now observed in port wing of enemy aircraft and something fell off it. Enemy aircraft dived steeply down on the starboard quarter out of sight. On Mid-Upper Gunner's second burst he told the captain to turn to starboard which he did. Immediately a further twin-engined enemy aircraft appeared 400 feet astern and 150 feet below. It was first seen and reported by the Mid-Upper Gunner who at once told the captain to start corkscrewing. Mid-Upper Gunner fired three short bursts at enemy aircraft which was lost without returning fire. A second later without any warning the Mid-Upper Gunner was nearly blinded by a flash of machine gun and cannon tracer on the port beam. Another enemy aircraft had attacked without having been seen from slightly underneath on the port beam. One perspex panel of the Mid-Upper turret was shattered and the explosion blew the turret round so that the guns were trained on the enemy aircraft. Mid-Upper Gunner fired four bursts, observing hits on starboard wing and starboard fuselage of enemy aircraft, a Ju.88 at range of about 75 yards. Enemy aircraft broke away to port beam and Stirling broke away in steep diving turn to starboard to avoid collision. Stirling ended up at 2,000 feet. Enemy aircraft was not seen again. Rear Gunner was too weak to fire guns manually and was unable to talk. After these attacks, the Engineer, Sergeant Whittingham, managed to get one rear turret door open and to give the Rear Gunner a shot of morphia which somehow revived him. The astrodome was manned in turn by Wireless Operator and Engineer who kept up a valuable commentary. In the opinion of the Gunners the Captain's positive immediate evasive action prevented more damage being done. Immediately before the first attack a flarepath lit on the ground and stayed alight the whole time of the attack.

Crew: Captain: Flight Sergeant Snaisdell-Taylor; Observer, Sergeant James; Engineer, Sergeant Whittingham; W/OP, Sergeant McDonald; Front Gunner, Sergeant Foggin; Mid-Upper Gunner, Sergeant Laughland; Rear Gunner, Sergeant Whitley.

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LAUNEY, P/O George Leslie William (J87630) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 17 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 1 September 1924 in Montreal; home there. Member, Royal Highland Regiment (The Black Watch), 10 July 1940 to 30 April 1941. Enlisted in Montreal, 16 September 1942. Posted on enlistment to No.1 Manning Depot. To No.5 SFTS (guard duty), 23 November 1942. To No.9 Personnel Aircrew Evaluation Unit, 7 March 1943. To No.1 Air Gunner Ground Training School, 3 April 1943. Promoted LAC, 15 May 1943 and posted to No.9 BGS; graduated and promoted Sergeant, 25 June 1943. To "Y" Depot, 9 July 1943; embarked in Canada, 16 July 1943; disembarked in Britain, 22 July 1943. To No.22 OTU, 3 August 1943 (Wellington aircraft, 31 hours). To No.1659 Conversion Unit, 2 September 1943. To Station Topcliffe, 10 September 1943. To No.1664 Conversion Unit, 21 September 1943 (Halifax aircraft, 31 hours 20 minutes). To No.428 Squadron, 24 October 1943. To No.405 Squadron, 9 January 1944. Back to No.428 Squadron, 28 February 1944. Commissioned 24 June 1944. To No.22 OTU, 8 July 1944 (Wellington aircraft, 30.45). Repatriated 15 January 1945; to No.9 BGS, 11 February 1945. Retired 28 April 1945. Briefly served in RCAF Auxiliary as Fighter Controller (1955-1956, service number 156319). Died in Montreal, 24 April 1994. Medal sent by registered mail, 24 October 1946. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 11 July 1944 when he had flown 38 sorties (226 hours 45 minutes), 18 November 1943 to 24 June 1944. Flight Sergeant when recommended, and hence a DFM was suggested. His tour as mid-upper gunner had included a crash on return from Berlin (30 January 1944) and aircraft damaged by enemy action (15 February 1944).

As mid-upper gunner, Flight Sergeant Launey has completed one tour of operations during which he has attacked Berlin, Ludwigshaven, Frankfurt, Stuttgart and other targets in Germany and France, and also carried out mine laying operations. His keenness and above average ability made him an ideal crew member and he contributed materially to the success enjoyed by his crew. On several occasions his vigilance and skilful directions enabled the captain to take proper evasive action and so avoid attack and possible damage by enemy night fighters.

For his reliability and keenness and for the completion of a very satisfactory tour
I recommend the non-immediate Distinguished Flying Medal.

The sortie list (all with F/O Douglas Edmund Biden as captain) was as follows:

18 November 1943 - Ludwigshaven (7.05) - but another list says Mannheim.
22 November 1943 - Berlin (8.05)
26 November 1943 - Frankfurt (8.40)
28/29 November 1943 - Berlin (4.48, abortive, listed in his service file)
29 December 1943 - Berlin (8.40)
6 January 1944 - Gardening, St. Nazaire (7.40)
27 January 1944 - Berlin (8.05)
30 January 1944 - Berlin (6.05, damaged by flak and Me.110, crashed on return)
15 February 1944 - Berlin (6.35, aircraft damaged by enemy action, attacked by Ju.88)
11 March 1944 - Gardening, Lorient (7.15)
13 March 1944 - Le Mans (6.30)
15 March 1944 - Amiens (5.35)
19 March 1944 - Gardening, Heligoland (5.45)
22 March 1944 - Gardening, Kiel Bay(7.05)
23 March 1944 - Laon (6.20)
25 March 1944 - Aulnoye (6.05)
26 March 1944 - Courtrai (5.15)
29 March 1944 - Paris (6.10)
9 April 1944 - Lille (4.45)
20 April 1944 - Lens (5.05)
22 April 1944 - Laon (6.05)
23 April 1944 - Gardening, Fehmarn (6.50)
26 April 1944 - Paris -Villeneuve (5.45)
27 April 1944 - Aulnoye (5.10)
30 April 1944 - Gardening, St. Nazaire (6.05)
9 May 1944 - Gardening, Brest (5.30)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening, Frisians (4.00)
21 May 1944 - Gardening, Heligoland (5.10)
22 May 1944 - Gardening, St. Malo (4.55)
25 May 1944 - Trouville (4.45)
11 June 1944 - Gardening, St. Nazaire (6.55)
12 June 1944 - Gardening, Lorient (7.30)
14 June 1944 - St. Pol (4.15)
15 June 1944 - Boulogne (4.05, day)

16 June 1944 - Duisburg (4.45)
21 June 1944 - St. Martin (4.15, day)
23 June 1944 - Bientique (4.20)
24 June 1944 - Bamieres (4.40)

Training: Phase 1 of his training at No.9 PAED involved tests in Armament, oral (55/100), Armament, written (189/300), Anti-Gas (65/100), Aircraft Recognition (86/100), Mathematics (32/50), Navigation (84/100), Law, Administration and Hygiene (78/100) and Signals (50/100). At No.9 BGS he flew 24 hours 45 minutes, exposed three films, spent 15 hours in turret manipulation. Fired 210 rounds skeet, 1,060 rounds on 25-yard range, 1,000 rounds on 200-yard range, 200 rounds air-to-ground and 3,725 rounds air-to-air. Scored 2.9 percent hits, Ground tests, written (93/150), Practical and oral tests (70/100). Aircraft Recognition (76/100), Drill(59/100). Signals (85/100). Placed 79th in a class of 92.

At No.22 OTU flew 18.15 by day, 12.45 by night. Fired 500 rounds air-to-air. "Average. Very hazy on turrets, wants watching, is inclined to be lazy, Cine films, range estimation and deflection fair. Quite capable in the air."

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LAURENCE, F/O Robert Howard (J20602) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 23 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. Born 20 July 1921, Fort St. John, British Columbia; home in Edson, Alberta; enlisted in Edmonton, 29 September 1941. To No.3 Manning Depot, 2 November 1941; to No.10 SFTS (guard), 16 January 1942; to No.7 ITS, 28 February 1942; graduated and promoted LAC, 27 April 1942 when posted to No.19 EFTS; may have graduated 3 July 1942 but not posted to No.4 SFTS until 19 July 1942; graduated and commissioned on 6 November 1942. To No.123 Squadron, 20 November 1942; to No.163 Squadron, 16 March 1943. Promoted Flying Officer, 6 May 1943. To "Y" Depot, Halifax, 13 January 1944; arrived at No.3 Personnel Reception Bournemouth, 21 January 1944; promoted Flight Lieutenant, 6 November 1944; repatriated at uncertain date; released 28 September 1945. Photo PL-36846 shows him. See also RCAF photo PL-41347 (ex UK-18078 dated 10 January 1945) shows him sitting on Typhoon wing after his fourth victory; caption says he was a fur trader at the Hudson Bay Company post, Fort St. James, northern British Columbia. In a letter to Carl Vincent (9 January 1977, DHist files) he describes No.163 as "a rather random collection of both aircraft and personnel, with no definitive training or operational objectives or capability". While he was there it flew five types of aircraft - Bolingbroke, Crane, Harvard, Hurricane and Kittyhawk. With flying discipline very loose, he was able to sign out aircraft almost at will. From this varied flying he learned aerobatics, formation flying and "a limited amount of gunnery that no doubt enabled me to be an effective operational pilot when I got overseas (and gave me the skills that enabled me to

survive)." The most constructive thing the unit did was to provide a detachment of four "operational" Harvards flying off a grass field at Wainwright, Alberta, working with an Army Brigade Training Centre, simulating strafing, bombing etc. He had limited experience on Kittyhawks, but remembered worrying when flying them over water because the Allison engines would "sputter and cough and take a considerable time to clear themselves...and develop their full power."

This officer has taken part in a large number of sorties and throughout has set a fine example of skill and determination in pressing home his attacks on various targets. In air fighting, Flying Officer Laurence has destroyed four enemy aircraft. He has rendered much valuable and devoted service.

NOTE: For more on his career see H.A. Halliday, **Typhoon and Tempest: The Canadian Story** (Canav Books, Toronto, 1992). Public Record Office Air 2/9044 has recommendation drafted by S/L R.E. Crosby, 7 January 1945, when he had flown 90 sorties (97 hours 35 minutes).

This officer has participated in over 90 operational sorties and has always pressed home the attack with utmost determination. Although hit by anti-aircraft fire on at least five different occasions, he always managed to bring the damaged aircraft home and his example of outstanding keenness in spite of these narrow escapes has always been a source of inspiration to the other pilots of this squadron. On one occasion he was chasing a Focke Wulf 190 which had just shot down an Allied aircraft when he was bounced by ten Focke Wulf 190s and Messerschmitt 109s. He outflung two of these to such an extent that they both flicked and crashed. On another occasion while returning from an operation, the flight he was leading destroyed four enemy aircraft, two of which he accounted for himself. He is an excellent leader and can always be depended upon to carry out the task set before him. In addition to the above-mentioned enemy aircraft, he has numerous trains, MET [mechanical enemy transport] and barges to his credit.

Aerial victories (all with No.439 Squadron) as follows: **29 December 1944**, one FW.190D destroyed plus one Bf.109 destroyed, Ahaus area (Typhoon RB233); **1 January 1945**, one FW.190 destroyed plus one FW.190 probably destroyed, Deurne area (Typhoon RB233).

On 3 November 1944, Typhoon JR500 of No.439 Squadron, conducting an Airframe and Engine Test, crashed, killing the pilot, Flying Officer Ralph Nelson MacDonald. The Court of Inquiry placed the blame on MacDonald. For having started an unauthorized dogfight at low altitude, then stalling and losing control. Such was the opinion endorsed by G/ P.Y. Davoud. However, A/V/M Harry Broadhurst, Air Officer Commanding, No.83 Group took a harsher view, writing

(18 December 1944), "I agree that the pilots concerned in this accident were to blame. I have ordered that F/O Laurence be tried by Court Martial and consider that no further action is necessary." Although Laurence was subsequently acquitted, the following testimony by himself (with questions and answers) bears inclusion:

On November 3rd, 1944, at approximately 1020 hours I was in the air just north of the B.78 Airfield at 2,000 feet, carrying out an engine and airframe flight test on Typhoon MN869. Flying in a southerly direction I saw another aircraft coming towards me from the South-East. As it neared it turned into me and I immediately broke port and commenced a series of steep turns with the aircraft which I now recognized as a Typhoon, on my tail. Eventually I succeeded to out turn the other aircraft and get on his tail. At this point we were travelling in a northerly direction. The aircraft in front of me then commenced a wide turn to the left and I followed him around slowly, climbing as we did so. My airspeed during this turn was approximately 160 m.p.h. We had turned about 180 degrees when I saw the aircraft in front of me put his nose down and dived steeply as if to gain speed. At this time our height was approximately 2,100 feet just under the cloud base, and I noticed that the angle of dive of the other aircraft was dangerously steep for this height, so I did not attempt to follow him. As I watched the other aircraft it appeared to go over on its back and gave me the impression that it was out of control. It straightened out temporarily as it neared the ground and the pilot appeared to be pulling out violently as large vapour trails came from the wingtips and tailplane. The port wing then dropped and he flicked over on his back, crashing through the roof of a large house and bursting into flames.

Question 6 - Did you consider that the other aircraft was attacking you as he turned into you.

Answer 6 - Yes.

Question 7 - Were you authorized to carry out dogfighting ?

Answer 7 - No.

Question 8 - Were you carrying out a dogfight with the aircraft which crashed ?

Answer 8 - I would not consider it a dogfight but rather call it a tail-chase. In my mind they are two different things.

Question 9 - Were you authorized to tail-chase ?

Answer 9 - No.

The Court was clearly trying to avoid blaming Laurence (even though Broadhurst subsequently felt otherwise) and entered the following remarkable passage:

We also find that not enough attention is being paid in squadrons to flying training. Subject to operational requirements, it should be the policy of Squadron Commanders to allow as much flying practice as possible. The work in which Typhoon aircraft of this Wing are engaged (i.e. dive-bombing) calls for very little fighter tactics and consequently pilots become rusty. Since every single engined pilot should know the limitations of his aircraft and be well enough versed in tactics to cope with actual combat, it is necessary to practice. Therefore it is recommended that pilots be given as much time for this type of flying as possible to keep their hands in for use on operations. At the same time it is recommended that pilots be once more warned of the dangers of fighting at low altitude for practice, in that an aircraft can spin from any angle subject to the proper stress being placed upon it. Aircraft of Typhoon type are heavy and require a great deal of altitude in which to recover from spins. A constant reminder of this to pilots in squadrons should considerably reduce accidents of this nature in future.

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LAURIE, W/C John (C2013) - **Member, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Vancouver; enlisted there 23 April 1940 in Provost Marshal Branch. To No.2 Training Command Headquarters, 31 May 1940. Promoted Squadron Leader, 1 August 1941. To Western Air Command Headquarters, 24 October 1942. To "Y" Depot, 15 April 1943. To RAF overseas, 15 May 1943. To RCAF Overseas Headquarters, 4 June 1943. Promoted Wing Commander, 1 December 1943. Repatriated 10 August 1946. Retired 29 September 1946. Living in Prince Rupert in 1949. Died in Victoria, 23 November 1987 as per **Airforce Magazine** of July-August-September 1988. RCAF photo PL-1710 shows him in 1941 as Flight Lieutenant. RCAF photo PL-46653 (ex UK-24374 dated 16 March 1946) shows W/C Laurie inspecting German prisoners outside their cells; behind him is F/L G.W. LaRocque (Assistant Provost Marshal, RCAF Overseas Headquarters. RCAF photo PL-46655 (ex UK-24376 dated 16 March 1946) shows Joharn Neitz (ex-German marine on trial for war crimes); speaking to him in foreground is F/L G.W. LaRocque (Assistant Provost Marshal, RCAF Overseas Headquarters, from Regina and Lebret, Saskatchewan). Beside him is W/C J. Laurie (Trail and Vancouver),

Provost Marshal for RCAF Overseas Headquarters, marshal of war crimes court, and in civil life the Commissioner of Police in Trail, British Columbia.

This officer was attached to this branch in June 1943 as Provost and Security Liaison Officer, Royal Canadian Air Force. His service with the Provost Marshal's Branch of the Royal Canadian Air Force has been of the highest order. At the time of his attachment he had but one Officer and twelve Service Police attached to the Royal Air Force, and there was no Provost and Security Organization. By his own efforts he has built up a unit now consisting of sixteen Officers and over five hundred Other Ranks, and is responsible for their administration, training, promotion, posting and welfare. In addition, he organized and arranged the training of the Royal Canadian Air Force personnel in 83 Group Police Unit, 2nd Tactical Air Force. He has carried out his duties with untiring energy and keen devotion to duty. As a liaison officer his ability to foster the spirit of mutual help and co-operation between the flying services is outstanding and his value to the Royal Canadian Air Force and Royal Air Force jointly merits the highest praise.

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LAURO, F/O Joseph William (J20434) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. American in the RCAF; born in Chicago, 13 August 1918; home there; educated there and St.John's Seminary, Little Rock (1939-1941). Enlisted Windsor, Ontario, 23 August 1941 and posted to No.2 Manning Depot, Brandon. To No.10 Personnel Holding Unit, 10 October 1941. Held in reserve at No.7 BGS and No.12 SFTS until opening in BCATP came along. To No.7 ITS, 3 January 1942; graduated and promoted LAC, 28 February 1942 when posted to No.19 EFTS; may have graduated 24 April 1942 but not posted to No.10 SFTS until 9 May 1942; graduated and commissioned 28 August 1942. Even in training he wanted to be a bomber pilot, and he was regularly assessed as slightly above average among pilot trainees. At Virden the ground instructor wrote that he "has the easy self-possessed appearance of the American. Chosen Chairman for Graduation Banquet. His deportment is good." To "Y" Depot, 11 September 1942. To RAF, 25 September 1942. Arrived in Britain, 8 October 1942. To No.3 (P) AFU, 27 October 1942; to No.22 OTU, 5 January 1943; promoted Flying Officer, 28 February 1943; to No.424 Squadron, 12 March 1943 to 23 October 1943 when he was sent to No.24 OTU. Sorties from 13 March 1943 (GARDENING, West Frisians, second pilot) to 7 September 1943 (Viterbo). A notable incident in his career was 27 June 1943 when he was to raid San Giovanni; 4,000-pound bomb dropped on runway during take-off but crew was unaware and flew to target. Transferred to USAAF, 2 November 1943. Served in 389th Bomb Group. Wrote a book titled "Action Priest, The Story of Father Joe Lauro" published in 1971 by William Morrow. At least two readers said the stories were embellished, but generally

historically accurate and interesting. Medal presented at Buckingham Palace, 24 October 1944. After the war he became a Catholic priest; in 1963 he was in Peru. RCAF photo PL-33532 (ex UK-16067 dated 26 October 1944) shows him in American uniform after investiture at Buckingham Palace.

Flying Officer Lauro has taken part in a large number of operational sorties, many of which have been against some of the most heavily defended targets in Germany and Italy. He has undertaken all tasks allotted to him with enthusiasm and courage, displaying fine leadership and devotion to duty.

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LAUT, S/L Albin (C861) - **Mention in Despatches** - Station Dartmouth - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943 and AFRO 1459/43 dated 30 July 1943. Born at Crossfield, Alberta, 29 December 1915; educated in Calgary, attending Mount Royal College (1932-1933), University of Alberta (1934-1936) and University of Saskatchewan (1936-1938, Mechanical Engineering)). Enlisted in Saskatoon, 4 July 1938 as P/P/O; qualified for pilot's wings at Trenton, 17 June 1939. Sent from Trenton to No.5 (BR) Squadron, Eastern Air Command, 27 August 1939. To No.10 (BR) Squadron, 20 November 1939. Despatched to Winnipeg, 23 December 1939 to take delivery of aircraft for No.10 (BR) Squadron. Posted from No.10 (B) Squadron to No.1 ANS, Rivers, 8 January 1941. Reposted to No.10 (BR) Squadron, 17 April 1941. Promoted Squadron Leader, 1 July 1941. Commanded No.10 (BR) Squadron, 12 September 1941 to 5 March 1942 although on strength of EAC Headquarters from 25 February 1942 onwards. On 18 April 1941 he was uninjured following crash of Digby 741 at Gander. Tail wheel broken and rear end of fuselage resting on ground - "Error in judgement on part of pilot". To Station Dartmouth, 11 May 1942. To No.113 Squadron, to command, 27 January to 27 September 1943 when posted to Eastern Air Command Headquarters (promoted Wing Commander, 1 April 1943). Killed in the crash of Ventura 2148 (No.113 Squadron) 3 October 1943. A mountain near Moberly Creek, Jasper National Park, was named for him in July 1949.

While Commanding Officer of a Squadron this officer showed exceptional devotion to duty in carrying out convoy patrols and sweeps over the North Atlantic. Later Squadron Leader Laut acted as Assistant Controller for a period of six months at this Station and, during that time, he showed great devotion to duty. By his personal attention and careful direction of operational aircraft he set a good example to Operations Room personnel and gained the confidence of all flying personnel. This officer is again commanding an Operational Squadron.

Recommended for the Air Force Cross, 17 December 1941 when he had flown 63 sorties (893

hours 45 minutes of which 365 hours 15 minutes were "war flights". The citation was brief - "Exceptional devotion to duty carrying out convoy patrols and sweeps over the North Atlantic." Supported on 24 December 1941 by AOC, Eastern Air Command but did not go further,

Again recommended for Air Force Cross, date uncertain, when he had flown 77 sorties (466 hours five minutes) on operations and 1,022 hours 45 minutes in all. G/C B.D. Hobbs initiated the recommendation, but it was reduced to a Mention in Despatches by Breadner on 6 April 1943.

Assessments to note:

10 December 1940 - "A good pilot and a very competent officer. Has a very good knowledge of G.R. work." (Signing officer not shown).

11 June 1941 - "A qualified navigation officer with considerable BR experience. A capable Digby pilot. Conscientious and hard working" (W/C H.M. Carscallen)

15 December 1941 - "Is doing a fine piece of work in 10 BR Squadron. Has his squadron well trained, keeps his aircraft and equipment in good shape and is well liked by his officers and men. Seems to be slightly nervous" (G/C R.H. Foss).

17 September 1942 - "A very capable and willing operations room officer. Inspires confidence with all flying personnel.." (G/C B.D. Hobbs).

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LAUZON, F/O Leslie Richard (J19886) - **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 June 1922 in Sudbury, Ontario (POW questionnaire); home in Toronto (stenographer); enlisted there 13 September 1941. To No.1 Manning Depot, 1 October 1941. To No.5 SFTS (guard), 27 October 1941. To No.5 ITS, 21 December 1941; graduated and promoted LAC, 13 February 1942 but not posted to No.13 EFTS until 28 February 1942; may have graduated 24 April 1942 but not posted to No.5 SFTS until 9 May 1942; graduated and promoted Sergeant, 28 August 1942. To No.10 AOS, 14 September 1942. To No.1 GRS, 27 November 1942; to No.32 OTU, 5 March 1943. Promoted Flight Sergeant, 29 May 1943. To "Y" Depot, 12 June 1943. To RAF Trainee Pool, 22 June 1943. Commissioned 3 February 1944. Shot down on 12 June 1944 (Pilot Officer at the time). Evaded for nine weeks before capture, captured in civilian clothes, held in Lille for eight days and then interrogated. Promoted Flying Officer, 3 August 1944. Held in Stalag Luft I, Barth, Germany from 22 September 1944 onwards. In his POW questionnaire he specifically wrote, "I would like to recommend my mid-upper

gunner, Flight Sergeant C. Christoff for his bravery while the aircraft was going down in flames.” Repatriated 7 July 1945. To No.1 Composite Training School, 20 July 1945. To Release Centre, 25 September 1945. Retired 5 November 1945, subsequently living in Ajax, Ontario. Died in Toronto, 2 February 2010 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of September/October 2010. Public Record Office WO 208/3323 has an MI.9 interrogation report for Sergeant Christopher Christoff (which see). Aircraft hit by flak when returning from attack on Cambrai railway yards. Machine caught fire and he ordered crew to bale out. Christoff’s parachute had opened inside the airplane and he was prepared to jump holding it in his arms. Lauzon told him to fight the fire instead. When this proved unsuccessful, Lauzon offered his own parachute and, when this was refused, undertook to crash-land the bomber south of Echiet. He succeeded, and although it immediately burst into flames, both men escaped from the wreckage. They evaded capture and contacted French civilians. However, sometime in late July or early August they encountered a German patrol. Sergeant Christoff escaped but Pilot Officer Lauzon was captured. See Christoff entry (Mention in Despatches) for additional details.

Flying Officer Lauzon has proved himself to be a very gallant pilot and captain of aircraft. In June 1944 his aircraft was detailed for an attack against Cambrai. On the return flight his bomber was damaged by anti-aircraft fire and fire broke out. Flying Officer Lauzon ordered his crew to abandon the aircraft by parachute. All the members did except the mid-upper gunner whose parachute accidentally opened in the aircraft. Flying Officer Lauzon told the gunner to try and control the fire but it was impossible. He then offered the gunner his parachute which was refused without hesitation. Flying Officer Lauzon attempted an emergency landing. He successfully accomplished this extremely difficult feat and he and the gunner escaped from the fiercely burning aircraft uninjured. Flying Officer Lauzon's magnificent courage, exceptional skill and devotion to duty are worthy of the highest praise.

DHH file 181.009 D.1513 (Library and Archives Canada RG.24 vol.20600) has recommendation for a DSO raised by W/C J.K. MacDonald, 10 November 1944 when he had flown 16 sorties (79 hours):

On the 14th June 1944, this officer was pilot of an aircraft detailed to attack Cambrai. On the return journey the aircraft was hit by flak and fire broke out. He ordered the crew to abandon ship. All members baled out except the mid-upper gunner whose parachute accidentally opened in the aircraft. Flying Officer Lauzon told the gunner to try and get the fire under control but it was impossible. He then offered the gunner his chute but was refused. Flying Officer Lauzon without hesitation and at great personal risk decided to attempt a crash

landing. He succeeded and they both escaped from the flaming machine uninjured.

For his devotion to duty, courage in the face of heavy odds and for his disregard of personal safety in his successful attempt to save the life of his comrade he is strongly recommended for the award of the Distinguished Service Order (Immediate).

On 14 November 1944 the Group Captain in command of Station East Moor endorsed this recommendation:

Flying Officer Lauzon by his courageous and unselfish act, was undoubtedly responsible for saving the life of his mid-upper gunner. Crash landing a four-engined aircraft at night successfully requires a tremendous amount of courage and skill. That Flying Officer Lauzon accomplished this extremely difficult feat with the aircraft burning fiercely is indeed remarkable. I thoroughly concur with his Squadron Commander's recommendation that his inspiring efforts be rewarded with the Distinguished Service Order (Immediate).

Nevertheless, it was downgraded to a Distinguished Flying Cross.

See Christoff entry for "Lost Bombers" details of loss of aircraft and Christoff's own "Loss of Bomber" account. DHH file 181.001 D.24 also has Lauzon's "Loss of Bomber" account, taken down 15 May 1945. It stated he had flown 19 sorties. Narrative read as follows:

Hit by flak at 6,000 feet just after leaving target about midships and port wing. Aircraft caught fire immediately and port outer engine started to die out. Control surfaces on port wing damaged and made the aircraft difficult to keep on even level flight. Gave orders to abandon the aircraft. Crew left and just as I was about to leave the controls the Mid-Upper [Christoff] came forward out of the blazing fuselage. His chute had been hit by flak. I gave him my chest pack and told him to bale out and that I would crash land. He decided to ride down with me rather than leave me with the aircraft. I ordered him to take my extinguisher and try to fight the fire. He returned down the fuselage through the flames to the tail and got four fire extinguishers which he applied to the fire. It was useless. I couldn't see the ground so I landed by instruments. We got out the pilot's hatch and made our way from the aircraft which a short time later exploded. We evaded for about nine weeks, then I was captured. Gunner got home.

Interrogator's Notes: Pilot reports, mid-upper put up very good show in keeping fire down sufficiently for aircraft to be kept under control so that pilot was able to make crash landing. Landing was not too bad and aircraft remained on even keel. Pilot and mid-upper not being injured.

A comparison of Christoff's and Lauzon's accounts reveals discrepancies (such as the number of extinguishers) but the principal difference is the tone - each emphasises the heroism of the other.

When recommended (originally for a DSO) he had flown 16 sorties (79 hours), the sortie list being as follows:

30 March 1944 - Nuremberg (8.15)
9 April 1944 - Paris (5.13)
10 April 1944 - Ghent (3.47)
18 April 1944 - Noisy-le-Sec (5.05)
20 April 1944 - Lens (4.40)
22 April 1944 - Dusseldorf (5.25)
24 April 1944 - Karlsruhe (7.05)
26 April 1944 - Essen (5.15)
27 April 1944 - Montzen (4.30)
30 April 1944 - Somain (4.25)
19 May 1944 - Le Cripon (3.30)
30 May 1944 - Mont Couple (3.15)
2 June 1944 - Neufchatel (3.45)
5 June 1944 - Houlgate (4.40)
6 June 1944 - Coutances (4.15)
8 June 1944 - Mayenne (5.50)

Note: The following incident in his career is taken from the website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/lw615a.html>

Halifax LW615 damaged by flak, returned to East Moor airfield.

On 23rd April 1944 this aircraft suffered flak damage whilst on an operational flight to bomb Dusseldorf, the pilot was able to make a safe return to East Moor airfield where it was repaired within two days. The flight engineer of this aircraft published his flying career on his own website in recent years which has partly gone off-line in 2011. With reference to this flak incident he stated.. "Back to Happy Valley, the flak was heavy. Dusseldorf was a very serious affair, bits of red hot flak flew about inside the 'plane as the shells burst, our navigator got hit but fortunately

right on the torch in his May West (flotation vest), made him grunt a bit but he was Ok to get us home again. I had to check all manner of bits that got damaged, seem to remember the fuel control levers, about ten of them got damaged and it was a nightmare of a lottery which bit of frayed wire controlled which tank, but guess I must have done the right thing because we got home!! Just remember all this is being done in more or less pitch black darkness with the "driver" dodging flak bursts and weaving about for the gunners, none of it calculated to appeal to the faint hearted!! But I wanted to get home as well and could have been on a promise from my latest girlfriend, what more incentive could a guy have? Over Dusseldorf we were hit by flack. We returned safely. This was a full point towards our thirty needed."

Pilot - P/O Leslie R Lauzon RCAF (J/19886), of Toronto, Ontario

Flight Engineer - Sgt Reginald J. Miles RAFVR (575931), of Lydden, Dover, Kent.

Navigator - WO1 Walter Hodder RCAF (R/104153), of Grates Cove, Newfoundland. Slightly injured.

Bomb Aimer - WO2 Gordon L. Wallis RCAF (R/155734), of Armley, Saskatchewan.

Wireless Operator / Air Gunner - F/Sgt Joseph E. Olivier RCAF (R/130351), of Coniston, Ontario.

Air Gunner - Sgt Christopher Christoff RCAF (R/200321), of Oba, Ontario.

Air Gunner - Sgt J. W. Beattie RCAF (R/204582), of North Vancouver, British Columbia.

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LAVALLEE, F/O Laurent Joseph (J37714) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born in Montreal, 10 August 1921; home there (salesman); enlisted there 7 August 1942 and granted Leave Without Pay. To No.5 Manning Depot, 3 November 1942. To No.31 SFTS, 21 January 1943 (non-flying duties). To No.5 ITS, 6 February 1943; graduated and promoted LAC, 17 April 1943; to No.10 EFTS, 17 April 1943; ceased training on 20 May 1943 and posted to No.5 Manning Depot; to No.4 BGS, 15 June 1943; to No.4 AOS, 18 September 1943; graduated and commissioned on 3 November 1943. To "Y" Depot, 17 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Promoted Flying Officer, 3 May 1944. Repatriated 13 June 1945. To Debert, 3 August 1945. To Release Centre, 7 November 1945. Released 9 November 1945. RCAF photo PL-41411 (ex UK-17826 dated 4 January 1945) taken as a NAAFI canteen visits - F/O D.J. Decosse (Cornwall, Ontario), LAC R. Lalonde (Montreal), F/O Laurent Lavallee (Montreal) and Sergeant J. Laliberte (St. Jerome). RCAF photo PL-44735 (ex UK-22144 dated 16 June 1945) shows F/O Laurent Lavallee (right, Montreal) and Warrant Officer J.J. Deslauriers (left, Montreal) admiring new artwork for squadron Lancasters.

As air bomber this officer has participated in attacks against such heavily defended targets as Kiel, Essen, Dusseldorf and Cologne. On one occasion in October 1944 he was air bomber in an aircraft detailed for an attack on Bochum.

Whilst en route to the target some of the navigation instruments became unserviceable and Flying Officer Lavallee assisted the navigator in keeping course. Whilst over the target area intense anti-aircraft fire was encountered and the aircraft was damaged. Nevertheless, the target was bombed successfully. On the homeward flight Flying Officer Lavallee again gave great assistance in guiding the bomber safely back to base. At all times this officer has displayed outstanding gallantry and devotion to duty.

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LAVENDER, P/O James (J85114) - **Mention in Despatches** - No.541 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 21 May 1917 in Folkstone, England. Raised in Thunder Bay. Enlisted in Winnipeg, 25 April 1941. To No.2 Manning Depot, 11 July 1941. To No.2 ITS, 20 August 1941; graduated and promoted LAC, 24 September 1941 when posted to No.19 EFTS; graduated 21 November 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942; to RAF overseas, 30 April 1942. Promoted Flight Sergeant, 13 September 1942; promoted WO2, 13 March 1943. Commissioned 21 January 1944; promoted Flying Officer, 20 July 1944; repatriated 25 September 1944; to No.1 Composite Training School, 15 November 1944; to Release Centre, 14 February 1945; released 16 February 1945. Postwar engaged in forest logging at Lake Cowichan, then to the Harmac pulp mill construction project in Nanaimo, where he worked for 25 years. Became a minister of Jehovah's Witnesses. Died in Victoria, 18 April 2007.

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LIVERY, Corporal Robert Carson (R123283) - **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 5 January 1914. Home in Mimico, Ontario; enlisted Toronto, 6 August 1941 for General Duties (became a fire fighter). To No.6 Repair Depot, 9 May 1942; to "Y" Depot, Halifax, 11 January 1943; to RAF overseas, 2 February 1943; repatriated 13 June 1945; released 21 September 1945. No citation in AFRO. 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 18 months in Canada, 24 months overseas.

This airman showed particular courage and devotion to duty on the night of January 2nd, 1945 when an aircraft crashed on landing, and burst into flames. Corporal Lavery was NCO in charge Duty Crash Tender, and upon arriving at the crash, entered the aircraft and carried out a thorough search to ensure that the crew was out. This was done despite a fierce fire and exploding ammunition. Corporal Lavery then reported to the fire officer and continued to fight the fire.

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LAVERY, F/L William Russell (C2982) - **Air Force Cross** -No.168 Squadron - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in North Bay, Ontario, 20 July 1915 (date from RCAF Press Release 4907 announcing award and from RAF Ferry Command Records). Employed as a pilot by Austin Airways. Enlisted at Rivers, Manitoba, 1 November 1939 in rank of Sergeant. To Trenton, 20 January 1940. To "R", 12 February 1940. To Trenton again, 12 April 1940. Commissioned 1 November 1940. Attached to Ferry Command, 20 May 1942. Departed Montreal, 3 June 1942 in aircraft AE721 to Goose Bay and Cartwright, returning to Montreal on 9 June 1942. Promoted Flight Lieutenant, 1 July 1942. To No.164 Squadron, 21 January 1943; to No.165 Squadron, 11 June 1943; to No.168 Squadron, 31 October 1943; to Release Centre, 6 February 1945; released 1 March 1945. Living in White Rock, British Columbia in 1949. When recommended he had flown 2,700 hours to date, 300 hours in previous six months.

This officer, as a member of a transport squadron, has made a number of trans-Atlantic flights, throughout which he has displayed initiative and determination under all conditions of flying. He is a most skilful pilot and able captain of aircraft. His devotion to duty has set an excellent example and has contributed considerably to the success of the squadron.

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LAVIOLETTE, F/L Joseph Albert (J89934) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born in Vancouver, 21 May 1922; home in Echo Bay, British Columbia (logger); enlisted Vancouver, 11 September 1942. To No.3 Manning Depot, 21 September 1942. To No.3 Repair Depot, 15 January 1943. To No.10 Repair Depot, 21 January 1943. To No.7 ITS, 6 February 1943; graduated and promoted LAC, 14 May 1943; to No.6 EFTS, 15 May 1943; to No.32 SFTS, 11 July 1943; graduated and promoted Sergeant, 29 October 1943; to "Y" Depot, 12 November 1943; taken on strength of No.3 PRC, 23 November 1943. Commissioned 13 August 1944. Promoted Flying Officer, 13 February 1945. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood, 31 July 1945. Released 10 September 1945. Died in White Rock, British Columbia, 28 November 2006 as per **Legion Magazine** of May/June 2007 (which renders his name as Albert Joseph Laviolette but agrees on his service number). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9137 has recommendation dated 17 May 1945 when he had flown 31 sorties (215 hours 20 minutes).

27 November 1944 - Freiburg
15 December 1944 - Ludwigshaven
17 December 1944 - Ulm
22 December 1944 - Coblenz
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
14 January 1945 - Merseburg
16 January 1945 - Zeitz
1 February 1945 - Ludwigshaven
2 February 1945 - Wiesbaden
7 February 1945 - Cleve
8 February 1945 - Politz
13 February 1945 - Dresden
14 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
7 March 1945 - Dessau
8 March 1945 - Kassel
11 March 1945 - Essen
12 March 1945 - Dortmund
13 March 1945 - Herne
25 March 1945 - Hanover
18 April 1945 - Heligoland
22 April 1945 - Bremen
25 April 1945 - Berchtesgaden
30 April 1945 - MANNA food drop
2 May 1945 - MANNA food drop

Flight Lieutenant Laviolette was posted to No.103 Squadron on 25th November 1944, and has since completed 31 sorties on Lancaster aircraft with a total of 215.20 hours operational flying.

Over a period of nearly six months this young Canadian officer has carried out attacks on many very heavily defended targets. Several of these have been deep in enemy territory, involving strong opposition from enemy night fighters and

ground defences, e.g. such as Nuremburg, Merseburg, Chemnitz, Dresden and Dessau.

Flight Lieutenant Laviolette has always shown the greatest keenness and devotion to duty, pressing home his attacks in the face of the heaviest enemy defences in the most cool and confident manner, with the excellent results so often reflected by his first class bombing photographs.

For his meritorious service as captain of aircraft and his loyal and painstaking work on the ground in his flight, I recommend him for the award of the Distinguished Flying Cross.

RCAF Photo PL-43905 (ex UK-21317, circa 11 May 1945) has the following caption: "They wore scarves to keep away enemy fighters. F/L J.A. Laviolette, Lancaster pilot (Vancouver) had a fancy one; F/L C.C. Nicol, Montreal, pilot, on the right, flaunted a white one which he never washed, lest it break the talismanic effect. It seems to work, too. Neither was ever target for an enemy fighter."

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LAVOIE, F/O Joseph Georges Yves (J22704) - **Mention in Despatches** - No.428 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 24 October 1916 (birthdate on MI.9 report). Home in Shawinigan Falls, Quebec; clerk before the war; enlisted in Montreal, 16 February 1942. To No.5 Manning Depot, 5 March 1942. To No.4 Manning Depot, 23 March 1942. To No.5 Manning Depot again, 22 May 1942. To No.9 SFTS (guard), 25 May 1942. To No.6 ITS, 1 August 1942; graduated and promoted LAC, 10 October 1942 when posted to No.4 BGS; graduated 5 December 1942 when posted to No.9 AOS; graduated and commissioned, 22 January 1943. To "Y" Depot, 19 February 1943. To RAF Trainee Pool, 23 March 1943. Trained overseas at No.24 OTU (Honeybourne) and No.1659 Conversion Unit (Topcliffe). Promoted Flying Officer, 22 July 1943. Repatriated 7 June 1944. To "Y" Depot, 27 July 1944. To uncertain unit, 25 October 1944. To Lachine, 11 December 1944. Promoted Flight Lieutenant, 22 January 1945. Released 23 April 1945. Public Record Office WO 208/3319 has MI.9 report based on interview of 2 May 1944. He had been shot down, 20 January 1944, left Gibraltar on 1 May 1944 and reached Whitechurch on 2 May 1944. Report also covered F/O Alvin Robert Fisher, navigator (which see). Others in crew listed as FS Reain, pilot (this was FS, later F/O F.F.E. Reain, Mentioned in Despatches), Sergeant William E. Fell, flight engineer (evader), Sergeant Banner, wireless operator, Sergeant W.R. Wynvern or Wynveen, rear gunner (POW), and Sergeant Leo Fryer, mid-upper gunner (evader).

We took off from Middleton St. George about 1640 hours on 20 January 1944 in

a Halifax to bomb Berlin.

About 20 minutes before we reached the target we were hit by flak in the petrol tank. The aircraft began to lose height and the pilot turned for home. I believe we were again hit by flak. And as we had only enough petrol to last us for about two minutes the pilot gave the order to bale out.

F/O Lavoie:

I do not know exactly where I came down, but I believe it was in a wood just north of La Cheppe (NW Europe 1:250,000, Sheet 9, T 6455). After I had hidden my parachute I took off all my rank badges and insignia and walked for about two hours. It was pouring rain, and I spent the rest of the night trying to sleep in a wood. In the morning (21 January) I walked to Tilloy-et-Bellay (T 7252). Here I stopped at a house and was given some food. I was told it would not be safe for me to remain, as there were Germans in the vicinity. I walked on to Somme-Vesle (T 6947). Here my clothes were dried and I was given food and a bed for the duration of night (21 January). I left the next day (22 January) at about midday and during the afternoon I slept in a field near St. Julien (T 6848). I started off again at dusk and a little later I stopped at a house and asked for help. I speak fluent French and because of this it took me some time to convince my helpers that I was in the RAF. However, although the house was on the main road and there were Germans constantly on patrol, I was taken in and given some food and a bed. The next day (23 January) I set out about 0800 hours. In one of the fields I saw a blue civilian jacket lying on a hedge. I took this and put it on. I then walked on to St. Hilaire le Grand (T 6169) - Mourmelon (T 5565) - Courmelois (T 4668) - Vaudemange (T 6461) and Ambonmay (T 5058). I took this round-about route to avoid passing through Chalons-sur-Marne (T 54). At Ambonmay I received help, and from this point my journey was arranged for me. I met F/O Fisher, the navigator of my crew, on 4 February at Ambonmay and we were together for the remainder of our journey.

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LAWLOR, S/L Roy John (J5102) - **Mention in Despatches** - No.427 Squadron - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born 13 June 1917 in Halifax (RAF Ferry Command records); home in Pictou, Nova Scotia (diamond driller); enlisted in Moncton, 19 July 1940. Trained at No.1 ITS (graduated 3 November 1940), No.4 EFTS (graduated 23 December 1940) and No.8 SFTS (graduated 10 April 1941). Commissioned 1941. Attached to Ferry Command, 30 April 1943. Departed Montreal,

14 June 1943 in Mitchell FR179 to Goose Bay; departed Goose Bay on 15 June 1943 to Blue West One; to Reykjavik on 20 June 1943; to United Kingdom the same day. Photo PL-32449 shows him as a member of No.424 Squadron. Photo PL-32451 shows S/L J.A. Westland, DFC (flight commander, No.424 Squadron), W/C G.A. Roy, DFC (Commanding Officer, No.424 Squadron) and S/L R.J. Lawlor (flight commander, No.424 Squadron). Served in postwar RCAF (19571). Retired 27 February 1969 in rank of Group Captain. Died in Vancouver, 29 March 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2003. RCAF photo PL-40177 (ex UK-16834 dated 22 November 1944) is captioned as follows: "F/O D.T. 'Mitch' Hepburn, Toronto, a Lion squadron pilot, on the left, and his bom aimer, F/L H.S. 'Hi' Harvey, Winnipeg, standing, being interrogated by S/L R.J. 'Pop' Lawlor, Pictou, Nova Scotia, a Lion flight commander, on their return from an operational sortie in support of Allied troops near Aachen." The Mention in Despatches may be related to a recommendation (circa August 1944) for an American DFC found in DHH file 181.009 (Library and Archives Canada RG.24 Vol.20627). He had flown 15 sorties (85 hours) at the time of the submission:

Squadron Leader Lawlor has flown against many of the most heavily defended German targets including Berlin, Schweinfurt, Stuttgart and Frankfurt. His skill as a captain and his determination and keenness in pressing home his attack has proved an inspiration to his squadron. His qualities of steady and sane leadership have marked him as a fine Flight Commander.

I strongly recommend Squadron Leader Lawlor for the award of the Distinguished Flying Cross (United States of America) for his excellent services in pressing home the Allied attack against the enemy.

Accompanying this was a sortie list:

date uncertain - Berlin (4.20)
date uncertain - Berlin (6.35)
date uncertain - sea search (5.10)
30 January 1944 - Berlin (7.50)
24 February 1944 - Schweinfurt (7.40)
15 March 1944 - Stuttgart (7.20)
18 March 1944 - Frankfurt (5.15)
18 April 1944 - Paris (6.00)
27 April 1944 - Aulnoye (4.55)
4 May 1944 - Le Havre (4.050)
11 May 1944 - Boulogne (3.30)
5 June 1944 - Houlgate (5.30)

24 June 1944 - Bonnetot (4.00)
14 July 1944 - Anderbelck (2.55)
26 July 1944 - Stuttgart (8.35)

LAWLOR, S/L Roy John (J5102) - **Distinguished Flying Cross** - No.427 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. 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 9 October 1944 when he was a Flight Lieutenant; he had flown 27 sorties (136 hours) between 28 January and 6 October 1944.

28 January 1944 - Berlin (4.20, early return)
31 January 1944 - Berlin (6.35)
4 February 1944 - Sea Search (5.05)
15 February 1944 - Berlin (7.50)
24 February 1944 - Schweinfurt (7.40)
15 March 1944 - Stuttgart (7.20)
18 March 1944 - Frankfort (5.15)
18 April 1944 - Paris (6.00)
27 April 1944 - Aulnoye (4.55)
4 May 1944 - Cherbourg (4.05)
11 May 1944 - Boulogne (3.30)
5 June 1944 - Houlgate (5.30)
24 June 1944 - Bonnetot (4.00)
14 July 1944 - Anderbelck (2.55, landed away)
25 July 1944 - Stuttgart (8.35)
3 August 1944 - Foret de Nieppe (3.50)
7 August 1944 - La Hogue (4.00)
9 August 1944 - Prouville (3.50)
14 August 1944 - No.28 T.C. (4.15)
18 August 1944 - Connantre (5.50)
11 September 1944 - Kiel Bay (5.45)
14 September 1944 - Wilhelmshaven (2.50, recalled)
15 September 1944 - Kiel (5.40)
20 September 1944 - Calais (3.15)
25 September 1944 - Calais (4.00)
28 September 1944 - Cap Gris Nez (3.40)
6 October 1944 - Dortmund (5.55)

This officer has completed a large number of sorties, taking part in attacks on a wide variety of targets in Germany and France including such heavily defended targets as Kiel and Dortmund. As a flight commander he has set an inspiring example to newer crews and has been a tower of strength to his squadron. His cheerfulness at all times and great eagerness to come to grips with the enemy have been most praiseworthy. His coolness under fire while pressing home his attacks has been a great contributing factor on the safe return of his aircraft and crew on many occasions.

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LAWRENCE, Corporal Allen Thomas (R107131) - **Mention in Despatches** - No.431 Squadron (AFRO gives unit as No.64 Base) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 4 June 1917, Home in Wynard, Saskatchewan; enlisted Saskatoon, 27 May 1941 as Electrician and posted to No.1 Manning Depot. To Technical Training School, 6 July 1941. Posted overseas to RAF, 1 January 1942. Repatriated via Greenwood, 14 May 1945. To No.6 Repair Depot, 28 May 1945. Date of release uncertain. Died in Wynard, Saskatchewan, 1987 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of October 1989. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation drafted 26 July 1944 by G/C D.M. Edwards, CO Station Croft.

This NCO enlisted May 1941, and has served in the United Kingdom since January 1942, and has filled the position of Corporal in his trade for the last five months. This NCO is in charge of the electrical work of a complete flight in this squadron. His zeal and devotion to duty, as well as his skill and abilities in leadership, have resulted in a high standard of efficiency in his field of endeavour. Through long hours and under trying conditions of work, his efforts and results have been exemplary.

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LAWRENCE, F/O Arthur George (J6409) - **Distinguished Flying Cross** - No.406 Squadron - Award effective 17 April 1943 as per **London Gazette** dated 27 April 1943 and AFRO 985/43 dated 28 May 1943. Born in Brandon, Manitoba, 14 February 1918 as per RCAF Press Release reporting award; educated at Fleming, Alexander and Brandon. Home in Bowsman River, Manitoba. Attendant at Brandon Mental Hospital. Enlisted in Winnipeg, 24 October 1940. To No.11 Equipment Depot, 3 December 1940. To No.2 ITS, 27 January 1941; graduated and promoted LAC, 17 March February 1941 when posted to No.14 EFTS; may have graduated 4 May 1941 but not posted to No.4 SFTS until 15 May 1941; graduated and commissioned, 28 July 1941. To Embarkation Depot that date. To RAF Trainee Pool, 16 August 1941. Trained overseas at No.54 OTU, serving in No. 406 Squadron (16 February 1942 to 17 June 1943) and No.410 Squadron (17

June to 11 September 1943). Promoted Flying Officer, 28 July 1942. Promoted Flight Lieutenant, 28 April 1943. Repatriated 19 October 1943. To No.36 OTU, 27 November 1943. Redesignated No.8 OTU, Greenwood, 30 June 1944. Promoted Squadron Leader, 17 June 1944. Released, 2 November 1945 but rejoined postwar air force, 1 October 1946 (19997). Commanded two CF-100 squadrons at Bagotville and the North Bay Bomarc missile squadrons. Spent two years in London, England (intelligence) and had two exchange postings to United States (Pentagon and McCord Airfield). Retired 1967. Settled in Saanich where he was a real estate agent. Died at Nanoose Bay, British Columbia, 17 March 2013. Aerial victories on 29 April 1942 (one Ju.88 destroyed east of Whitby), 7/8 July 1942 (one He.111 destroyed), 9/10 March 1943 (one Do.217 destroyed, south of Portsmouth), 12 July 1943 (one Do.217 destroyed). See photos PL-58067 (studio portrait, 5 June 1953) and PL-24132 (in flying gear). DFC presented 26 April 1944; AFC presented 23 April 1946.

Flying Officer Lawrence has been flying with this squadron since March 1942 and has destroyed three enemy aircraft in combat at night. These engagements took place under difficult circumstances when this officer proved himself to be a skilful pilot and gunner. He has invariably displayed great keenness for operational flying and has fulfilled his duties most commendably.

NOTE: Public Record Office Air 2/8945 has the original recommendation dated 11 March 1943, submitted by Wing Commander I.R. Stephenson:

Flying Officer Lawrence has been flying operationally with this squadron since 12 March 1942 and has carried out 100 hours night flying. During this time he has destroyed three enemy aircraft in night combat: a Junkers 88, a Heinkel 111 and a Dornier 217.

He has constantly refused to be daunted by the worst conditions; the manner in which he held in sight, attacked and destroyed these aircraft under conditions of difficulty has shown him to be a very skilful pilot and a first class shot.

He has always shown great keenness to do his work well, and an enthusiasm which has set a fine example to the pilots of the squadron. I strongly recommend him for the immediate award of the Distinguished Flying Cross.

Also on 11 March 1943 the Officer Commanding, RAF Station Middle Wallop, added his remarks:

The recommendation of the Squadron Commander is strongly supported. No.406 Squadron have had a very lean time lately, and the award of this decoration, while not only being thoroughly well deserved, will be both a tonic

and fillip to the whole unit.

The Air Officer Commanding, No.10 Group, concurred on 14 March 1943, and on 23 March 1943 the Air Officer Commanding-in-Chief, Fighter Command, minuted the form, "Recommended for award of Distinguished Flying Cross."

LAWRENCE, F/L Arthur George, DFC (J6409) - **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 969 hours, 165 as instructor, 79 in previous six months.

This officer has, over a long period as Officer Commanding night flying squadron, displayed outstanding personal initiative and ability. Both in administrative and flying work he has proved to be a highly efficient and competent chief instructor. He has been invaluable to his pupils because of the operational knowledge he is able to pass on to them and the exceptional drive and initiative he has displayed in organizing night training at this unit is most praiseworthy. He has made a valuable contribution to operational training.

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LAWRENCE, F/O John Ernest (J41928) - **Mention in Despatches** - No.11 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 24 January 1919. Enlisted in Toronto, 28 February 1941. To No.1 Manning Depot, 16 March 1941. To No.1 Equipment Depot, 27 April 1942. To No.4 WS, 5 July 1941; promoted LAC, 7 August 1941; graduated 22 November 1941 and posted that date to No.1 BGS; promoted Sergeant on 22 December 1941. To "Y" Depot, Halifax, 23 December 1941. To Eastern Air Command, 27 January 1942; to No.11 (BR) Squadron, 14 April 1942. Promoted Flight Sergeant, 22 June 1942. Promoted WO2, 22 December 1942. Promoted WO1, 22 June 1943. Commissioned 13 December 1943. Promoted Flying Officer, 13 June 1944. To Canadian Joint Staff, Washington, 7 July 1944. To Transport Conversion Squadron, 13 April 1945; to No.168 Squadron, 24 June 1945; to No.164 Squadron, 22 March 1946; to Release Centre, 13 May 1946. Released 16 May 1946. Rejoined as Aircraft Controller with No.2400 Aircraft Control and Warning Squadron (Auxiliary unit), Toronto, 15 October 1950 to 1 June 1957 (service number 160009).

This officer, now on his second tour of operations, has proved himself to be a most energetic and capable crew member. His cheerfulness and willingness to help others have been reflected throughout the whole squadron. The manner in which he executes his tasks is worthy of the highest praise and he has created a

high standard of morale amongst his fellow crewmen.

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LAWRENCE, WO John Willoughby (R92986) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 11 April 1944 as per **London Gazette** dated 21 April 1944 and AFRO 1075/44 dated 19 May 1944. Born 17 January 1919 in Lethbridge; home there (chainman on CPR survey); enlisted Lethbridge, 22 April 1941. Granted Leave Without Pay until posted to No.2 Manning Depot, Brandon, 13 August 1941. To No.5 Personnel Holding Unit, 10 October 1941. To No.7 ITS, 3 January 1942; promoted LAC, 14 March 1942 and posted to No.6 EFTS. Ceased pilot training on 16 April 1942; to No.7 AOS, 23 May 1942; graduated 11 September 1942 and promoted Sergeant. To "Y" Depot, 25 September 1942; to RAF overseas, 27 October 1942; commissioned 23 March 1944. Promoted Flying Officer, 23 September 1944. Reverse of card not copied so repatriation and release dates uncertain. Served as radar observer in RCAF, 18 May 1951 to 22 April 1964 (service number 38515, retired as Flight Lieutenant). Photo PL-35255 shows him. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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LAWRENCE, F/O Marshall Vernon (J19574) - **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 12 March 1920 at Delia, Alberta; home in Calgary (school teacher); enlisted there 31 July 1941. Formerly in Royal Canadian Artillery. To No.2 Manning Depot, 19 September 1941. To No.12 SFTS (non-flying duties), 4 January 1942. To No.2 ITS, 15 February 1942; graduated 11 April 1942 and promoted to LAC; posted that day to No.6 EFTS; to No.3 SFTS, 20 June 1942; graduated 9 October 1942 and promoted Sergeant. To "Y" Depot, Halifax, 29 October 1942. To RAF overseas, 21 November 1942. Promoted Flight Sergeant, 9 April 1943. Promoted WO2, 9 October 1943. Commissioned 12 December 1943. Promoted Flying Officer, 13 June 1944. Repatriated to Canada 1 June 1945. To No.10 Repair Depot, 12 June 1945. Released 9 October 1945. Died in Regina, 8 April 2008. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9081 has recommendation dated 15 March 1945 when he had flown 25 sorties (152 hours 16 minutes), having been a POW since 24 May 1944.

29 September 1943 - Bochum (5.30) - As 2nd pilot.
15 November 1943 - Mannheim (8.43) - Bombed as ordered.
22 November 1943 - Berlin (7.37) - Successful attack.
25 November 1943 - Frankfurt (8.09) - Successful.
26 November 1944 - Stuttgart (8.08) - Good results.

20 January 1944 - Berlin (7.20) - Bombed target; cloud.
21 January 1944 - Magdeburg (6.11) - Successful attack.
30 January 1944 - Berlin (6.11) - Successful.
20 February 1944 - Stuttgart (7.35) - Bombed as ordered.
25 February 1944 - Augsburg (7.13) - Good bombing.
1 March 1944 - Stuttgart (7.43) - Successful attack.
22 March 1944 - Frankfurt (5.48) - Bombed target.
24 March 1944 - Berlin (6.53) - Successful
26 March 1944 - Essen (4.50) - Bombed through cloud.
30 March 1944 - Nuremburg (7.17) - Successful attack.
9 April 1944 - Villeneuve St.George (5.53) - Bombed target.
10 April 1944 - Tergnier (5.18) - Good attack.
18 April 1944 - Tergnier (4.38) - Successful
22 April 1944 - Dusseldorf (5.01) - Bombed through clouds.
26 April 1944 - Villeneuve St.George (5.35) - Successful.
27 April 1944 - Aulnoye (4.16) - Bombed as ordered.
1 May 1944 - Malines (3.45) - Successful.
10 May 1944 - Lens (3.51) - Successful.
12 May 1944 - Hasselt (4.32) - Successful sortie.
19 May 1944 - Boulogne (4.19) - Duty carried out.
24 May 1944 - Aachen - MISSING

Word is now to hand that Flying Officer Lawrence, who was shot down over Aachen on his 26th sortie, as a pilot of Halifax III aircraft with this squadron, is safe as a prisoner of war.

During his service with this squadron Flying Officer Lawrence was a pilot of distinction and his outstanding personal courage was a source of inspiration in an excellent career. In the early part of his operational tour he bombed Berlin four times and Frankfurt twice. Other distant targets he attacked were Mannheim, Stuttgart, Magdeburg, Schweinfurt, Nuremburg and Augsburg.

In all his work with this squadron Flying Officer Lawrence showed the greatest keenness to fly against the enemy. His determination and courage in the face of the severest enemy defences and his natural sense of leadership were factors which contributed greatly to the operational efficiency of his flight and the squadron generally.

It is recommended that this pilot's outstanding work and sacrifice be recognized by the award of the Distinguished Flying Cross.

The website "Lost Bombers" provides the following details of his last sortie. Halifax HX320 (NP-A), target Aachen 24/25 May 1944. This was one of five No.158 Squadron Halifaxes lost on this operation; the others were LV918; LW118, LW653 and LW720. Airborne at 2244 hours, 24 May 1944 from Lissett. Shot down from 9,000 feet by a night-fighter, crashing at Lieshout (Noord-Brabant), 6 km NW of Helmond, Holland. Crew was P/O M.V.Lawrence, RCAF (POW), P/O R.P.Freeman (injured), F/O R.D.MacFayden, RCAF (POW), F/O J.B.O'Hara, RCAF (POW), Flight Sergeant R.Barnes (evaded), Sergeant W.J.Christie (POW), Sergeant R.E.Stubbs (POW). Sergeant Christie initially evaded until betrayed and captured in Antwerp, 27 June 1944 and interned in Camp L7, POW number 351. P/O Freeman was confined in hospital due injuries (no POW number). P/O Lawrence was held in Camps 9C and L3, POW number 1998 with F/O O'Hara, POW number 1994. F/O MacFayden initially evaded until captured in Tilburg, 8 July 1944 and interned in Camp L1, POW number 4617. Sergeant Stubbs was captured 26 June 1944 and interned in Camp L7, POW number No.330. Directorate of History and Heritage file 181.001 D.24 has Lawrence's "Loss of Bomber Aircraft" questionnaire based on interview of 11 May 1945. He stated he had flown 25 sorties. Narrative as follows:

Took off from 158 Squadron, Lisset on evening of 24th May 1944. Target was marshalling yards at Aachen. Trip in was uneventful, no flak or fighters encountered, but knew fighters were about as flares were numerous. We bombed on ETA but first leg out we were losing height and increased airspeed, but flight plan speed was too high to maintain height so navigator and myself agreed to cut the plan to airspeed to maintain flight plan height. Navigator estimated our ETA course out would be one minute late. About 30 miles from coast we were doing a slow let down so as to cross coast out at 5,000 feet as per flight plan. Without warning given by gunners the aircraft shuddered with the burst of what I believe to be cannon shells. I immediately started a corkscrew and aircraft burst into flames in the fuselage I thought. I told gunners to watch for second attack and engineer to start on the fire. He reported no fire in fuselage. Mid-Upper reported port wing aflame. The engineer, myself checked this as being among the petrol tanks. Gave order to prepare to abandon aircraft. Had crew check no one wounded. Gave order to jump as was expecting aircraft to explode at any minute Bomb doors were open, hydraulics shot up. Had no second attack. Bomb aimer reported coast on H2S, landed [land ?] near Eindhoven. Aircraft became heavy on the stick when hit due to open bomb doors but flew well on re-trim. WOP handed my pack OK. Broke ankle on landing.

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LAWRENCE, F/O Roy Frederick (J24538) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 5 September 1915 in Brockville, Ontario; home in Windsor, Ontario (engineer's mechanic); enlisted there 19 September 1940 as Aero Engine Mechanic; to Technical Training School, St. Thomas, 15 November 1940; to No.11 SFTS, 26 March 1941. Promoted LAC, 22 June 1941. Remustered to aircrew and posted to No.2 ITS on 1 August 1942 (graduated 26 September 1942); to No.2 EFTS, 24 October 1942; ceased pilot training 18 November 1942 and posted to Composite Training School; posted to No.7 BGS, 4 December 1942; graduated 5 February 1943 and posted next day to No.1 AOS (graduated and commissioned 19 March 1943). To "Y" Depot, Halifax, 17 May 1943; to RAF overseas, 22 June 1943; promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945; repatriated 13 June 1946; to No.1 Air Command, 16 July 1946; to Trenton, 17 July 1946; to Canadian Joint Staff, Washington, 7 November 1946. To No.1 Air Command, 21 February 1947. To AFHQ, 7 March 1947. Released 27 September 1947, settling in Windsor, Ontario. Photo PL-46226 (ex UK-23577 dated 5 November 1945) shows him after investiture with English friends (Miss B. Lester, left and Mrs. B. Gibbs, right). RCAF photo PL-46291 (ex UK-23716 dated 19 November 1945) shows him at a microphone, RCAF Repatriation Depot, Torquay, where he was Entertainment Officer. Caption says he claimed 78 sorties and was never hot by flak, never saw an enemy plane, was diverted only once and saw only one enemy aircraft going in the opposite direction. "Within three weeks of VE Day while touring Germany, Lawrence saw 24 of the targets he had bombed and talked to French Underground men to whom he had spoken while operating with a Special Duty Squadron." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/9070 has recommendation dated 20 February 1945 when he had flown 41 sorties (202 hours 55 minutes), 1 May 1944 to 14 February 1945.

1 May 1944 - France (7.40)
5 May 1944 - GARDENING, Cinnamon (6.15)
7 May 1944 - France (7.25)
8 May 1944 - France (7.30)
10 May 1944 - France (7.55)
22 May 1944 - GARDENING, Frisians (3.10)
1 June 1944 - France (6.35)
6 June 1944 - France (6.00)
11 June 1944 - GARDENING, Brest (3.00)
23 June 1944 - L'Hey (2.05)
27 June 1944 - Biennais (3.10)
30 June 1944 - Villers Bocage (3.10)

2 July 1944 - Beuavors (3.10)
5 July 1944 - Watten (2.25)
7 July 1944 - Paris (4.25)
12 July 1944 - Paris (3.55)
15 July 1944 - Chalons sur Marne (6.20)
17 July 1944 - Emieville (3.15)
20 July 1944 - Homberg (4.05)
24 July 1944 - Stuttgart (5.15)
3 August 1944 - L'Île d'Adam (3.35)
4 August 1944 - Bordeaux (7.25)
5 August 1944 - Bordeaux (7.40)
8 August 1944 - Angers (3.00)
11 August 1944 - Lens (3.20)
21 August 1944 - Brunswick (4.55)
14 September 1944 - Waahasnah (2.30)
19 September 1944 - Calais (3.00)
20 September 1944 - Calais (2.40)

PATHFINDER TRIPS

4 December 1944 - Karlsruhe (5.30)
5 December 1944 - Soest (5.05)
12 December 1944 - Essen (4.35)
24 December 1944 - Essen (4.25)
28 December 1944 - Ostrum (4.15)
31 December 1944 - Oberhausen (5.00)
2 January 1945 - Ludwigshaven (5.15)
5 January 1945 - Hanover (5.20)
6 January 1945 - Hansa (5.30)
7 January 1945 - Munich (7.10)
13 February 1945 - Dresden (8.35)
14 February 1945 - Chemnitz (7.35)

This officer has now completed 41 operational sorties, including eleven in the Pathfinder Force. He has on eight occasions operated with a Marker crew.

At all times regardless of his personal safety, he has by his evert present cheerfulness contributed in no small measure to the success with which the crew of which he is a member has operated.

Flying Officer Lawrence's strong devotion to duty is an example to this squadron, and might well be followed by all who come into contact with him.

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LAWRENCE, A/V/M Thomas Albert (C7) - **Commended for Valuable Services** - Northwest Air Command - Award effective 9 June 1945 as per **Canada Gazette** of that date and AFRO 1219/45 dated 27 July 1945. Born in Cooksville, Ontario, 11 June 1895 (PR release says he was born in Creemore, Ontario). Served in CEF, 25 August 1915 to 20 June 1918, transferred to RFC, and saw action in France with No.24 Squadron. Demobilized 12 July 1919. Enrolled by Air Board as an Engine Fitter, 29 June 1920 at Ottawa. Transferred to Roberval, 26 August 1920. Returned to Camp Borden but in spring of 1921 made Air Station Commander at Roberval. Appointed Pilot Officer, CAF, with effect from 18 February 1920. Permanent appointment as Air Pilot-Navigator, Air Board, 25 March 1922. Posted to Air Headquarters, 22 May 1922 and attached for duty to Whitney Air Station. Posted to Royal Canadian Horse Artillery for special course, 14 October 1922. Attached to Training Depot Station, Camp Borden for Artillery Cooperation Course, 27 November 1922 to 16 December 1922. To Training Depot Station Headquarters, 2 January 1923, reporting 9 January 1923. Promoted Flying Officer, CAF, 1 March 1923. Assumed command of Engine Repair Section, 22 March 1923. To refresher flying course at Camp Borden, 16-30 April 1923. With Flight Sergeant J. McLaughlan flew an H.16 from Ottawa to Winnipeg, 30 June 1923. Shown in charge of Engine Repair Section, Camp Borden, 1 October 1923. To Dartmouth to command, 7 May 1925. From No.4 Squadron, Dartmouth to RCAF Headquarters, 28 November 1925. To be Squadron Leader while so employed, 1 March 1927. Commanded air element, Hudson Strait Expedition, 1 April 1927 to September 1928. To Headquarters, 15 September 1928. Relinquished rank of Squadron Leader, 20 January 1929. Attached to Ottawa Air Station from Civil Government Air Operations Branch, 22 January 1929 and posted to AFHQ same date. Transferred from Civil Government Air Operations to Ottawa Air Station, 23 April 1929. On command to Royal Military College 30 September to 21 December 1929 (preparatory staff course). To Camp Borden, 3 January 1930. To be Temporary Squadron Leader while so employed, 1 April 1930. To United Kingdom as RCAF Liaison Officer, 16 February 1932. To be Squadron Leader, 1 May 1934. To Courses Abroad, 17 January 1935; relinquished Liaison Officer duties that date; to School of Army Cooperation, 28 January 1935. Transferred from Courses Abroad to Camp Borden, 8 May 1935. Retains rank of Squadron Leader while Officer Commanding, Army Cooperation School, Camp Borden, 15 May 1935. To Station Trenton, 16 March 1936. To Ottawa Air Station, 1 July 1938. Transferred from Ottawa to RCAF Headquarters, 1 December 1938; promoted Wing Commander that date. To be Senior Staff Officer, Air Staff Duties and Service Training, 8 December 1938. His CAF and Air Board work, 1920 onwards, included almost all forms of civil government air operations (forestry, smuggling patrols, fishery protection, air mails). Also pioneered mail route survey in Maritimes. Soon after outbreak of war was made Director of Plans and Operations at AFHQ. Promoted Group

Captain, 15 June 1940. Appointed CO of Trenton, 19 November 1940. To No.2 Training Command, 5 April 1942 as officer in charge of administration; promoted Air Commodore, 15 June 1942; to be AOC of No.2 Training Command in January 1943. Promoted Air Vice-Marshal, 1 June 1943. On 1 June 1944 took command of Northwest Air Command. Retired on medical grounds, 4 April 1947. Appointed to Canada Aviation Hall of Fame, 1980. Died 19 February 1992. Photos PL-2367 and PL-2368 taken as a Group Captain, 1941. RCAF photo PL-392 dated 28 May 1940 taken in Ottawa is captioned as follows: "Wing Commander T.A. Lawrence, Director of Plans and Operations, inspects No.112 (City of Winnipeg) Army Cooperation Squadron at the RCAF Station, Ottawa, prior to departure of the advance party for active service overseas. He is accompanied by Squadron Leader W.F. Hanna, officer commanding the squadron, and Group Captain E.L. MacLeod, officer commanding the station where the squadron completed its training prior to leaving for England." RCAF photo PL-400 dated 28 May 1940 shows W/C T.A. Lawrence (Director of Plans and Operations) discussing kit for No.112 Squadron personnel; on his left is S/L W.F. Hanna (squadron commander); G/C E.L. McLeod (Commanding Officer, Station Ottawa) in centre. PL-403 taken on same occasion shows Lawrence shaking hands with departing members of No.112 Squadron, S/L W.F. Hanna in centre and G/C E.L. McLeod on the Lawrence's right. Photo PL-3485 shows G/C T.A. Lawrence at desk; PL-3486 shows him wearing hat. Photo PL-37609 taken after CB investiture. No citation.

LAWRENCE, A/V/M Thomas Albert (C7) - **Companion, Order of the Bath** -North West Air Command - 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, Volume 59, file 190-I) has citation.

Air Vice-Marshal Lawrence has served with distinction in the Royal Canadian Air Force for many years. He has been employed in various senior staff positions both at Air Force Headquarters and at Air Command Headquarters, having successively held the position of Air Officer Commanding of two of the largest Commands. This officer's display of energy, leadership and integrity combined with a pleasing personality, is an inspiration to all those with whom he comes in contact. He has set a high standard in devotion to duty throughout his service. His knowledge, experience and sound judgement have been of inestimable value to the Royal Canadian Air Force.

LAWRENCE, A/V/M Thomas Albert, CB (C7) - NWAC - **United States Legion of Merit (Degree of Commander)** - effective 19 February 1946 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. NOTE: This was originally announced in AFRO 388/46 dated 12 April 1946, reference **Canada Gazette** dated 6 April 1946. AFRO 473/46 dated 10 May 1946 cancels and re-instates.

Air Vice Marshal Thomas A. Lawrence, CB, performed outstanding services from June 1944 to October 1945 as Air Officer Commanding the North West Air Command, Royal Canadian Air Force. His cordial co-operation with the United States forces was in large measure responsible for establishing and maintaining complete understanding between American and Canadian personnel engaged in joint operations in his area.

Notes: On 2 November 1920, listing his flying times, he gave the following: Avro, training in England (65.30), Pup, training in England (22.10), Bristol Monoplane, training in England (2.10), SE.5a, England and France (182.05), DH.9, Tournai, France (2.05), Fokker D-VII, ferrying, Cologne (8.35) and HS2L, Roberval (25.05). In 1920 he flew 5.00 on Avros at Camp Borden.

Assessed 14 January 1921 by F/L D.M.B. Galbraith - "Pilot Officer Lawrence has not done much flying but he is very fair and has a good working knowledge of Rotary Engines. His judgement is fairly good and he has confidence and is very keen. His big difficulty is merely lack of experience."

Assessed 16 March 1923 by W/C W.G. Barker, Camp Borden - "The marginally named Officer has been under my command since January 2nd, 1923. During this period he has proved himself an efficient, conscientious and well disciplined officer, and I strongly recommend that he be promoted to the rank of Flying Officer, with effect from March 1st, 1923."

Assessed 28 January 1930 by S/L R.S. Grandy. In 1929 he had flown 102 hours 45 minutes. "This officer was in charge of the Test Flight at this unit [Ottawa Air Station]. He is very keen on flying and carries out all his duties in a commendable manner. His deportment is very good. He commands both the respect of junior officers and other ranks, promotes esprit de corps and is considered to be a very fine type of officer."

Assessed 25 November 1930 by W/C G.M. Croil, Camp Borden. He had flown 187.15 in 1930. "Commanding No.2 Training Squadron with marked skill. A good administrative officer and disciplinarian. Very sound judgement and plenty of energy. Word of command and knowledge of drill improving. A versatile pilot and good Flying Instructor."

Assessed 14 December 1931 at Camp Borden by W/C G.E. Brookes. He had flown 137 hours in 1931. "S/L Lawrence has been employed as a Squadron Commander and Flying Instructor since April 1930, and he has shown marked zeal and enthusiasm in all duties in connection with his command. He is a good disciplinarian and sets an example to all ranks in his Squadron. He takes an active interest in sport, and has managed the RCAF Hockey team for the last two seasons and has organised the team for the season 1931-1932. He carries out his duties in connection

with Station affairs in a satisfactory manner, i.e. President RCAF Canteen.”

Assessed 23 May 1933, having been Liaison Officer to Air Ministry since 16 February 1932. “A good type of officer. Resourceful and has plenty of initiative. He has a well developed practical sense and can adapt himself readily to changing conditions in the field. A sound administrative officer and is temperamentally suited for administrative staff work, but will require to study and also attend a course of instruction finally to fit him for a staff appointment. He has a steady and quiet disposition and a pleasing personality.” (G/C J.L. Gordon).

Recommended for an OBE, 20 October 1942 by A/V/M A.B. Shearer, when he was Air Officer in Charge of Administration, No.2 Training Command - “This officer has shown outstanding ability as Air Officer in Charge of Administration. His devotion to duty and deportment at all times has been a splendid example to all ranks in this Command.”

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LAWRENCE, F/O William John (J23494) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 23 November 1921 in Newdale, Manitoba; home there (farm labourer); enlisted Winnipeg, 22 January 1942. To No.2 Manning Depot, 10 March 1942. To Bo.3 BGS (guard), 22 June 1942. To No.2 ITS, 1 August 1942; graduated and promoted LAC, 26 September 1942 but not posted to No.3 AOS until 10 October 1942; graduated and commissioned 5 February 1943. To “Y” Depot, Halifax, 19 February 1943; to RAF overseas, 8 March 1943. Promoted Flying Officer, 5 August 1943. Repatriated 18 December 1944. To No.1 Air Command, 29 December 1944. Promoted Flight Lieutenant, 5 February 1945. To No.2 Release Centre, 3 May 1945; released 15 May 1945. DFC sent by registered mail, 24 February 1950. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2609 (RG.24 Vol.20627) has recommendation by S/L J.A. Westland dated 15 August 1944 when he had flown 39 sorties (180 hours 15 minutes) from 3 March to 12 August 1944.

This officer has completed approximately forty sorties over some of the most heavily defended enemy targets. Berlin, Frankfurt, Essen, Nuremburg and Stuttgart were some of the targets attacked in Germany besides many other strategic French targets and precision mine laying operations including the Kattegat and Kiel Bay areas.

Flying Officer Lawrence has consistently demonstrated outstanding ability as a Navigator and his keenness and determination on operations even under the

most adverse conditions have been a source of comfort to the other members of his crew and has commended highly in the eyes of his immediate superiors. This, coupled with the fine qualities of co-operation, coolness and devotion to duty has contributed greatly to the successful effort of the whole crew.

The complete sortie list was as follows:

3 March 1944 - Le Mans (5.30)
18 March 1944 - Frankfurt (5.50)
23 March 1944 - Frankfurt (1.00, duty not carried out)
24 March 1944 - Berlin (6.55)
26 March 1944 - Essen (5.35)
30 March 1944 - Nuremberg (7.45)
10 April 1944 - Ghent (4.05)
18 April 1944 - Paris (6.15)
27 April 1944 - Aulnoyes (4.55)
30 April 1944 - Somain (4.40)
4 May 1944 - Gardening, Morlaix Bay (4.40)
8 May 1944 - Gardening, St. Nazaire (5.15)
9 May 1944 - St. Valery-en-Caux (1.05, duty not carried out)
10 May 1944 - Gardening, St. Malo (4.35)
11 May 1944 - Boulogne (3.55)
19 May 1944 - Gardening, Morlaix Bay (4.15)
20 May 1944 - Gardening, Kattegat (5.25)
22 May 1944 - Le Mans (5.25)
24 May 1944 - Aachen (4.20)
27 May 1944 - Bourg Leopold (4.55)
31 May 1944 - Au Fevre (4.00)
9 June 1944 - Le Mans (5.30)
14 June 1944 - Cambrai (4.40)
15 June 1944 - Boulogne (3.50)
17 June 1944 - Oisemont (4.10)
21 June 1944 - Oisemont (4.35, daylight)
24 June 1944 - Bonnetot (4.20, daylight)
25 June 1944 - Gorenflos (4.25, daylight)
27 June 1944 - Wizernes (3.40)
6 July 1944 - Siracourt (4.20, daylight)
12 July 1944 - Bremont (4.05)
25 July 1944 - Stuttgart (8.10)
28 July 1944 - Gardening, Kiel Bay (4.20)

1 August 1944 - Le Hey (3.50, daylight)
3 August 1944 - Foret de Nieppe (4.00, daylight)
7 August 1944 - La Hogue (4.00)
8 August 1944 - Gardening, Brest (5.00)
9 August 1944 - Prouville (3.35, daylight)
12 August 1944 - Gardening, Brest (4.35)

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LAWRENSON, F/O Ralph Ellwood (J21377) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born in Graysvillee, Manitoba, 3 November 1915. Educated there, 1921-1928 and Kelvington, Saskatchewan, 1929-1932. Home in Kelvington; Saskatchewan (clerk for a machine agency, 1937-1939; clerk for oil agency, 1939-1941). Enlisted Saskatoon, 25 September 1941 To No.3 Manning Depot, 16 November 1941. To No.15 SFTS, 31 January 1942 (non-flying duties). To No.7 ITS, 28 March 1942; graduated and promoted LAC, 22 May 1942; to No.6 EFTS, 20 June 1942; to No.4 SFTS, 15 August 1942; graduated and commissioned, 4 December 1942. To No.1 GRS, 27 December 1942. To No.32 OTU, 5 March 1943. Promoted Flying Officer, 4 June 1943. To "Y" Depot, 12 June 1943. Embarked from Canada, 23 June 1943; disembarked in Britain, 1 July 1943. Attached to ACOS (whatever that is), 23-28 August 1943. To No.1 (Coastal) OTU, 28 August 1943. To No.1 Torpedo Training Unit, 22 September 1943. To No.23 OTU, 26 October 1943. To No.61 Base, 18 February 1944. Attached to No.1666 Conversion Unit, 22 February to 9 April 1944. To No.432 Squadron, 9 April 1944. To No.22 OTU, 28 September 1944. Promoted Flight Lieutenant, 4 December 1944. Repatriated 5 August 1945. Released 14 September 1945. Invested 17 May 1948. Died in Kelowna, British Columbia, 21 May 1996 as per **Legion Magazine** of October 1996. 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 (PAC RG.24 Vol.20668) has recommendation dated 10 August 1944 when he had flown 29 sorties (136 hours 15 minutes), 20 April to 7 August 1944.

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

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

The sortie list was as follows:

20 April 1944 - Lens (4.40, second pilot)
22 April 1944 - Dusseldorf (5.05, second pilot)
26 April 1944 - Karlsruhe (6.40, second pilot)
27 April 1944 - Montman (1.45, duty not carried out)
30 April 1944 - Somain (4.50)
1 May 1944 - Ghislain (3.55)
8 May 1944 - Haine St. Pierre (4.00)
12 May 1944 - Louvain (4.15)
19 May 1944 - Le Clipon (3.35)
31 May 1944 - Mont Couple (3.20)
5 June 1944 - Houlgate (4.50)
7 June 1944 - Ancheres (4.40)
10 June 1944 - Versailles-Matelot (5.15)
14 June 1944 - St. Pol (3.50)
15 June 1944 - Boulogne (3.35)
17 June 1944 - Oisemont (4.10)
21 June 1944 - St. Martin l'Hortier (4.10)
23 June 1944 - Bientiques (3.55)
6 July 1944 - Congereaux (4.20)
8 July 1944 - Mont Condon (3.45)
12 July 1944 - Thiverny (2.55, duty not carried out)
17 July 1944 - Caen (4.00)
18 July 1944 - Wesseling (5.00)
20 July 1944 - Sennes (2.50)
25 July 1944 - Stuttgart (8.35)
28 July 1944 - Hamburg (5.30)
1 August 1944 - Ferme de Forestel (3.35)
4 August 1944 - Bois de Casson (4.45)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogue (4.55)

Notes: Application for Operational Wing dated 14 September 1944 stated he had flown 35 ½ sorties (171 hours ten minutes), 20 April to 31 August 1944.

Assessed 28 June 1945 when he had flown 852 hours (118 hours in past six months). "A good pilot and instructor. Has shown keenness and worked well. Discipline good average." W/C J.K.M. Cooke, No.22 OTU). Further noted, "Carried out his duties in a satisfactory manner. Recommended as a pilot instructor." (G/C F.E. Nuttall).

Repatriation form dated 4 July 1945 stated he had flown 36 sorties (166 operational hours) plus 345 non-operational hours. Last sortie was given a 3 September 1944. Types flown were Wellington III and X (240 hours) and Halifax II, III and VII (271 hours).

Training: Intervened in Saskatoon, 25 September 1941 by F/O M. Powell. "Average type. Good appearance. Alert and pleasant manner, Good natural disposition. Intelligence quite up to average. Keen to fly (prefer pilot). Should train up well., Promising officer material."

Course at No.7 ITS was 30 March to 22 May 1942. Courses in Mathematics, Law and Discipline, Navigation, General Studies, Anti-Gas, Armament (written), Aircraft Recognition, Drill, and signals (written). Scored 876 of a possible 1,000 points. Graded 86 percent in Link. Placed 17th in a class of 163."Sincere, conscientious and steady. Not much confidence in himself. Does not appear to be very robust. Has worked hard on the course. If he gains confidence in himself, he will do well."

Course at No.6 EFTS was 22 June to 14 August 1942. Tiger Moth aircraft -8.15 to first solo, but times not recorded except for Link (ten hours). Courses in Navigation, Airmanship, Armament (written), Aircraft Recognition and Signals (written). Scored 603 points of a possible 700. Placed fifth in a class of 30. "Good average pilot, somewhat nervous at the start, should develop into capable pilot with more experience." (S/L A.T. Chessom, Chief Supervisory Officer).

Course at No.4 SFTS was 17 July to 4 December 1942. Crane aircraft - 11.25 dual to first solo; total of 78.45 day dual, 66.05 day solo, 8.45 night dual, 10.05 night solo. Was 9.45 in formation and 34.55 on instruments. Logged 20 hours 20 minutes in Link. Placed second in a class of 49. "A high average pilot - very safe and consistent in all his flying. Should make good flying instructor or would be valuable in general reconnaissance." (S/L G.H. Newsome, Chief Instructor). "Although this student's appearance and manner do not impress, he is a very capable, industrious and reliable student. He should do well in any branch of the service," (W/C C.F. Newcombe. Commanding Officer).

Course at No.1 GRS was 28 December 1942 to 26 February 1943. Anson aircraft - 41 hours five minutes. Courses in DR Navigation Intermediate (60/100). DR Navigation Final (227/300), DR Navigation Air Work (216/300), Reconnaissance (144/200), Reconnaissance Air Work (72/100), Astro Navigation (67/100), Compasses and Instruments (126/200), Meteorology (135/200), Signals (83/100), Coding (53/100), Ship Recognition (150/200), Photography (80/100) and Visual Signals (Pass). Placed 15th in a class of 24. "This officer's work has been quite good. He is an average pupil who seemed to have difficulty in grasping new subjects. As a navigator he was reliable and conscientious." (F/L J.W. Hoodley). Recommended for torpedo bombers of fighter reconnaissance.

Course at No.32 OTU was 8 March to 28 May 1943. Oxford aircraft (6.25 day dual, 2,00 day sol, 1.25 night dual, 1.20 instruments) and Hampden (67.05 as first pilot by day, 8.30 as second pilot by day, 18.30 as first pilot by night). Spent 12.15 in Link. Dropped 16 bombs in sticks of four on periscope target. Fired 500 rounds on ground, 800 round air to ground. Did five Dummy torpedo drops, 28 aiming practices, ten light torpedo attacks, no runner torpedo attacks. Ground courses in Recognition and coding (83 percent), Warship Recognition (97 percent), Merchant Vessel Recognition (90 percent), Aircraft Recognition (90 percent). Armament (97 percent), Torpedoes (88 percent), Signals (73 percent), Morse (95 percent)) Aldis (Pass), Meteorology (88 percent), and Tactics (64 percent), "Above average results, Seems a little under confident at times but has above average ability."

Course at No.23 OTU was 27 October 1943 to 31 January 1944. Wellington aircraft - 6.50 day dual to first day solo, total 8.25 day dual, 6.30 day with a captain, 29.35 day as sole captain, 3.35 night dual to first night solo, 4.00 total night dual, 5.25 night with a captain, 34.00 as sole captain. Logged 29.00 on instruments and 24.55 in Link. Did five day and five night cross-country flights, one Bullseye exercise, three day and one night fighter affiliation, dropped 31 bombs by day and 40 by night, Did five infra-red photo attempts. Flying tests in General Flying (270/400), Applied Flying (150/200), Instrument Flying (180/250), Night Flying (60/100) and Link (30/50). Ground examinations in Airmanship (229/300), Armament (250/300), Meteorology (100/100), Navigation (135/200) and Signals (64/100). "A sound pilot and captain. He was a little slow at first but improved as course progressed. His crew discipline is excellent and he should make a good operational pilot and captain." (W/C G.A. Roy, Chief Instructor).

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LAWRIE, W/C James Biggar (C2305) - **Member, Order of the British Empire** - No.1 Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Home in Calgary; enlisted there 1 July 1940. At AFHQ as of 10 July 1941. As of 1 December 1941 he was a Flight Lieutenant. To No.4 Training Command, 15 June 1942. Promoted Squadron Leader, 1 December 1942. To No.1 Training Command, 29 March 1944. Promoted Wing Commander, 1 January 1945. To No.1 Air Command, 15 January 1945. To No.7 Release Centre, 17 February 1946. Released 18 February 1946.

This officer has been employed on personnel staff duties in the Royal Canadian Air Force, overseas and at home, for the past five years. He has filled each appointment with distinction and has at all times proved a most loyal and efficient officer. His excellent judgement and high sense of devotion to duty have inspired all who have worked with him and have resulted in this officer being held in high esteem by all ranks. His exemplary work and the contribution he has made to the war effort over the last five years is most praiseworthy.

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LAWS, P/O James Robert (J16669) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 6 August 1943 as per **London Gazette** dated 17 August 1943 and AFRO 2005/43 dated 1 October 1943. Born in Parkhill, Ontario, 19 January 1918. Home in Sarnia (lab assistant). Formerly in Royal Canadian Artillery. Enlisted in London, Ontario, 18 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 6 January 1941. Posted elsewhere, 27 January 1941. To No.1 ITS, 10 April 1941. Promoted LAC, 15 May 1941 and posted to No.1 Manning Depot; to No.3 WS, 7 June 1941. To No.8 BGS, 25 October 1941. Promoted Sergeant, 24 November 1941. To "Y" Depot, 25 November 1941. To RAF overseas, 12 December 1941. Commissioned 26 November 1942. Promoted Flying Officer, 26 May 1943. Promoted Flight Lieutenant, 29 September 1944. Repatriated 14 May 1945, apparently to train for "Tiger Force". Released 10 September 1945. Living in Sarnia, 1950. Photo PL-33986 shows him (left) with F/L Peter Heaton and Mrs. Heaton. Invested with DFC at Buckingham Palace, 7 November 1944; Bar presented 28 May 1947.

Pilot Officer Laws has taken part in a large number of operational sorties against some of the enemy's most heavily defended targets including Hamburg, Frankfurt, Turin, Genoa, Stettin, Cologne, Essen and Dortmund. Undoubtedly the excellent results obtained by his crew were largely due to the skill and determination of this officer to press his attacks home regardless of the heaviest enemy opposition. As assistant bombing leader the high standard of efficiency of the bomb aimers in the squadron is directly attributable to the untiring efforts and enthusiasm of Pilot Officer Laws.

LAWS, F/L James Robert, DFC (J16669) - **Bar to Distinguished Flying Cross** - No.640 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Flight Lieutenant Laws has now completed a second tour of operations which has included attacks against such major targets as Magdeburg, Duisburg, Essen and Hamburg and others in support of our front line troops. At all times he has shown a fine fighting spirit and the utmost courage and determination in the face of enemy opposition. During a daylight attack against Munster in September 1944, the aircraft in which he was flying was hit by anti-aircraft fire. One engine failed and shell fragments penetrated the bomb aimer's compartment. Undeterred, Flight Lieutenant Laws bombed the target with cool determination which earned him the admiration and confidence of all his crew.

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/w7859.html> provides the following information:

HALIFAX W7859 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD.

On the night of 15th / 16th October 1942 this aircraft was hit by flak on a raid on Cologne, just after leaving the target area the aircraft was hit by flak in one of the port side engines which resulted in the return trip being made on three engines. A safe landing was made back at East Moor. Pilot - Sgt Maynard Meyer Caplan RAFVR (142555), of Bromley, Kent; Flight Engineer - Sgt Arthur Alfred Frederick RAF (51678?), of Chatham, Kent; Navigator - Sgt Alfred Gerald Fleet RAFVR (142563), of Bradford Moor, Yorkshire; Bomb Aimer - Sgt James Robert Laws RCAF, of Parkhill, Ontario, Canada; Wireless Operator - Sgt John Clayton Stait (142505); Mid Upper Gunner - Sgt Alfred Corpe (1376932); Rear Gunner - Sgt Arthur Maxim Daubon (149467).

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/dt521.html> provides the following information:

HALIFAX DT521 DAMAGED BY FIGHTERS (POSSIBLY
RETURNED TO EAST MOOR AIRFIELD)

On 23 October 1942 this aircraft was taking part on a raid on Genoa when it was attacked by cannon fire from two unidentified aircraft, a return to the UK was made but this may have not in fact been to East Moor given the distance to Genoa. 158 Squadron aircraft had been flown to airfield further south for this raid due to the distance involved. They set out from this forward base. This was possibly the last battle damaged aircraft that returned home to East Moor in 1942 (if indeed this one made it all the way to East Moor). 158 Squadron moved out to Rufforth at the end of October 1942 and 429 Squadron formed at East Moor upon their departure. Bad weather and training meant the new squadron carried out no operational raids at the end of 1942; their first being in January 1943. Crew were Pilot - Sgt Maynard Meyer Caplan RAFVR (1282511), of Bromley, Kent; Second Pilot - Sgt Sydney Henry John White RAFVR (1259712), of Greenwich, London; Flight Engineer - Sgt Arthur Alfred Frederick RAF (569385), of Chatham, Kent; Navigator - Sgt Alfred Gerald Fleet RAFVR (1217597), of Bradford Moor, Yorkshire; Bomb Aimer - Sgt James Robert Laws RCAF (Later DFC & Bar), of Parkhill, Ontario, Canada; Wireless Operator / Air Gunner - Sgt John Clayton Stait RAFVR (1305118); Air Gunner - Sgt Alfred Corpe RAFVR (1375932). Probably born in 1920 in Derby; Rear Gunner - Sgt Arthur Maxim Daubon RAFVR (149467). Injured in the attack.

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LAWSON, WO1 (now P/O) Arthur Edward (R164656/J91190) - **Mention in Despatches** - No.432

Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 12 March 1917. Home in Montreal; enlisted there 21 May 1942 and posted to No.5 Manning Depot. To No.1 BGS, 11 September 1942. To No.4 WS, 23 October 1942; promoted LAC, 29 November 1942; to No.6 BGS, 11 June 1943; graduated and promoted Sergeant, 26 July 1943. To No.9 AOS, 1 August 1943. To "Y" Depot, date not shown; taken on strength of No.3 PRC, 20 January 1944. Commissioned 16 October 1944. Repatriated 7 February 1945. Released 27 March 1945. Died 11 November 2004 in Chase, British Columbia as per Royal Canadian "Last Post" website and **Legion Magazine** of March/April 2005. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation by W/C J.K. MacDonald dated 16 November 1944 when he had flown 29 sorties (140 hours five minutes). Recommended with F/O P.J. Handkamer (which see for text).

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LAWSON, F/O Gordon Henry Little (J24695) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born in Ashcroft, British Columbia, 5 September 1914; home in Vancouver (draughtsman); enlisted there 20 March 1942. To No.3 Manning Depot, 2 May 1942. To No.4 ITS, 23 August 1942; graduated and promoted LAC, 6 November 1942; to No.2 AOS, 21 November 1942; graduated and commissioned 19 March 1943. Retained at No.2 AOS until 3 April 1943 when posted to "Y" Depot; to RAF overseas, 13 April 1943. Promoted Flying Officer, 19 September 1943. Promoted Flight Lieutenant, 19 March 1945. Repatriated 5 August 1945. Released 10 October 1945. DFC presented 27 March 1949. Worked for the city of Vancouver and became City Engineer. Died in Victoria, 31 January 2011. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation dated 16 October 1944 when he had flown 32 sorties (156 hours 35 minutes), 25 March to 9 October 1944.

This navigator having completed his first operational tour with 33 [sic] sorties. He has distinguished himself by his keenness and navigational ability. His efficiency and coolness under all circumstances have been an inspiration and an example to all his crew and those who have worked with him. His standard of navigational ability has always been of the highest order and he is recommended for the award of the Distinguished Flying Cross (Non-Immediate).

The sortie list was as follows:

25 March 1944 - Aulnoye (5.20)

26 March 1944 - Essen (5.00)
22 April 1944 - Dusseldorf (5.20)
24 April 1944 - Karlsruhe (6.35)
26 April 1944 - Essen (4.35)
27 April 1944 - Friedrichshaven (8.25)
1 May 1944 - St. Ghislain (4.10)
19 May 1944 - Franceville (4.25)
22 May 1944 - Le Mans (4.35)
12 July 1944 - Creil (4.30)
15 July 1944 - Nucourt (4.15)
17 July 1944 - Caen (4.25)
18 July 1944 - Wesseling (5.25)
23 July 1944 - Donges (5.55)
25 July 1944 - Stuttgart (8.20)
28 July 1944 - Hamburg (5.05)
7 August 1944 - Totalize 5 (3.55)
8 August 1944 - Foret de Chantilly (3.50)
13 August 1944 - Bons Tassily (4.35)
15 August 1944 - Brussels (3.25)
18 August 1944 - Connantre (5.55)
25 August 1944 - Brest (4.35)
27 August 1944 - Mimoyeques (3.20)
31 August 1944 - Cezembre (4.45)
16 September 1944 - Boulogne (3.35)
25 September 1944 - Calais (4.15)
26 September 1944 - Calais (4.30)
27 September 1944 - Bottrop (4.10)
28 September 1944 - Cap Gris Nez (3.15)
30 September 1944 - Sterkrade (4.45)
6 October 1944 - Dortmund (5.45)
9 October 1944 - Bochum (5.40)

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LAWSON, F/L James Hill (J88063) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 6 June 1921 in Vancouver; home there (clerk); enlisted there 10 September 1949. To No.3 Manning Depot, 2 November 1941. To Calgary, 21 December 1941. To No.4 ITS, 28 February 1942; promoted LAC, 24 April 1942; to No.5 EFTS, 25 April 1942. Ceased training, 7 July 1942 and posted to Trenton; to No.3 BGS, 13 August 1942; graduated

and promoted Sergeant, 25 September 1942. To Air Armament School, 2 October 1942. To No.2 BGS, 18 October 1942 on instructional duties. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. To "Y" Depot, 20 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Commissioned 2 July 1944. Promoted Flying Officer, 6 November 1944. Repatriated 8 August 1945. Released 5 October 1945. DFC presented in Vancouver, 22 October 1947. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation by W/C M.W. Gall dated 21 March 1945 when he had flown 31 sorties (201 hours 25 minutes), 12 June 1944 to 21 March 1945.

As an air gunner this officer has consistently displayed intrepid courage and great determination coupled with outstanding ability and skill. He has at all times shown a burning desire to carry out his duties with a fine disregard for personal safety.

As Gunnery Leader he has proved himself an ideal leader and has established a high standard of proficiency in his section. His fine efforts and example both in the air and on the ground have been an inspiration to all air gunners.

For his courage, efficiency and devotion to duty I recommend the non-immediate award of the D.F.C.

The sortie list was as follows:

12 June 1944 - Gardening (7.30)
18 June 1944 - Gardening (4.00)
23 June 1944 - Gardening (7.45)
24 June 1944 - Gardening (6.25)
26 June 1944 - Gardening (5.25)
28 June 1944 - Gardening (6.50)
1 August 1944 - Acquet (5.25)
3 August 1944 - Bois de Casson (5.25)
5 August 1944 - St. Leu d'Esserent (5.15)
7 August 1944 - Mer de Magna (4.50)
16 August 1944 - Stettin (9.15)
18 August 1944 - Bremen (6.20)
25 August 1944 - Russelsheim (9.35)
27 August 1944 - Minoyecques (3.45)
29 August 1944 - Stettin (9.40)
6 September 1944 - Emden (4.35)

10 September 1944 - Le Havre (4.50)
12 September 1944 - Dortmund (4.50)
27 September 1944 - Bottrop (5.20)
30 November 1944 - Duisburg (6.10)
18 December 1944 - Duisburg (6.45)
21 December 1944 - Cologne (6.35)
28 December 1944 - Opladen (6.15)
1 February 1945 - Ludwigshaven (7.25)
4 February 1945 - Bonn (6.50)
7 February 1945 - Hassun (7.00)
13 February 1945 - Dresden (10.25)
14 February 1945 - Chemnitz (9.25)
14 March 1945 - Zweibrucken (7.45)
21 March 1945 - Heine (5.25)

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LAY, S/L Harry Morison (C1175) - **Air Force Cross** - No.8 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945. From Barrie, Ontario, a nephew of W.L.M. King. Enlisted 9 October 1939. Promoted Flight Lieutenant, 1 September 1941. As of 10 September 1941 he was with No.115 (Fighter) Squadron. Promoted Squadron Leader, 1 January 1943. To No.4 Group Headquarters, 6 February 1943. To No.8 (BR) Squadron, 8 May 1943. To No.5 OTU, 16 November 1944. To No.11 (BR) Squadron, 16 May 1945. Retired 3 September 1945. Postwar he graduated from the University of Western Ontario. Lived for a time at Chantclair Hills Estate, St. Adele, Quebec. Consultant to precast concrete industry. Died in Toronto, 4 March 2006. As of recommendation he had flown 1,307 hours, 228 of them operational.

This officer has displayed outstanding zeal, devotion to duty and ability as a pilot throughout his service career. As leader of his squadron for the past year and a half, he has conducted its operations with great keenness and efficiency. By his good leadership and splendid personal example, Squadron Leader Lay has rendered exceptional service in connection with operations on the Pacific coast.

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LAYTON, P/O Hugh Cecil (J92062) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 8 August 1922 in Medicine Hat, Alberta; home there (ledger keeper). Enlisted in Edmonton, 28 August 1942 for wireless (ground crew) duties. Granted leave without pay

until 20 September 1942 when posted to No.3 Aeronautical Inspection District. Promoted LAC, 30 September 1942. To No.4 SFTS, 23 November 1942. Remustered to aircrew and posted to No.7 ITS, 20 February 1943. To No.2 AOS, 1 May 1943. Promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 13 October 1944. Repatriated 7 February 1945. Promoted Flying Officer, 13 April 1945. Released 17 April 1945. Worked 30 years for the Alberta Wheat Pool, retiring in 1982. Died in Calgary, 18 March 2016.

This officer has proved himself to be an excellent navigator throughout his operational tour by his cool courage, determination and devotion to duty. Under the most adverse circumstances Pilot Officer Layton has set a sterling example to all members of his squadron. In October 1944 his aircraft was detailed to attack Duisburg in daylight. Intense anti-aircraft fire was encountered in entering the Ruhr Valley area and at the commencement of the bombing run damage was sustained to his aircraft. All the wireless and navigational equipment was shattered and the controls were affected. Despite this, by expert airmanship the bombing run was completed with commendable initiative. Pilot Officer Layton skilfully navigated the crippled aircraft to an advance base in this country. The safe return of the aircraft and crew was largely due to the coolness and resource of this officer.

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LAYTON, F/O Michael Shakespeare (J5302) - **Distinguished Service Order** - No.120 Squadron - Award effective 17 December 1942 as per **London Gazette** dated 12 January 1943 and AFRO 232/43 dated 12 February 1943. Born at Bury St.Edmunds, 7 May 1914; home in Montreal; enlisted there, 14 September 1940. To No.1 ITS, 14 November 1940; promoted LAC on 8 December 1940 and posted that date to No.1 AOS; to No.1 BGS, 2 March 1941; promoted Sergeant and posted to No.1 ANS, 12 April 1941. Commissioned 13 May 1941. To Embarkation Depot, 25 May 1941. To Ferry Command, 9 June 1941. Departed Montreal, 4 July 1941 in Hudson AM818 to Goose Bay. Departed there for United Kingdom, 4 July 1941, arriving 5 July 1941. Promoted Flying Officer, 13 May 1942. Promoted Flying Lieutenant, 1 June 1943. Promoted Squadron Leader, 15 March 1944. Repatriated to Canada, January 1945. To Eastern Air Command, 23 January 1945 and assigned to No.7 AOS that date. To No.168 (Heavy Transport) Squadron, 31 March 1945. To No.9 Transport Group Headquarters, 1 April 1945. Released 3 July 1945. See **Times**, 11 January 1943 describing the action. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 11 February 1944. Began operations July 1941 with No.120 Squadron, flying 40 sorties (500 operational hours). At unspecified date he was with No.1425 Special Flight to Moscow (Churchill trip); forced down Teheran with engine trouble (40 hours). To No.10 (BR) Squadron, January 1943 (four patrols,

50 hours) while assisting in Liberator conversion.

Flying Officer Layton and Sergeants McColl and Turner were navigator, flight engineer and wireless operator respectively of an aircraft captained by Squadron Leader Bulloch and detailed for convoy duty in December 1942. During the flight eight submarines were sighted of which one was almost certainly destroyed. Six more were skilfully prevented from making any attack on the convoy. Throughout the sortie, which necessitated some 16 hours flying, Squadron Leader Bulloch, splendidly supported by his colleagues, displayed outstanding determination and unswerving devotion to duty. By their exceptional ability, Flying Officer Layton and Sergeants McColl and Turner have, on many occasions, proved themselves valuable members of aircraft crew.

NOTE: This award is remarkable for having been initially proposed as a DFC. It was drafted as such by G/C C.P. Gabriel, Officer Commanding, Station Reykjavik on 10 December 1942:

This officer has flown over 500 hours operational, of which the last 180 hours have been as Navigator in Squadron Leader Bulloch's crew. No matter what weather is encountered, and in these latitudes at this time of year, the weather is often extremely bad with sudden and violent changes of wind, his navigation is always exceptional. He has taken part in 17 sightings and twelve attacks on U-boats, many of these being entirely due to his accurate navigation. His tremendous enthusiasm and knowledge of his subject set a very fine example, not only to other Navigators in his squadron, but to all others with whom he comes in contact.

Also on 10 December 1942, Air Commodore K.B. Lloyd, Air Officer Commanding, Royal Air Force, Iceland, wrote:

In a previous recommendation dated 18th October 1942, this officer's outstanding navigational ability and devotion to duty was stressed as factors which contributed so largely to the successes of a remarkable operational Liberator crew.

On the 8th December this crew whilst on escort duty to a heavily threatened convoy carried out eight separate attacks on U-boats with depth charges and cannon, and definitely succeeded in the destruction of one U-boat.

Their vigilance and determination without doubt saved the convoy from attack on that day. During this sortie of 16 hours duration, the navigation of Flying

Officer Layton was, as always, exceptionally accurate. He sets a splendid example to others.

Next to comment was Air Chief Marshal P.B. Joubert de la Ferte (Air Officer Commanding-in-Chief, Coastal Command), who wrote on 17 December 1942:

Fully concur. Very strongly recommended for an immediate award of the DSO.

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LAZUK, FS Fred (R143517) - **Distinguished Flying Medal** - No.424 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1453/45 dated 14 September 1945. Born in Ottawa, 21 September 1923; home there (butcher). Enlisted Ottawa, 14 November 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 17 January 1942. Trained at No.1 WS; reported to have graduated 5 December 1942 but elsewhere he is shown as posted from No.1 WS to No.1 Manning Depot on 1 October 1942, to No.6 SFTS, Dunnville on 3 November 1942; to "Y" Depot on 11 January 1943, embarking from Canada on 26 January 1943 and arriving in Britain on 4 February 1943. Posted to No.1659 Conversion Unit, 15 February 1943, in trade of General Duties. At Station Topcliffe, 6 June 1943 when he applied for Aircrew Training. Application reviewed by No.2 Aviation Candidates Selection Board, 7 June 1943, which noted that he had previously failed a Wireless Operator/Air Gunner course but would probably make a good Air Gunner - "Quite a good type, tough, alert and intelligent." He next appears as reporting to RAF Air Crew Receiving Centre, 15 August 1943 as a General Duties airman. Posted on 4 September 1943 to No.14 Initial Training Wing, for course lasting 4 September to 7 October 1943. Attended No.1 Elementary Air Gunner School, 16 October 1943 to 6 November 1943. Attended No.12 Air Gunner School, Bishops's Court for course lasting 7 November 1943 to 31 December 1943. Promoted Sergeant, 1 January 1944. To No.82 OTU for course lasting 18 January 1944 to 29 May 1944; to No.1664 Conversion Unit, 6 June 1944, graduating about 7 July 1944. To No.424 Squadron, 9 July 1944. Promoted Flight Sergeant, 1 October 1944. Repatriated 14 May 1945. To St. Hubert, 26 June 1945. Retired 24 August 1945. Rejoined RCAF, 19 September 1952 in Ottawa as Airframe Technician (service number 122780) in rank of Leading Aircraftman. To Manning Depot, St.Jean, Quebec, 5 October 1952. To No.2 Technical Training School, Camp Borden, 28 November 1952. To North Bay, 9 April 1953. Promoted Corporal, 1 April 1956. To No.2 (Fighter) Wing, 8 February 1957. To Station Comox, 27 August 1961. To No.409 Squadron, 16 October 1961. Returned to strength of Station Comox, 1 June 1964. To No.446 (Surface-to-Air) Squadron, North Bay, 15 August 1967. To Station Comox, 21 September 1973. Retired 1 April 1974. Photo PL-42982 (ex-UK-19653) dated 30 March 1945 shows him on completion of tour. Died in Courtney, British Columbia, 30 August 1981 as per **Legion Magazine** of December 1981. 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 13 March 1945 when he had flown 33 sorties (195 hours 20 minutes), 20 July 1944 to 11 March 1945.

This Air Gunner has completed a large number of sorties, the majority against very heavily defended German targets, and on all occasions has shown very marked courage and determination to get on with the job. It was through his resourcefulness that a large number of sorties turned out successfully. He has always shown leadership and an example not only to his crew and other gunners, but to the whole squadron.

The sortie list was as follows:

20 July 1944 - Ferme du Grand Bois (3.50)
23 July 1944 - Donges (6.10)
30 July 1944 - Villers Bocage (4.20)
1 August 1944 - L' Hey (3.50)
4 August 1944 - Bois de Casson (4.50)
5 August 1944 - Leu d'Esserent (4.50)
9 August 1944 - Prouxville (3.50)
18 August 1944 - Connatres (6.40)
27 August 1944 - Marquise (3.45)
28 August 1944 - St. Remy (3.40)
6 September 1944 - Emden (5.20)
14 September 1944 - Wilhelmshaven (2.45 - recalled)
17 September 1944 - Boulogne (3.55)
6 October 1944 - Dortmund (6.55)
14 October 1944 - Duisburg (2.15 - duty not carried out)
15 October 1944 - Gardening, Kattegat (6.10)
23 October 1944 - Essen (5.50)
28 October 1944 - Cologne (7.00)
16 November 1944 - Julich (5.05)
21 November 1944 - Prauxel (6.00)
27 November 1944 - Neuss (5.50)
30 November 1944 - Duisburg (6.35)
2 December 1944 - Hagen (7.25)
6 December 1944 - Osnabruck (5.55)
26 December 1944 - St.Vith (6.45)
28 December 1944 - Opladen (6.10)
29 December 1944 - Obelar (6.45)
30 December 1944 - Cologne (6.15)

2 January 1945 - Ludwigshaven (7.20)
5 January 1945 - Hanover (5.40)
20 February 1945 - Dortmund (6.40)
21 February 1945 - Duisburg (6.30)
2 March 1945 - Cologne (6.15)
7 March 1945 - Dessau (8.35)
11 March 1945 - Essen (6.05)

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LE BLANC, Corporal Joseph Lawrence (R143565) - **Mention in Despatches** - Station Dartmouth - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 20 September 1923. Home in Renfrew; enlisted in Ottawa 19 November 1941 as "Tradesman" and posted to No.1 Manning Depot. Reclassified as "Guard" and posted to Trenton, 24 January 1942. To "K", 14 February 1942. Promoted AC1, 19 February 1942. Promoted LAC, 19 May 1942. To No.5 Manning Depot, 30 July 1943. To Halifax, 13 October 1943. To Gander, 17 November 1943. To Torbay, 5 December 1943. Reclassified as Service Police, 8 May 1944. Promoted Corporal, 1 September 1944. To Eastern Air Command Headquarters, 28 November 1944. To No.3 Release Centre, 19 July 1945. Retired 24 July 1945.

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LE CREN, F/O Hubert Horal (J89703) - **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. Name also rendered as Hubert Harold. Born 5 May 1923 at Nanaimo, British Columbia; home there (labourer); enlisted Vancouver, 5 September 1941 and taken on strength of No.2 Manning Depot. To No.3 Personnel Holding Unit, 15 December 1941. To No.4 ITS, 28 February 1942; graduated and promoted LAC on 24 April 1942; to No.16 EFTS on 23 April 1942; graduated 1 August 1942 and posted to No.7 SFTS; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 6 January 1943. Commissioned 7 September 1944. Promoted Flying Officer, 7 March 1945. Repatriated 8 June 1945. To No.3 Repair Depot, 17 June 1945. To Release Centre, 25 November 1945. Released 11 January 1946. Died in Duncan, British Columbia, 25 January 2015. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9082 has recommendation dated 18 March 1945 when he had flown 37 sorties (207 hours 45 minutes), 18 November 1943 to 8 March 1945.

18 November 1943 - Mannheim (8.05)
22 November 1943 - Stuttgart (7.55)

13 Sept 1944 - Gelsenkirchen (4.40)
15 Sept 1944 - Kiel (5.45)
20 Sept 1944 - Calais (3.45)
23 Sept 1944 - Neuss (4.50)
25 Sept 1944 - Calais (4.05)
27 Sept 1944 - Calais (3.30)
7 October 1944 - Cleve (4.20)
9 October 1944 - Bochum (5.30)
23 October 1944 - Essen (5.45)
28 October 1944 - Westkapelle (3.20)
29 October 1944 - Walcheren (2.55)
30 October 1944 - Cologne (5.35)
2 November 1944 - Dusseldorf (5.30)
4 November 1944 - Bochum (4.50)
21 November 1944 - Sterkrade (6.25)
2 December 1944 - Hagen (6.00)
5 December 1944 - Soest (6.15)
6 December 1944 - Osnabruck (5.45)
18 December 1944 - Duisburg (5.50)
26 December 1944 - St.Vith (5.25)
29 December 1944 - Coblenz (6.30)
30 December 1944 - Cologne (6.05)
1 January 1945 - Dortmund (4.55)
5 January 1945 - Hanover (5.10)
16 January 1945 - Magdeburg (5.55)
28 January 1945 - Stuttgart (7.35)
1 February 1945 - Mainz (6.15)
4 February 1945 - Bonn (5.40)
7 February 1945 - Goch (5.40)
9 February 1945 - Wanne Eickel (5.55)
13 February 1945 - Bolhem (8.25)
20 February 1945 - Reinholz (6.25)
24 February 1945 - Canen (5.40)
7 March 1945 - Hemmingstedt (6.05)
8 March 1945 - Hamburg (5.30)

Flying Officer Le Cren has consistently displayed initiative and at all times pressed home his attacks. He has completed 37 operations against Germany and occupied territories.

By his keenness to operate and his efforts to raise the efficiency of his crew, he has set a fine example as captain of aircraft. For his excellent record and spirit he is recommended for the award of the Distinguished Flying Cross.

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LE GEAR, F/L Victor Henry John (J23040) - **Distinguished Flying Cross** - No.439 Squadron - Award effective 6 July 1945 as per **London Gazette** of that date and AFRO 1453/45 dated 14 September 1945. Born in Barrie, Ontario, 3 September 1918 (obituary notice). Home in Barrie, Ontario; enlisted in Toronto, 18 October 1940. To "K", 13 November 1940. To No.1 ITS, 13 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.10 EFTS; graduated 22 April 1941 and posted to No.1 Manning Depot; to No.9 SFTS, 2 May 1941; graduated and promoted Sergeant, 15 July 1941. To Trenton, 16 July 1941; to No.1 SFTS to instruct, 14 October 1941. Promoted Flight Sergeant, 15 May 1942. Promoted WO2, 15 July 1942. Commissioned 21 October 1942. Promoted Flying Officer, 21 April 1943. To Western Air Command, 27 April 1943. To No.133 (Fighter) Squadron, 4 May 1943. To "Y" Depot, 5 May 1944. Taken on strength of No.3 PRC, 25 May 1944. Promoted Flight Lieutenant, 21 October 1944. Repatriated 20 September 1945. Retired 6 November 1945. According to artist's notes accompanying Robert Baillie's painting **Typhoon Fury** (available as prints in commercial distribution), this officer completed 81 sorties. Earlier, as an instructor, he taught 177 students to fly. Died in Chemanius, British Columbia, 29 May 2003. For added information of Typhoon operations, see H.A. Halliday, **Typhoon and Tempest: The Canadian Story** (Toronto, Canav Books, 1992).

Flight Lieutenant Le Gear has completed a very large number of sorties involving attacks on German industrial centres and other targets such as bridges, gun sites, locomotives and mechanical transport. On numerous occasions he has led his squadron, and the consistently good results obtained have been due in no small measure to this officer's competence and leadership. He has inflicted much damage on the enemy and his coolness and courage have been an inspiration to other members of his squadron.

NOTE: Public Record Office Air 2/9086 has recommendation drafted by S/L J.H. Beatty, 9 May 1945 when he had flown 77 sorties (85 hours ten minutes) and was a Flight Commander. Parts of it read oddly - "culminating a high confidence " might better read, "inculcating a high confidence".

This pilot joined the squadron on the 29th November 1944, led Flight for the first time on 1st February 1945 and a Squadron on the 26th March 1945. Up to the present time he has led a Flight and the Squadron on numerous occasions. His

77 operational sorties totalling 85 hours ten minutes have met with more than consistently good results and the majority of his shows were on rail interdiction followed up with prolific armed reconnaissances. The other dive bombing operations and armed reconnaissances in which he participated and led, encompassed the break-through in the Ardennes Sector and close Army support on the crossing of the Rhine River. His attacks have included German towns, V-sites, canals, bridges, artillery concentrations, hazardous flak positions in support of airborne troops, MET [Mechanical Enemy Transport], tanks, locomotives and train cars. On the 26th April 1945 he led the squadron into Germany which accounted for six rail cuts, two TRG destroyed, one Blohn-Voss destroyed on the water and two MET damaged; on the 25th April under his leadership seven rail cuts, one locomotive destroyed, and one damaged, five train cars destroyed and six damaged and one MET damaged resulted; similarly he was responsible for eight rail cuts, one locomotive destroyed and three damaged, four train cars destroyed and five damaged, one tank damaged and one MET damaged on the 26th April. This pilot is very cool and steady to which his 1,805:20 flying hours have been an attribute. He is very confident and intelligently keen when leading a flight or squadron and has been unshaken in spite of our heaviest losses in the month of December 1944 and subsequent losses of four Flight Commanders and one Squadron Commander. The unwavering spirit he has shown has had a decided effect in inspiring the pilots of the squadron and culminating a high confidence in his leadership. Not only is he competent in the air but also a good steady organizer on the ground. I highly recommend this officer for an immediate Distinguished Flying Cross.

W/C D Grant supported this on 10 May 1945, as did G/C A.D. Nesbitt. The Air Officer Commanding, No.83 Group, endorsed it on 16 May 1945 and Air Marshal Coningham approved it on 20 May 1945.

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LE GRICE, F/O Edward Glenn (J36116) - **Distinguished Flying Cross** - No.415 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 10 April 1914 in Toronto (obituary notice); home there (production manager). Enlisted in Toronto, 21 July 1941 and posted to No.1 Manning Depot. Granted Leave Without Pay, 12 August 1942. To No.1 SFTS (guard), 25 September 1942. To No.6 ITS, 23 January 1943; graduated and promoted LAC, 2 April 1943; posted next day to No.9 EFTS; ceased training and posted to No.1 Manning Depot, 26 April 1943; to No.1 AOS, 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. Retired 17 September 1945. Postwar he lived in Toronto until 1954 when he moved to Unionville and to Goderich in 1999. Died in Maitland, Ontario, 15 May 2006. His wife of 65 years (Marian Isabelle, born Lambert) died six weeks later, on 1 July 2006. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.20608 (PAC RG.24 Vol.20608) has recommendation dated 17 January 1945 when he had flown 31 sorties (163 hours 50 minutes):

Flying Officer Le Grice has completed a notable operational tour during which he has taken part in attacks on several of the most heavily defended enemy targets, including Hamburg, Dortmund, Essen, Munich and Duisburg. He has proved to be a determined and gallant member of aircraft crew and by his skilful and efficient methods of navigation, has been largely responsible for the many successes achieved by them. In addition to his operational duties, Flying Officer Le Grice has been of great assistance to this squadron's Navigational Leader in the coaching of less experienced navigators.

The sortie list was as follows:

7 July 1944 - Caen (4.35)
18 July 1944 - Caen (4.30)
20 July 1944 - Le Havre (3.20)
28 July 1944 - Hamburg (5.30)
9 August 1944 - Foret de Nieppe (3.45)
10 August 1944 - La Pallice (7.00)
12 August 1944 - Mont Richard (6.55)
14 August 1944 - Bons Tassily (4.20)
15 August 1944 - Brussels (4.10)
16 August 1944 - Kiel (5.10)
25 August 1944 - Brest (5.05)
27 August 1944 - Mimoceques (3.15)
28 August 1944 - Brest (4.55)
3 September 1944 - Volkell (2.45, duty not carried out)
11 September 1944 - Castrop Rauxel (5.05)
12 September 1944 - Wanne Eickel (4.35)
25 September 1944 - Calais (4.10)
26 September 1944 - Calais (4.00)
27 September 1944 - Bottrop (4.50)
28 September 1944 - Cap Gris Nez (4.25)
30 September 1944 - Sterkrade (4.35)

6 October 1944 - Dortmund (6.00)
12 October 1944 - Wanne Eickel (5.00)
23 October 1944 - Essen (4.15)
25 October 1944 - Hamburg (5.25)
16 November 1944 - Julich (4.55)
18 November 1944 - Munster (6.00)
21 November 1944 - Castrop Rauxel (5.50)
27 November 1944 - Neuss (5.20)
5 December 1944 - Soest (3.40)
2 January 1945 - Ludwigshaven (7.00)
5 January 1945 - Hanover (5.30)
6 January 1945 - Hanau (6.40)

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LE GROS, Flight Sergeant Philip John (R77849, later J19082) - **Air Force Medal** - No.9 (O) AFU (Overseas) - **Air Force Medal** Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 809/44 dated 14 April 1944. Born 18 November 1915. Enlisted in Calgary, 8 January 1941 and posted to No.2 Manning Depot. To No.3 BGS (guard), 15 February 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 promoted Sergeant, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF Overseas, 6 October 1941. Promoted Flight Sergeant, 13 March 1942. Promoted WO2, 13 September 1941. Promoted WO1, 13 September 1943. Subsequently commissioned with effect from 7 September 1943. Promoted Flying Officer, 7 March 1944. Repatriated 27 November 1944. To No.1 Air Command, 16 January 1945. To Station Edmonton, 4 April 1945. To Watson Lake, 7 May 1945. Promoted Flight Lieutenant, 1 September 1945. To No.7 Photographic Wing, 13 February 1946. Reverted to Flying Officer, 12 March 1946. Retired 10 January 1947. Died in Waterford, Ontario, 11 November 1979 as per **Legion Magazine** of June 1980. No citation in Canadian sources. Public Records Office Air 2/8959 has recommendation stating he had flown 660 hours of which 175 were in previous six months.

This airman has been a staff pilot since December 1941. From May 1942 to December 1942 he was continuously employed on night flying duties. He is keen to be employed on operational duties but he has not permitted this disappointment to interfere with his present work.

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LE MAISTRE, F/L Edward Benjamin Aycrigge (C89545) - **Distinguished Flying Cross** - No.53 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO

1672/45 dated 2 November 1945. Born 11 March 1918. Home in Port Arthur. Former CAN/RAF (60341). Served in 1943 at No.111 OTU. To No.31 Personnel Depot, Moncton, 31 October 1943. To United Kingdom, 16 November 1943. Transferred to RCAF, 1 February 1945 in rank of Flight Lieutenant. Repatriated 14 May 1945. Retired 28 June 1945. Living in Toronto as of 1950.

This officer has completed two tours of operational duty. During the second tour he has operated chiefly in Leigh Light Liberators and has taken part in several attacks on enemy submarines, often in the face of intense opposition. On one occasion Flight Lieutenant Le Maistre's aircraft was attacked by four Junkers 88s over the Bay of Biscay but by skilful evasive action he shook them off. On another of his missions he descended to a very low level in the face of fierce anti-aircraft fire to examine a new type of armed trawler. He has at all times shown great courage and devotion to duty.

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LE PAGE, Sergeant Peter (R72242) - **Mention in Despatches** - No.62 Base - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 27 February 1915. Home in Penetanguishene, Ontario. Enlisted in Toronto, 17 September 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 18 October 1940. Promoted AC1, 8 March 1941. To No.1 SFTS, 12 March 1941. Promoted LAC, 1 October 1941. To "Y" Depot, 17 January 1942. To RAF overseas, 9 February 1942. Promoted Corporal, 7 July 1942. Promoted Sergeant, 1 May 1943. Repatriated 15 June 1945. Retired 8 September 1945. Recommended by W/C J.M.W. St.Pierre, 17 September 1943 when still with No.425 Squadron in North Africa. Described as a fitter, the old citation noted that he had been "posted to this squadron when it was new". It added, "His experience and ability as a fitter, along with the faithful performance of his duty, has greatly contributed to the high state of serviceability maintained in England and North Africa. In the field he has worked long hours under trying circumstances and has fully contributed in the undertaking of major repair jobs which were completed in record time. His devotion to duty has been an example to those under him." (DHist file 181.009 D1759; National Archives RG.24 Vol.20608).

LE PAGE, Sergeant Peter (R72242) - **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". McEwen papers (CWM) with list of recommendations dated 15 June 1945 identifies unit. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) gives recommendation dated 23 May 1945.

This non-commissioned officer has spent a long time overseas, serving in Africa as well as the United Kingdom. He has shown enthusiasm of the highest order in

the course of his normal duties and willingly accedes to assisting in station activities outside of normal hours in the interests of his brother airmen. Whilst in Africa under most adverse conditions he did an outstanding job and such a spirit has prevailed with him in all his undertakings including that the Service comes first - a notable characteristic.

DHH file 181.009 D.1730 (Library and Archives Canada RG.24 Volume 20607) has an earlier recommendation for the BEM dated 4 September 1944 drafted by S/L R.H. Hay, Chief Technical Officer of Station Tholthorpe:

This Non-Commissioned Officer is a reliable and capable Aero Engine Mechanic. His ability instills a willing and cheerful co-operative spirit in the airmen under his supervision and has thereby greatly added to the efficiency with which they accomplish their allotted tasks. He displayed his outstanding devotion to duty both in England and during the African campaign. Under very trying conditions he has willingly worked long hours to ensure that aircraft are in condition to proceed on immediate operations. On one occasion he and his crew effected an engine change in three and one-half hours which is considered record time in No.6 (RCAF) Group.

In recognition of this Non-Commissioned Officer's initiative, skill and outstanding devotion to duty, I recommend the award of the British Empire Medal.

Group Captain J.L. Hurley (Commanding Officer, Station Tholthorpe, added his comments on 4 September 1944:

I fully concur with the above recommendation. Sergeant LePage is an outstanding tradesman, full of initiative and a high measure of morale. His exemplary efforts both in North Africa and Britain fully merit the award of the British Empire Medal.

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LEA, P/O Charles Norman (J92432) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 7 November 1922 at Fort William, Ontario; home there; enlisted Winnipeg, 24 April 1942 and posted to No.2 Manning Depot. To No.3 SFTS (guard), 15 June 1942. To No.3 WS, 4 July 1942; promoted LAC, 3 August 1942; graduated 22 January 1943 when posted to No.2 BGS; graduated and promoted Sergeant, 22 February 1943. To No.31 OTU, 5 March 1943. To "Y" Depot, 31 May 1943. To United Kingdom, 22 June 1943. Promoted Flight Sergeant, 22

August 1943. Commissioned 12 November 1944. Repatriated 23 March 1945. To No.2 Air Command, 3 April 1945. Promoted Flying Officer, 12 May 1945. Retired 25 May 1945. Obituary said he flew 60 missions with No.405 and 425 Squadrons. Postwar he was Supervisor of Accounting for the old Georgian Bay Region of Ontario Hydro. Member of Society of Industrial and Cost Accountants/ Certified Management Accountants, The Barrie Veterans Club, The Royal Canadian Legion Branch 147, The Canadian Air Force Association at large, The Ontario Hydro Quarter Century Club and Pensioners Association, and various other organizations. Died in Barrie, Ontario, 23 June 2005 as per **Legion Magazine** of November 2005. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9060 has recommendation dated 20 January 1945 when he had flown 48 sorties (240 hours 18 minutes), 28 December 1943 to 16 January 1945.

* denotes 1/3 sortie

28 December 1943 - Criel (NICKEL, 4.00, no sortie)
20 April 1944 - Lens (4.25)*
24 April 1944 - Karlsruhe (5.50)
27 April 1944 - Aulnoye (4.45)*
30 April 1944 - Somain (4.40)*
1 May 1944 - St.Ghislain (4.45)
9 May 1944 - St.Pierre (4.10)
27 May 1944 - Bourg Leopold (4.15)
31 May 1944 - Au Febvre (4.20)
2 June 1944 - Neuf Chatel (3.35)
6 June 1944 - Coutances (4.30)
7 June 1944 - Acheres (5.05)
9 June 1944 - Le Mans (5.55)
15 June 1944 - St.Pol (4.00)
15 June 1944 - Boulogne (3.40)
18 June 1944 - Oisemont-Neuville-au-Bois (4.10)
21 June 1944 - St.Martin (4.10)
24 June 1944 - Bamieres (3.50)
27 June 1944 - Foret d'E'wy (4.50)
4 July 44 - Biennais (4.25)
6 July 44 - Biennais (3.30)
18 July 44 - Caen (4.20)
18 July 44 - Wesseling (5.20)
20 July 44 - Ferme de Forestel
24 July 44 - Ferfay (3.30)

14 August 1944 - Potigny (2.35)
15 August 1944 - Brussels (2.35)
16 August 1944 - Stettin (8.05)
27 August 1944 - Kiel (5.15)
29 August 1944 - Stettin (9.15)
20 Sept 1944 - Calais (2.00)
5 October 1944 - Saarbrucken (4.40)
14 October 1944 - Duisburg (3.25)
15 October 1944 - Wilhelmshaven (4.00)
19 October 1944 - Stuttgart (5.10)
9 November 1944 - Wanne Eickel (3.45)
18 November 1944 - Munster (3.45)
20 November 1944 - Coblenz (4.25)
21 November 1944 - Aschaffenburg (5.00)
26 November 1944 - Freiburg (5.00)
2 December 1944 - Hagen (5.40)
4 December 1944 - Urft Dam (5.00)
6 December 1944 - Leuna Oil Plant (6.20)
28 December 1944 - Bonn (4.00)
29 December 1944 - Gelsenkirchen (4.30)
2 January 1945 - Nuremburg (6.40)
4 January 1945 - Royan (5.10)
5 January 1945 - Hanover (4.25)
7 January 1945 - Munich (6.35)
14 January 1945 - Merseburg (6.35)
16 January 1945 - Zeitz (6.28)

Pilot Officer Lea is a fine type of Wireless Operator/Air Gunner who is at present engaged on his second tour of operations. This officer's keenness and efficiency on operations has set an excellent example to the entire squadron. Throughout his operational career, which has involved attacks on many of the most heavily defended enemy targets, Pilot Officer Lea has shown an unstinted offensive spirit.

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LEAMEN, S/L Robert James (C2722) - **Mention in Despatches** - Station Linton-on-Ouse - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 26 February 1906 in York (Toronto). Home in Toronto; enlisted there 26 August 1940 for General Duties. Flight Lieutenant as of 15 January 1941. At Eastern Air Command

Headquarters as of 3 October 1941. To "Y" Depot, 31 January 1943. To RAF overseas, 8 March 1943. Promoted Squadron Leader, 18 June 1943. To RCAF Overseas Headquarters, 4 October 1943. Promoted Wing Commander, 18 August 1944. Repatriated 29 August 1945. Retired 18 October 1945. Reported to have died of polio in October 1949 (obituary of Margaret Jean Leaman, 2010. No citation in AFRO which gives unit only as "Overseas". DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation dated 17 October 1943 for an OBE; it identifies unit, says he was Station Administrative Officer, and says:

Since commissioning in August 1940 as an Administrative Officer, Squadron Leader Leamen has done outstanding work. He has been employed in Canada, in Eastern Air Command, and in England in key administrative positions and his devotion to duty and high sense of responsibility have been an inspiration to all as well as a source of strength to those he served. He sets an example of cheerful tenacity of purpose, unselfishness and sacrifice...

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LEASK, F/O Melvin Richard (J21424) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Winnipeg, 3 September 1917; home in Clandeboy, Manitoba; enlisted Winnipeg, 2 September 1942 as Clerk/General. To No.4 (BR) Squadron, 2 November 1940. Promoted AC1, 20 December 1940. Promoted LAC, 1 April 1941. Promoted Corporal, 1 April 1941. Promoted Sergeant, 1 October 1941. To Uclulet, 25 January 1942. Remustered to aircrew and posted to No.4 ITS, 12 March 1942; may have graduated 8 May 1942 but not posted to No.16 EFTS until 6 June 1942; to No.5 EFTS, 20 June 1942; graduated 14 August 1942 and posted next day to No.3 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, date uncertain. Repatriated 19 April 1945. Retired 6 July 1945; living in Portage la Prairie in 1950. Died in Edmonton, 3 July 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008.

Flying Officer Leask has just completed his first tour of operations. Many of his sorties have been completed close to the enemy shore. On one occasion one of his engines failed but by his outstanding flying skill he brought his aircraft safely home. He has shown a fine example by his consistent good work and enthusiasm.

NOTE: Public Record Office Air 2/9652 has the original recommendation for this award, drafted 21 April 1944 when he had flown 34 sorties (223 hours ten minutes). These were all described as "Special Duty", undertaken as part of No.100 Group:

26 August 1943 - Bay of Biscay (7.35)
30 August 1943 - Munchen-Gladbach (3.25)
6 Sept 1943 - Skagerrak (7.40)
8 Sept 1943 - Coast of Norway (7.40)
14 Sept 1943 - Coast of Norway (10.20)
16 Sept 1943 - Skagerrak (7.45)
24 Sept 1943 - Bay of Biscay (10.40)
27 Sept 1943 - Coast of Norway (4.35)
1 October 1943 - North French coast (5.30)
3 October 1943 - Bay of Biscay (10.35)
5 October 1943 - Bay of Biscay (9.10)
18 October 1943 - Dutch coast (2.40)
20 October 1943 - Bay of Biscay (10.00)
22 October 1943 - Dutch coast (3.00)
28 October 1943 - Bay of Biscay (10.15)
6 November 1943 - Bay of Biscay (9.15)
8 November 1943 - Bay of Biscay (10.20)
11 November 1943 - Bay of Biscay (11.35)
18 November 1943 - Bay of Biscay (6.30)
2 December 1943 - Frisian Islands (3.30)
15 December 1943 - North French coast (3.40)
22 December 1943 - North French coast (2.20)
23 December 1943 - Dutch coast (3.05)
23 December 1943 - Den Helder (2.20)
29 December 1943 - Frisian Islands (2.40)
14 January 1944 - Frisian Islands (4.20)
27 January 1944 - Dutch/Danish coasts (4.55)
30 January 1944 - North Frisian Isles (3.55)
11 February 1944 - West coast, France (7.25)
15 February 1944 - Frisians Islands (4.05)
2 March 1944 - Bay of Biscay (9.40)
11 March 1944 - Bay of Biscay (10.30)
22 March 1944 - Bay of Biscay (9.40)
30 March 1944 - North French coast (2.35)

This officer has just completed his first tour of operations, 34 sorties, as pilot on Wellington aircraft. Most of these sorties have been completed at 1,000 feet over the sea, many of them close to the enemy shore. On one occasion, one of his engines failed at 1,000 feet some 300 miles from our coast. By superb flying

skill he brought his aircraft safely home. On this, and many other dangerous occasions, his calmness and courage have been an inspiration to his crew.

On 23 April 1944 the Officer Commanding, RAF Station Foulsham, added his comments:

Although on occasions worried by the Hun and by the sea, he was just as ready to go next time.

The Air Officer Commanding, No.100 Group, added (26 May 1944), "Flying Officer Leask has shown a fine example by consistent good work and enthusiasm; recommended for Distinguished Flying Cross."

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LEATHERBARROW, WO Ernest John (R54768) - **Mention in Despatches** - Leeming - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 12 September 1910. Home in Point St.Charles, Quebec. Enlisted in Montreal, 26 January 1940 as Airframe Mechanic; to No.1 (Fighter) Squadron, 7 March 1940; promoted AC1, 1 May 1940; left Canada for overseas, 8 June 1940. Promoted LAC, 1 August 1940. Promoted Corporal, 15 December 1940. Promoted Flight Sergeant, 17 November 1942. Repatriated 22 January 1945. To No.11 Air Inspection Detachment, 10 March 1945. To No.2 Release Centre, 18 September 1945. Retired 26 September 1945. Died in Toronto, 30 April 1999. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation forwarded 31 July 1944 to No.6 Group Headquarters.

Is filling the Warrant Officer Engineer vacancy in his section. He has worked tirelessly from the early days of its foundation right through, organizing the formation of all sections, and has put in many hours at night since on the production of work from all departments.

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LEAVITT, Sergeant William Herbert Champion (R72828, later J17368) - **Distinguished Flying Medal** - No.226 Squadron - Award effective 7 January 1943 as per **London Gazette** dated 8 January 1943 and AFRO 232/43 dated 12 February 1943. Born in Alberton, Prince Edward Island, 21 September 1920; home there (student); member of Prince Edward Island Light Horse and Mount Allison Army Cadets, 18 July 1940 to RCAF. Enlisted Charlottetown, 15 February 1941 and posted to No.1 Manning Depot. To No.4 Manning Depot, 2 April 1941. To No.8 (BR) Squadron, North Sydney, 8 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 1 July 1941 when posted to No.17 EFTS; graduated 19 August 1941 when posted to No.8 SFTS;

graduated and promoted Sergeant, 7 November 1941. To "Y" Depot, 8 November 1941. To RAF overseas, 8 December 1941. To No.12 (Pilots) AFU, 25 January 1942. To No.17 OTU, 3 March 1942. To No.226 Squadron, 27 May 1942. Commissioned 14 March 1943 (J17368). Promoted Flying Officer, 14 July 1943. To No.98 Squadron, 7 September 1943. To No.226 Squadron again, 15 September 1943. Embarked for Canada, 24 March 1944. To No.5 OTU, Boundary Bay, 8 May 1944. Promoted Flight Lieutenant, 14 January 1945. To Transport Conversion Squadron, 15 April 1945. To No.164 (Transport) Squadron, 23 June 1945. To Release Centre, 24 January 1946. Retired 31 January 1946. Invested at Buckingham Palace, 18 May 1943. Photo PL-15731 taken after investiture, with Captain W.J. Phillips (Army chaplain from Prince Edward Island) and his RNZAF observer, Flight Sergeant Willis. Photo PL-15734, also taken after investiture, shows (front row) Flight Sergeant W.H.C. Leavitt, DFM, P/O Earle F. Warren of Regina, 2nd Lieutenant W.D. MacMonagle (ex-RCAF, now USAAF), F/L Gordon F. Goodall (Brantford) and in back row, Warrant Officer Desmond McCabe, F/O H.H. Wright (RAF with Canadians), P/O Frank F. Hamilton (Mazewood, Saskatchewan) and Flight Sergeant W.E. Egri (Abbotsford, British Columbia). Photo PL-15735 shows Flight Sergeant W.E. Egri, Flight Sergeant W.H.C. Leavitt and Flight Sergeant L.J. Boucher after investiture. Died in Alberton, Prince Edward Island, 31 March 1997 as per **Legion Magazine** of September 1997.

On the 6th December 1942, a force of bombers was detailed to make an attack in daylight on the Phillips factory at Eindhoven. The operation, which was executed faultlessly, demanded a high degree of skill and accurate timing. Bombs were released at varying heights down to rooftop level. Many hits were obtained, some in the centre of the target area; two gunposts were silenced; intense and heavy opposition was encountered and both on the outward and return flight attacks were made by enemy fighters. The great success achieved reflects the greatest credit on personnel who participated in various capacities as leaders and members of aircraft crews.

Public Record Office Air 2/4922 has recommendation drafted 9 December 1942 when he had flown seven sorties (22 hours operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

On the 6th December 1942, Sergeant Leavitt was detailed to take part in the large scale operation against the Phillips factory at Eindhoven. In the course of this low-level operation, Sergeant Leavitt flew in company with the leader of the second formation of the second squadron. He thus occupied a mid-position amongst the three Boston squadrons which formed the initial attacking force. In this position, he was particularly susceptible to the effect of any inaccuracies in station-keeping committed by the pilots ahead and, at the same time, he occupied a position in which it was imperative that his own station keeping

should be faultless. He also had the task of damping out any oscillations and preventing them from throwing the tail into confusion. He discharged this high responsibility faultlessly and both he and the squadrons behind him were able to run-up accurately and drop their bombs with precision and with remarkable effect. On the return journey, Sergeant Leavitt observed an enemy flak position which was directing accurate fire against his own and other aircraft of his formation. Realising that his gunner could not bring his rear guns to bear in time, Sergeant Leavitt attacked the enemy's position himself and silenced it with accurate bursts of fire from his front guns at the closest possible range. Throughout this highly successful operation in which Sergeant Leavitt occupied a position of responsibility which was in many respects as important as that of the leader, he displayed excellent qualities of skill and resolution and a fine offensive spirit. I single him out for recognition from amongst the many who did so well on this important day. Sergeant Leavitt has now completed seven operations totalling 22 hours flying.

Notes: Accident, 21 July 1942, Boston III, serial Z2245, near Louth, 1145 hours. Low Flying Practice - Category "A" (for repair by nearest RAF unit). Crew were himself as pilot, NZ404437 Sergeant A. Willis (RNZAF, observer, slight injuries), 1067471 Sergeant A. Musckett (RAF, WOP/AG), and 636022 Sergeant L. Irving (RAF, air gunner, slight injuries). At the time he had 295 hours flying, 55 hours on type. "I was carrying out a low level cross country, and while assisting the observer to determine a definite pinpoint. I hit a tree." On 27 July 1942 the final assessment was recorded - "Pilot was engaged in a form of training which demands the utmost care. He did not exercise sufficient care. Recommend his log book be endorsed CARELESSNESS."

A summary of his flying, circa December 1944, listed types and hours as follows - Fleet (25 hours day), Anson (40 hours day, eight hours night), Blenheim (35 hours day, two hours night), Boston (190 hours day, ten hours night), Havoc (two hours day), Mitchell (340 hours day, 20 hours night) and Oxford (two hours day). Stated he had flown 35 daylight sorties.

Selected Assessments: "An exceptionally keen pilot and has done his job well. He is not at present recommended for a commission, but after more experience should prove his worth." (W/C V. Surplice, No.226 Squadron, 27 September 1942)

"This officer performs his duties satisfactorily as a Mitchell Pilot Instructor, although he could take a greater interest in Service matters generally. Rather young and does not appear to realize his responsibilities." (W/C H. Malkin, No.5 OTU, 12 October 1941).

"As a Flying Instructor this officer's work has improved considerably of late and his keenness

and cooperation is now commendable.” (W/C H. Malkin, No.5 OTU, 7 January 1945).

“Keen and efficient officer.” (F/L J.B. Scott, No.164 Squadron, 8 January 1945).

Training: Interviewed in Charlottetown, 14 February 1941 - “Gentlemanly manner, intelligent, more than average amount of military training. Definitely officer material.”

Course at No.3 ITS was 28 May to 3 July 1941. Courses in Mathematics (61/100), Armament, practical and oral (82/100), Signals (56/100), Hygiene and Sanitation (35/40), Drill (76/100) and Law and Discipline (44/60). Placed 87th in a class of 238. “Good education, Clean cut, healthy type. Neat. Pleasing personality. Responsible. Should be good aircrew material. Youthful.”

Course at No.17 EFTS was 3 July to 20 August 1941. Finch II aircraft - 25.00 dual, 22.25 solo and 6.35 in Link. “Good student - has been slow due to illness, appearance and conduct good.”

Courses in Airmanship (167/200), Airframes (96/100), Aero Engines (87/100), Signals, practical (87/100 on supplemental), Theory of Flight (77/100), Air Navigation (166/200 on supplemental), Armament, oral (155/200) and graded 130/200 in “Character and Leadership.” Placed 21st in a class of 32. “Below average. Inclined to be cocky without a reason for it. Is very youthful. Discipline fair.”

Course at No.8 SFTS was 20 August to 7 November 1941. Anson aircraft - 42.45 day dual, 44.10 day solo, 2.00 night dual, 8.00 night solo. Was 21.55 on instruments and logged 20.30 in Link. “Weak generally. Needs practice and more instruction. General flying average.” Ground school marks in Airmanship and Maintenance (147/200), Armament, written (61/100), Armament, practical (71/100), Navigation (126/150), Meteorology (28/50), Signals, written (39/50) and Signals, practical (83/100). Placed 38th in a class of 53.

Course at No.12 (Pilots) AFU was 26 January to 23 February 1942. Flew Oxford aircraft - 10.45 day dual, 1.15 day solo, 55 minutes and five hours in Link; took a Beam Approach course. Also flew Assessed as “Average” in Natural Aptitude, Skill in Landing, Airmanship, Cockpit Drill, Instrument Flying and Map Reading. Distinctive Qualities enumerated as follows: 1. Persistence (Does he keep on trying or is he easily disheartened ?) - Average. 2. Sense of Responsibility (Has he common sense or is he overconfident ?) - Average, 3. Endurance (Does he put up a consistently satisfactory performance under conditions of strain ?) - Above Average. 4. Leadership (Has he taken the lead in any activities ? Would he make a good captain of aircraft ?) - Average. 5. Method (Does he work systematically to a plan ?) - Above Average. 6. Deliberation (Does he act decisively for reasons or on impulse ?) - Above Average. 7. Enterprise (Does he want to try things on his own ?) - Average. 8. Dash (Is he quick and decisive in action ?) - Average. 9. Distribution of Attention (Does he find it difficult to do more than one thing at a time ?) - Above Average. 10. Self Control (Does he get flustered ?) - Above Average. General Remarks - “A little timid at first but settled down. Keen and painstaking, should develop into an

average pilot." (W/C C.C. Hodder, 27 February 1942).

Course at No.17 OTU was 2 March to 20 May 1942. Flew 11.35 day dual, 46.45 day as captain, 45 minutes day/night, one hour night dual, 1.10 night as captain. Was 9.15 on instruments and 3.25 in formation. Logged 11.45 in Link. Ground exams in Armament (78 percent), Signals, practical (85 percent) and Navigation (85 percent). Rated "Above Average" in Natural Aptitude, Airmanship, Cockpit Drill, Formation Flying and Night Flying. Dropped 67 bombs as pilot and seven as bomb aimer. Distinctive Qualities listed as above - he was Above Average in Persistence, Method, Deliberation and Distribution of Attention, Average in all else. "A hard working, efficient type. Not recommended for a commission at present." (W/C E.T.T. Nelson, Commanding Training Wing, 23 May 1942).

Course at Transport Conversion Squadron was 15 April to 22 June 1945. Dakota and Beechcraft aircraft - 16.00 day dual, 4.35 night dual, 52.40 day as second pilot, 11.25 night as second pilot. Flying tests in General Flying (3002/400), Instrument Flying (180/250), Night Flying (Flying tests in General Flying (292/400), Instrument Flying (190/250), and Link (40/50). Ground exams in Airmanship (64/100), Engines (84/100), Meteorology (87/100), Navigation (182/200), Signals, written (88/100), Signals Morse (93/100) and Radio Range (86/100) and Link (38/50). Ground exams in Air Regulations (88/100), Weight and Balance (78/1000, Engines (106.150), Meteorology (130/150), Navigation (112/200), Radio Range and Standard Beam Approach (85/100), Signals, written (121/150), and Signals Morse (48/50). "Average material. Radio patter just fair. Flying fair. Is keen but needs experience."

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LEBEL, P/O Georges Yvon (J85624) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 21 July 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Born 20 February 1922 at Cacouna, Quebec; home there; enlisted Quebec, 26 June 1940. Posted on 27 June 1940 to No.1 Manning Depot, Toronto. To No.1 ITS, 22 July 1940. Promoted LAC, 16 September 1940 and posted to No.2 WS; graduated 17 January 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 16 March 1941. To Embarkation Depot, 16 March 1941. Departed for overseas, 5 April 1941. Taken on strength of United Kingdom, 20 April 1941. To No.2 Radio School, Yatesbury, 28 April 1941. To No.21 OTU (Wellingtons), 13 July 1941. To No.214 Squadron (Wellingtons), 29 September 1941. Promoted Flight Sergeant, 1 June 1942. Posted from No.214 Squadron to No.23 OTU (instructor, Wellingtons), 2 or 5 July 1942. To No.30 OTU (instructor, Wellingtons), 27 September 1942. Promoted WO2, 1 December 1942. Promoted WO1, 1 June 1943. To No.25 Group, 12 July 1943 to be air gunner instructor at No.7 Air Gunner School. To No.23 OTU, Pershore, 8 August 1943. To No.61 Base, 14 October 1943. Attached to No.1664 Conversion Unit, 24 November 1943 to 6 January 1944. To No.426 Squadron, 6 January 1944. Commissioned 6 April 1944. To

No.429 Squadron, 1 May 1944. Invested at Buckingham Palace, 11 August 1944. Promoted Flying Officer, 6 October 1944. Repatriated 18 September 1944. To No.9 BGS, 27 October 1944. To No.4 SFTS, 30 March 1945. To No.14 SFTS, 31 March 1945. To No.1 Air Command, 8 September 1945. To Lachine, 27 September 1945. To No.6 OTU, 22 November 1945. To Greenwood, 3 April 1946. To No.9 (Transport) Group, 17 April 1946. To No.124 Squadron, 18 April 1946. To No.13 (Photo) Squadron, 25 April 1946. Accepted for postwar RCAF with rank of Flying Officer as of 1 October 1946 (26356). Missing, presumed dead, 18 October 1947 following crash of Mitchell 894, No.413 Squadron. RCAF photo PL-28584 (ex UK-9212 dated 1 April 1944) shows part of a No.426 Squadron crew after a raid on Frankfurt being taken by truck to interrogation; left to right are P/O W.R. Shellington (wireless operator, Brantford), Warrant Officer George Lebel (rear gunner, Cacouna, Quebec), FS J.A. McCrory (mid-upper gunner, Montreal) and F/O J.R. Soutar (navigator, Dartmouth, Nova Scotia). RCAF photo PL-32613 (ex UK-13705) taken about the time of his investiture. DHist file 181.009 D.5524 (RG.24 Vol.20667) has recommendation dated 29 May 1944 when he had flown 47 sorties; he must have been on second tour. Recommended again, 21 June 1944 following his 50th sortie.

As air gunner this officer has taken part in a large number of sorties involving attacks on a wide range of enemy targets. He has proved himself to be a skilful and determined member of aircraft crew and his exemplary conduct in the face of the enemy has won great praise.

In his service documents, applying for Operational Wings and Bar, he claimed 35 sorties (171 operational hours) with No.214 Squadron (14 September 1941 to 22 June 1942) and 18 sorties (104 hours on his second tour. This latter included ten operations (67 hours 50 minutes) and No.426 Squadron. A letter dated 6 September 1944 ("R" Depot to AFHQ) gave his total flying time as 987 hours (287 operational). Elsewhere his flying times are given as Wellingtons (347 hours), Stirling (84 hours), Lancaster (122 hours) and Halifax (157 hours).

Circumstances of Death: On 18 October 1947 Mitchell 894 struck at 6,200 foot level in a horseshoe enclosure on the east slope of Mount Glory, 49.10 North 117.3 West. Weather at time was cloud below mountain top at icing temperature (aircraft not equipped with de-icers). Crew were LAC B.E.S. Bowman (Aero Engine Mechanic), F/O B. Cook, DFM (navigator), F/O G.Y. Lebel, DFC (WOP), F/L J.L. McLeod, DFC (pilot), LAC W.H. Molyneux (camera operator), F/O A.G. Robertson (pilot) and Corporal J.N. Sabourin (airframe mechanic).

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LEBLANC, Sergeant Joseph Charles Montcalm (R82596) - **Mention in Despatches** - No.404 Squadron (AFRO gives unit only as "Overseas"; deduced from letter in file - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born

30 December 1913. Home in Hull, Quebec; enlisted Ottawa 17 January 1941 as Electrician. Posted on enlistment to No.1 Manning Depot. To Technical Training School, 31 January 1941. Promoted AC1, 5 July 1941. To No.2 Air Navigation School, 21 July 1941. Promoted LAC, 1 January 1942. To No.10 (B) Squadron, 2 May 1942, proceeding to Newfoundland, 15 June 1942. To "Y" Depot, 25 August 1942; to RAF overseas, 25 September 1942. Promoted Corporal, 1 October 1942. In No.425 Squadron, 1943. Repatriated to Canada, 23 July 1945. To No.3 Release Centre, 1 September 1945. Released 5 September 1945. Re-engaged 4 December 1946 (22086) with rank of Sergeant. To No.2 Technical Training School, 25 December 1946. To Aylmer, 11 April 1947. To No.2 Technical Training School, 11 May 1948. Released 29 October 1952. Long letter in file describes his experiences.

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LECHOW, F/O Bohdan (J27258) - **Commended for Valuable Services in the Air** - No.18 SFTS - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 14 April 1919 in Winnipeg; educated there; worked in family grocery store. Militia training at Portage la Prairie, 12-26 March 1942. Enlisted in RCAF, Winnipeg, 27 March 1942 and posted to No.2 Manning Depot. To No.5 BGS (guard), 23 May 1942. To No.7 ITS, 18 July 1942; graduated and promoted LAC, 11 September 1942 but not posted to No.6 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.10 SFTS until 27 December 1942; graduated and commissioned, 11 June 1943. To No.2 Flying Instructor School, 25 June 1943. To No.4 SFTS, 20 September 1943. To No.18 SFTS, 31 October 1943. Promoted Flying Officer, 1 March 1944. Promoted Flight Lieutenant, 1 February 1945. To No.5 Release Centre, 5 September 1945. Retired 4 October 1945. Intended to attend Medical School at University of Manitoba. Died 16 September 1995 in Lubbock, Texas.

This flying instructor, as officer in charge of aircrew leadership training at this unit, has carried out his duties with the patience and efficiency far exceeding that of a normal officer. Despite many difficulties encountered in his work, Flying Officer Lechow's efforts have resulted in a most definite increase in the standard of officer qualities among the pupil pilots at this station.

He was recommended for Commendation, 15 December 1944 when he had flown 600 hours (20 in past six months) of which 320 had been instructional (none in previous six months). Text as follows:

This officer, as officer in charge Aircrew Leadership Training at this Unit, has carried out his duties with the patience and efficiency far exceeding that of a normal officer. Despite the many difficulties encountered in his work, Flying Officer Lechow's efforts have resulted in a most definite increase in the standard

of officer qualities among the pupil pilots at this station.

Training: Attended No.7 ITS, 20 July to 11 September 1942. Courses in Mathematics, Law and Discipline, Navigation, Airmanship, Anti-Gas, Armament (written), Aircraft Recognition, Drill, Signals (written) and Meteorology.. Scored 888 of a possible 1,000 points. Placed tenth in a class of 85. "A fine lad. Accomplished violinist. Has been interested in flying for years. Believe MSB confines him to pilot category. Above average. Has worked very hard on the course and shown keenness all through. Smart on drill square and has good word of command,"

Attended No.6 EFTS, 12 October to 4 December 1942. Tiger Moth aircraft - 39.35 day dual, 38.35 day solo, 4.00 night dual and one hour night solo. Flew 10.30 dual to first solo. Was right hours on instruments. Logged ten hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Aircraft Recognition and Signals (written). Scored 641 points of a possible 700. Placed second in a class of 37. "Good average pilot, Good worker. Requires more practice in recovery from unusual positions on instruments, forced landings and aerobatics. Should do well with more experience."

Attended No.10 SFTS, 22 February to 11 June 1943. Crane aircraft - 77.15 day dual, 53.20 day solo, 11.45 night dual, 8.15 night solo. Was 26.30 on instruments; logged 22 hours in Link. Courses in Navigation, Airmanship, Armament (written and practical), Signals (written and practical), and Meteorology. Scored 588 points of a possible 750. Placed 37th in a class of 54. "Excellent type of student. Hard worker and mentally alert. Pleasant to work with."

Attended No.2 Flying Instructor School, 6 July to 17 September 1943. Described as "Average pilot who possesses average knowledge of pattern. Knowledge of vocabulary needs improving. Should become a good instructor with experience, (F/O G.L, Moss). Ground courses in Meteorology (54/100), Airmanship (88/100), Administration (76/100), Instruments (88/100). Graded 75/100 in Link. Tested 16 September 1943 in a Crane. Rated as follows - Sequence (Good knowledge); Voice (Clear), Manner (Impressive), Ability to impart knowledge (High average), Ability as pilot (Average.). "Manner interesting, Has ability and displays initiative. Will do well with experience."

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LECKENBY, F/O James Hamilton (J43893) - **Distinguished Flying Cross** - No.128 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 26 June 1913. Home in Hamilton; enlisted there 16 April 1943 and posted to No.1 Manning Depot. To No.3 Manning Depot, 27 April 1943. To No.7 ITS, 15 June 1943; graduated and promoted LAC, 20 August 1943; to No.6 BGS, Mountain View, 18 September 1943; to No.10 AOS, date uncertain; graduated and commissioned, 7 April 1944; to No.1 Aircrew Graduate Training School, 21 April 1944; taken on strength of No.3 PRC,

Bournemouth, 2 June 1944. Promoted Flying Officer, 7 October 1944. Repatriated 9 July 1945. To No.1 Air Command, 20 July 1945. Retired 6 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 had recommendation dated 12 February 1945 when he had flown 34 sorties (131 hours 35 minutes), 17 September 1944 to 21 January 1945.

17 September 1944 - Bremen
23 September 1944 - Neuss
27 September 1944 - Kassel
30 September 1944 - Hamburg
2 October 1944 - Brunswick
6 October 1944 - Dortmund
18 October 1944 - Mannheim
19 October 1944 - Stuttgart
23 October 1944 - Hanover
27 October 1944 - Berlin
30 October 1944 - Berlin
31 October 1944 - Hamburg
7 November 1944 - Gelsenkirchen
10 November 1944 - Hanover
11 November 1944 - Kamen
27 November 1944 - Berlin
28 November 1944 - Nuremberg
30 November 1944 - Duisburg
1 December 1944 - Karlsruhe
4 December 1944 - Hagen
9 December 1944 - Berlin
11 December 1944 - Hamburg
12 December 1944 - Osnabruck
15 December 1944 - Hannover
18 December 1944 - Duisburg
23 December 1944 - Limburg
28 December 1944 - Frankfurt
29 December 1944 - Scholven
31 December 1944 - Berlin
1 January 1945 - Hannover
4 January 1945 - Berlin
14 January 1945 - Mannheim
18 January 1945 - Magdeburg

21 January 1945 - Kassel

Flying Officer J.H. Leckenby, RCAF, has been Navigator Bomb Aimer in 34 sorties against German territory in Mosquito aircraft, and has achieved a high measure of success by his devotion to duty and skill in his work.

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LECKIE, Sergeant John Campbell (R133390) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 24 April 1943 as per **London Gazette** dated 21 May 1943 and AFRO 1247/43 dated 2 July 1943. Born 17 August 1922 at Penticton, British Columbia. Home in Osoyoos, British Columbia; enlisted in Vancouver, 9 October 1941 and posted that date to No.3 Manning Depot, Edmonton; to No.15 SFTS, Claresholm, 27 October 1941 (guard duty); to No.7 ITS, Saskatoon, 7 December 1941. Promoted LAC, 13 February 1942; to No.18 EFTS, Boundary Bay, 14 February 1942; to No.3 Manning Depot, Edmonton, 26 April 1942; to No.7 SFTS, Macleod, Alberta, 10 May 1942; promoted Sergeant, 28 August 1942. To "Y" Depot, Halifax, 12 September 1942; to overseas, 24 September 1942; disembarked in Britain, 8 October 1942 and posted to No.3 PRC, Bournemouth; to No.19 (P) AFU, 19 October 1942; to No.21 OTU, 22 December 1942; to Air Despatch Unit, 11 March 1943; embarked for overseas, 14 March 1943; taken on strength of No.150 Squadron, 15 March 1943. Cited with P/O J.D. Aitchison (RAFVR, awarded DFC). Killed in action 30 April 1943 (Wellington HF700, returning from an operation in bad weather prevailing at base, crashed into mountain near Souma, Algiers, while searching for Blinda airfield), buried in North Africa. Others in crew were 134337 P/O J.D. Aitchison (navigator), 1334863 Sergeant M.T. Dilworth (WOPAG), Aus 423659 Sergeant K.A. Price (air bomber), 1457568 Sergeant G.T. Powell (air gunner). When killed he was reported to have flown 133 hours as captain on Wellingtons (74.25 by night), and 261 hours as captain on all types (90 at night). Medal presented to next-of-kin, 28 February 1946.

One night in April 1943, Pilot Officer Aitchison and Sergeant Leckie were navigator and pilot of an aircraft detailed to bomb an enemy airfield. Whilst over the target area the aircraft was hit by anti-aircraft fire. One engine was disabled, the hydraulic system was rendered unserviceable, while serious leakage of petrol occurred. Despite this, Sergeant Leckie attempted to fly the aircraft to a landing ground, being greatly assisted by Pilot Officer Aitchison. It was impossible to maintain height, however, and Sergeant Leckie gave orders to abandon the aircraft but, by the time the other members of the crew had left by parachute, it was too late for him to follow. Nevertheless he succeeded in effecting a crash landing in a battle area. Pilot Officer Aitchison, who had descended safely, immediately rushed to his comrade's assistance. Although under enemy fire they took steps to prevent the crashed aircraft from falling into

enemy hands. Both these members of aircraft crew displayed great courage and determination in harassing circumstances.

NOTE: The original recommendation is in Public Record Office, Air 2/4967, drafted 14 April 1943 when he had flown seven sorties (30 operational hours); transcribed from Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000).

On the night of 11th April 1943, Sergeant Leckie was detailed to attack an aerodrome at St. Marie-du-Zit. While pressing home a successful attack from 3,000 feet, his aircraft was hit by flak. The starboard engine was disabled and all hydraulics put out of action and petrol was pouring out. Sergeant Leckie immediately set course for the nearest aerodrome in our lines but, being unable to maintain height, ordered the crew to jump. All did so but by that time it was too late for him to follow. He successfully landed the aircraft while under fire from the German lines. By his coolness and skill, Sergeant Leckie undoubtedly saved the lives of his crew and enabled them to get safely back to our lines. This Non-Commissioned Officer has now completed seven successful operations and has shown great promise as an operational pilot. I recommend him for the immediate award of the Distinguished Flying Medal.

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LECKIE, A/V/M Robert, DSO, DSC, DFC (C11922) - **Companion, Order of the Bath** - AFHQ, Air Member for Training - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born 16 May 1890 in Glasgow, Scotland. Came to Canada at age 16, working for an uncle in Toronto. Enrolled in RNAS, 1915 and won DSO, DSC and DFC, shooting down two Zeppelins and conducting more than 100 reconnaissance sorties into Heligoland Bight. Commanded CAF in England, 1918-1919. Returned to Canada and directed civilian flying operations under the Air Board; planned and initiated the Trans-Canada Flight of 1920. Returned to Britain in May 1922 where he was posted to the staff of No.1 School of Technical Training (Boys) at Halton. In September 1922 he went to Royal Naval Staff College for a course. Posted to Headquarters, Coastal Area, July 1923. Appointed to command the RAF unit aboard HMS **Hermes** (March 1926); appointed to HMS **Courageous** in rank of Wing Commander, 26 August 1927. Appointed RAF Director of Training in 1935; in 1938 made AOC Mediterranean, with headquarters at Malta. Loaned to RCAF as an Air Commodore, 1940, to assist establishing BCATP. Appointed to Air Council in November 1940; promoted to Air Vice-Marshal, 1942; transferred to RCAF, 1943. Chief of Air Staff, 1 January 1944 to 1 September 1947. Devoted much time to Air Cadet movement following retirement. Queen's Coronation Medal, 23 October 1953 (retired); died in Ottawa, 31 March

1975. Photos PL-2356 and PL-2361 taken 1940. Photo PL-35864A is a portrait.

This officer, who had a very distinguished record in the Royal Air Force, was specially selected early in 1940 for posting to the Royal Canadian Air Force as Director of Training in Canada. He later became a member of Air Council and transferred to the Royal Canadian Air Force. He brought with him a wealth of experience which has been most manifest during his untiring work in connection with the British Commonwealth Air Training Plan, the success of which is in no small measure due to his organizing ability and sound judgement.

LECKIE, A/M Robert (C11922) - **Grand Officers Cross of Polonia Restituta (Poland)** - Award effective 1 May 1945 as per **London Gazette** of that date and AFRO 212/46 dated 1 March 1946.

LECKIE, A/M Robert, CB, DSO, DSC, DFC (C11922) - **Commander, Legion of Merit (United States)** - Air Force Headquarters - Award effective 18 June 1946 as per **Canada Gazette** dated 13 July 1946 and AFRO 726/46 dated 26 July 1946. Citation from letter, Colonel R.E.S. Williamson, Military Attache in Ottawa to W/C F.F. Lambert, 31 May 1946: Ministerial concurrence communicated to Williamson on 15 June 1946 (de Niverville award at same time).

Air Marshal Robert Leckie, Royal Canadian Air Force, performed exceptionally meritorious service as representative on the Combined Committee on Air Training in North America from January to November 1943. As a member of this committee, he made outstanding contributions toward the improvement and standardisation of air training methods by the Royal Air Force, Royal Canadian Air Force and the United States Services. Air Marshal Leckie's wholehearted cooperation and personal vigour in the discharge of these duties further increased the effectiveness of the common effort of these Allied nations.

Authority for this award was contained in a letter from the U.S. War Department to this office, dated 20 May 1946.

It is requested that clearance be granted for this award and that authority be given for Air Marshal Leckie to accept this decoration.

LECKIE, A/M Robert (C11922) - **King Haakon VII's Cross of Liberation (Norway)** - Award effective 12 June 1948 as per **Canada Gazette** of that date and AFRO 371/48 dated 11 June 1948.

LECKIE, A/M Robert, CB, DSO, DSC, DFC (C11922) - **Honourary Mexican Pilot's Wings** - AFHQ -

14 September 1946

LECKIE, A/M Robert (C11922) - **Commander of the Legion of Honour (France)** - Award effective 12 September 1947 as per **Canada Gazette** dated 20 September 1947 and AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation; he appears in a list of "Those Who Assisted in the Training of French Personnel in Canada".

Air Marshal Leckie, who succeeded Air Marshal Breadner as Chief of the Air Staff, during the period French personnel were undergoing training, contributed greatly to the welfare of these personnel.

LECKIE, A/M Robert, CB, DSO, DSC, DFC (C11922) - **Order of the White Lion, Class II (Czechoslovakia)** - Award effective 5 October 1946 as per **Canada Gazette** of that date and AFRO 991/46 dated 18 October 1946.

LECKIE, A/M Robert (C11922) - **Grand Officer of the Order of the Crown (Belgium)** - **Canada Gazette** dated 17 July 1948 and AFRO 455/48 dated 23 July 1948.

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LECOMTE, W/C Joseph Hector Lucien (C1181) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 3 December 1917 at St.Theodore d'Acton, Quebec; home in Acton Vale, Quebec (university student). Enlisted in Montreal, 9 October 1939. Commissioned October 1939. Promoted Flight Lieutenant, 15 September 1941. Flying instructor at No.5 SFTS as of 17 January 1942. To "Y" Depot, 3 March 1943. To RAF overseas, 27 March 1943. Promoted Squadron Leader, 27 February 1944. Promoted Wing Commander, 24 May 1944. Commanded Nos.425 and 415 Squadrons and Base Tholthorpe. Repatriated via Debert, 11 June 1945. Remained in postwar RCAF, retaining rank of Wing Commander; to Eastern Air Command, 15 October 1945. To No.1 Instrument Flying School, 8 November 1945. To Staff College, Toronto, 15 February 1946. Commanded Camp Borden, 1949-1951, and Station Trenton, 1951-1955. Service also included NATO duties and command of Nos.423 and 432 Squadrons. Retired December 1966. Died at St.Bruno, 18 December 1975, age 59. RCAF photo PL-15718 (ex UK-3598 dated 8 April 1943) shows arrival overseas of F/L J.L. Kennedy (Fort William, inspecting new British currency), F/L J.H. Lecompte (Actonvale, Quebec, putting away a Canadian five dollar bill) and F/L Ken Moreham (St.Lambert, Quebec, on right). RCAF photo PL-26927 (ex UK-8793 dated 10 March 1944) shows personnel from Montreal with an Ontario Nursing Sister - left to right (standing), S/L Roy McLernon of Cedar Avenue, (sitting) F/O Louis Renaud (Casgrain Street), Nursing Sister Elaine Matheson (Southampton, Ontario), F/L

Hector Payette (Medical Officer, 288 Dorchester Street) and F/L Lucien Lecomte (Chemin Ste. Catherine). Photo PL-33868 (ex UK-16584) shows him 17 November 1944 when he was a Group Captain and base commander at Tholthorpe; caption states he had over 2,00 hours flying in Africa and England. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 28 July 1944 when he had flown 21 sorties (122 hours five minutes), 15 February to 21 June 1944.

From the time of his arrival on No.425 Squadron, Wing Commander Lecomte has shown exceptional aggressiveness, courage and fine offensive spirit which have been an example and goal for all members of his squadron.

Wing Commander Lecomte tackles all his work with vigour and has spent many hours in the air on training each captain of his squadron. That this has paid dividends is evidenced by the fine operational record attained by this squadron during the past months. In June his squadron was awarded the Base Pennant for all around efficiency.

Wing Commander Le Comte's organization of ground training, and constant and diligent attention to all phases have been of the highest order. He is untiring in his efforts to press home to all crews by personal lectures, points of airmanship which he has learned over years of experience.

In addition to ground duties, Wing Commander Lecomte has operated on 21 sorties since February 1944 over targets in Germany, France and Belgium, including Berlin, Schweinfurt, Essen and Stuttgart. His fine offensive spirit and keenness for operations has kept the morale of his squadron at a very high level.

In recognition of this officer's devotion to duty and fine leadership I recommend the award of the Distinguished Flying Cross. [G/C J.L. Hurley, CO Station Tholthorpe].

The sortie list was as follows:

England to North Africa (17.30)
15 February 1944 - Berlin (7.45, second pilot)
24 February 1944 - Schweinfurt (7.50)
1 March 1944 - Stuttgart (8.20)
7 March 1944 - Le Mans (5.10)
22 March 1944 - Frankfurt (6.30)

24 March 1944 - Berlin (8.20)
26 March 1944 - Essen (5.25)
26 April 1944 - Essen (4.45)
27 April 1944 - Aulnoye (4.10)
30 April 1944 - Somain (4.45)
7 May 1944 - St. Valery (3.45)
9 May 1944 - Calais (3.10)
10 May 1944 - Ghent (3.55)
19 May 1944 - Merville (4.25)
27 May 1944 - Bourg Leopold (4.40)
31 May 1944 - Au Fevre (4.35)
5 June 1944 - Houlgate (4.50)
6 June 1944 - Coutrance (4.35)
15 June 1944 - Boulogne (4.50)
21 June 1944 - St. Martin (3.50)

LECOMTE, W/C Joseph Hector Lucien, DFC (C1181) - **Mention in Despatches** - Station Tholthorpe - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945.

LECOMTE, G/C Joseph Hector Lucien, DFC (C1181) - **Mention in Despatches** - Station Tholthorpe - 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.

LECOMTE, W/C Joseph Hector Lucien, DFC (20168) - **Croix de Guerre with Silver Star (France)** - Award as per AFRO 485/47 dated 12 September 1947. Pilot. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Group Captain Lecomte was a Squadron Commander and Station Commander in the Royal Canadian Air Force Bomber Group and during this time this officer displayed the highest degree of skill and enthusiasm in directing attacks against German installations in France.

RCAF photo PL-33868 (ex-UK-16584 dated 17 November 1944) has the following caption: "Group Captain Joseph Lecomte, DFC, has just been appointed to his present rank and given command of the RCAF bomber station from which the Alouette and Snowy Owl squadrons operate. Former C.O. of the Alouettes before taking over the Swordfish squadron, he is reunited with his former squadron, in which he completed his tour of operations in Africa and England. Haling from Acton Vale, Quebec, Group Captain Lecomte, DFC, has to his credit over

2,000 hours of flying, and figures among the young French-Canadians who have gained fastest promotion in the RCAF. He is 26 years old. In the brief period of seven months, he rose from the rank of Flight Lieutenant to that of Group Captain.”

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LEDDY, F/L Gerald Bernard (J17478) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born 18 April 1921 at Lafleche, Saskatchewan; home in Calgary where he was a mailing clerk for United Grain Growers, 1940-41; enlisted there 19 December 1940 and posted to No.2 Manning Depot, Brandon. To No.37 SFTS, Penhold, 27 January 1941 (guard duty); to No.2 ITS, Regina, 17 March 1941; graduated and promoted LAC, 20 April 1941; to No.8 EFTS, Vancouver, 21 April 1941; to No.3 SFTS, Calgary, 3 July 1941; graduated and promoted Sergeant, 20 September 1941. To “Y” Depot, Halifax, 22 September 1941; to RAF Trainee Pool, 6 October 1941. Taken on strength of No.3 PRC, Bournemouth, 19 October 1941. To No.2 SFTS, 3 November 1941. Attached to No.1512 Beam Approach Training Flight, 15-29 December 1941. To No.3 PRC again, 20 January 1942. To No.13 OTU, 10 March 1942. Promoted Flight Sergeant, 20 March 1942. To No.1442 Flight, 11 May 1942. To No.25 OTU, 13 July 1942. Promoted WO2, 20 September 1942. To No.26 OTU, 29 September 1942. To No.424 Squadron, 9 December 1942. Commissioned 9 March 1943. Proceeded with squadron from Britain to North Africa, 2-3 June 1943, returning to Britain 6 November 1943. Promoted Flying Officer, 12 August 1943. To No.22 OTU, 23 December 1943. Killed in flying accident, 23 March 1944 (Wellington HF732, No.22 OTU). Aircraft took off at 1555 hours from Sywell but veered out of control and ran at high speed, starting to rise again when his undercarriage struck another aircraft. All crew killed at once except LAC Brook, who died of injuries three days later. This crew consisted of F/L G.B. Leddy, DFC (RCAF), F/O W.M. Rawbone (RCAF), P/O T.W. Dimma, DFM (RCAF), LAC C.W.H. Brook (RAF), LAC O.J. McGowan (RAF) and AC2 S.J. Brandon (RAF). At the time he had 488 hours on all types and 295 hours on Wellingtons. DFC presented to next of kin, 12 December 1944. RCAF photo PL-34571 taken at Government House, Ottawa following presentation - Mrs. A. Leddy (widow, left) with Mrs. R.D. Knox whose husband of Merchant Navy had received OBE.

This officer has completed a number of operational sorties against major targets in Germany and Italy. In October 1943, during an attack on the Italian mainland, he was forced by engine trouble to bring his aircraft down on the sea. His skill and coolness on this occasion enabled his whole crew to escape with only minor injuries. Flight Lieutenant Leddy was, on another occasion, forced to make a crash landing in the desert. This he also accomplished without incident. He has proved himself to be a most capable captain.

The incident that resulted in his award took place 1 October 1943 (2200 hours, off Cap Bon, Tunisia) and involved Wellington HX424. Crew consisted of Leddy, J16889 P/O W.K. McGregor (navigator), 1148969 Sergeant R. Miskimmin (bomb aimer), R93947 Warrant Officer J.A. Kellner (WOP/AIR) and 1302486 Flight Sergeant A. Rudd (Air Gunner). All injured. His account was as follows:

I have the honour to report when engaged on an operational flight on the night of October 1st, 1943, in Wellington aircraft Mark X HZ424, due to port engine failure I was forced after approximately two hours on the outward journey to abandon operations and make an attempt to return to base. At the height of 7,000 feet my port engine cut and I was unable to start same after performing the vital actions. I then trimmed my aircraft for single engine flying and jettison my bombs safe and immediately turned on a course that would take us to cape Bon flying at an airspeed of 130 miles per hour. I endeavoured to lose height gradually to 3,000 feet and at this height I tried to start the port engine but was unsuccessful. As I found myself still losing height I jettisoned approximately 450 gallons of petrol and had all the ammunition thrown out. At this time I found myself at 1,500 feet and still going down, and also a fire had started in my port engine. Vital actions were taken and the fire persisted so in order to extinguish it the port engine fire extinguisher was used with success. I had already instructed the crew of the possibility of ditching and all were ready. By the time the fire was out the aircraft was practically in the drink so I opened the starboard engine a little farther to try and get a little height. The engine coughed and cut and dinghy instructions were given and we hit the sea on a dead stick, a few seconds later in the lading [landing ?] attitude. The aircraft, that is the nose went under about 30 feet and then came up and the crew were able to get out and get into the dinghy. The aircraft sank in 20 seconds. We were afloat in the dinghy for 15 hours and ten minutes and picked up by an American destroyer, USS **Benson**, and taken to Oran.

Group Captain C.R. Dunlap reported:

The dinghy was circled at low altitude by a Wellington - it was apparently recognised by two other aircraft - one aircraft dropped several flares, one signalled recognition by light, another fired the cartridges of the period - however none appear to have taken any action to "fix the position" and call for aid.

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LEDFORD, Sergeant William Holt (R98963) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 21 January 1943 as per **London Gazette** dated 5 February 1943 and AFRO 757/43 dated 30 April 1943. Born 5 May 1920 at Naseby, Saskatchewan. Home in Saskatoon, Saskatchewan (attended Saskatoon Technical Collegiate, 1936 to 1941 and was in the period 1939-1941 a trucker with CN railways); enlisted there, 12 May 1941 and posted to No.2 Manning Depot, Brandon; to No.2 BGS, Mossbank, 24 May 1941; to No.2 ITS, Regina, 3 July 1941; graduated and promoted LAC, 18 August 1941; to No.3 AOS, Regina, 19 August 1941; taken on strength of No.2 BGS, Mossbank, 9 November 1941; graduated and promoted Sergeant, 20 December 1941; taken on strength of No.1 CNS, Rivers, 21 December 1941; to "Y" Depot, Halifax, 21 January 1942; to RAF Trainee Pool, 8 February 1942; taken on strength of No.3 PRC, 20 February 1943; to No.2 Advanced Flying Unit, 8 April 1942; to No.22 OTU, 12 May 1942; promoted Flight Sergeant, 20 June 1942; to No.419 Squadron, 30 July 1942. Missing, 28 August 1942. Arrived Gibraltar, 26 October 1942. To RCAF Overseas Headquarters, 3 November 1942. Granted leave in Canada, arriving 10 December 1942 and returning overseas 17 March 1943; promoted WO2, 20 December 1942. To No.419 Squadron, 28 March 1943. To No.434 Squadron, 15 June 1943. Promoted WO1, 20 June 1943. Killed in action with No.434 Squadron, 22/23 August 1943 (Halifax EB255). Buried in Belgium. No citation - "member of aircraft crew...displayed great gallantry and determination in attacks against targets in enemy occupied territory." Shot down on the night of 28/29 August 1942 by a night fighter, close to Franco-Belgium border (Wellington DF665, VR-Q). Appears to have evaded with Kropf; evasion report may exist. Award presented to next of kin, 24 April 1944. Ian Tavender records, in **The Distinguished Flying Medal Register for the Second World War** (London, Savanah Publications, 2000) the following recommendation as found in Public Record Office Air 2/4937.

Sergeant Ledford was the navigator of an aircraft which took off from Topcliffe at 2030 hours on 28th August 1942 to bomb Saarbrücken. The aircraft was hit by flak and the crew were forced to bale out. Sergeant Ledford landed safely and showed determination and courage in evading capture and eventually arrived back in this country. He is strongly recommended for the immediate award of the Distinguished Flying Medal.

NOTE: Public Record Office WO 208/3311 has the MI.9 report filed when he evaded:

Our aircraft took off from Topcliffe at 2030 hours on 28 August 1942. On the outward journey to Saarbrücken, the aircraft was hit by flak and went into a spin. I do not know what happened to the other members of the crew. They were:

Sergeant [P.K.] Zaparynuk, pilot [killed]
Sergeant [A.] Holmes, bombardier [killed]
Sergeant [J.R.] Morrow, wireless operator [killed]

Sergeant [A.E.] Cannon, rear gunner [killed]

I baled out about 2245 hours and came down close to a big village, the name of which I did not know, near Phillipeville, about 15 miles south of Charleroi, Belgium. I landed among rose bushes on the edge of a hill. After burying my parachute and Mae West, I climbed to the top of the hill and hid for the day among trees and bushes. In the afternoon I left my hiding place and moved down to the edge of the line of bushes, whence I could see the village. At dark (about 2200 hours) I began walking south and, avoiding villages, continued all night. During the next day (29 August) I hid in bushes in a creek. At night I started walking. At about midnight, when I had been walking for about two hours, I came to a small farm, where I got food. I was told here that my best way to get to the frontier was via Romeree, Doische and Givet.

I walked back to Romeree. About 0200 hours (30 August), still wearing battle dress, I met two Belgian gendarmes patrolling on bicycles. They took me to Doische, where one of them gave me a loaf of bread and offered me his revolver, which I declined. They then took me to the French frontier near Vireux, allowing me to ride on the crossbars of their bicycles, and let me there. I walked till daylight when I was north of Fumay. I climbed a hill and remained in hiding all day. At night I went down to the River Meuse, where I wished to cross, and met a peasant, who after feeding me in the house took me back up the river and across a dam. We met the sluice keeper at the other side and he put me up for the night. Next night I was taken to Rienne, where I stayed for five days. I was then handed over to an organization which arranged the rest of my journey.

Sergeant Ledford left Gibraltar on 31 October, arriving at Portreath on 1 November 1942.

Public Record Office Air 40/458 had a report drafted on 7 November 1942 with a more complete account of his escape from the aircraft on 28 August 1942:

The enemy coast was crossed at 17,000 feet in clear weather between Ostend and Dunkerque, and the aircraft flew on without trouble across Belgium.

Whilst over Givet, a burst of flak hit the aircraft under the port wing. The aircraft turned over on its back and righted itself in one movement, and then went into a spin. The pilot ordered the crew to bale out, and Sergeant Ledford, with great difficulty, managed to put his parachute on and crawl to the forward hatch, which he released, at the same time releasing the catch of the front gunner's turret.

Sergeant Ledford was thrown violently sideways after which he was thrown out of the aircraft and landed between Givet and Philippeville. He saw neither the aircraft nor any of the crew again. He had his escape kit with him.

The website "Lost Bombers" has the following on the sortie when he was downed. Wellington DF665, No.419 Squadron (VR-Q), target Saarbrucken, 28/29 August 1942. The aircraft took off from Topcliffe. Shot down by a night-fighter (Oblt Martinek, 1./NJG4) and crashed 2300 at Petit-Doische (Namur), on the border with France and some 2 km WNW of the French town of Givet. Crew consisted of Sergeant W.H. Ledford, DFM, RCAF (evaded, returned to England 2 November 1942), Sergeant P.K.Zaparynuk, RCAF (killed), Sergeant J.R.Morrow RCAF (killed), Sergeant A.Holmes RCAF (killed), Sergeant A.E.Caton RCAF (killed).

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LEDGER, P/O William Horace (J19641) - **Distinguished Flying Cross** - No.77 Squadron - Award effective 24 May 1944 as per **London Gazette** of that date and AFRO 1444/44 dated 7 July 1944. Born in Toronto, 6 August 1919; home there. Enlisted 22 July 1939 for General Duties and posted to Rockcliffe. Promoted AC1, 22 February 1940. Promoted Corporal, 15 October 1940. Reclassified as Service Police, 23 November 1940. To "H", 26 November 1940. To No.1 Training Command, 6 November 1941. To No.1 Equipment Depot, 21 January 1942. Remustered to aircrew and posted to No.1 BGS, 4 July 1942; graduated and promoted Sergeant, 25 September 1942. To No.1 Air Armament School, 3 October 1942. To "Y" Depot, 17 November 1942. To RAF overseas, 22 November 1942. Promoted Flight Sergeant, 25 March 1943. Promoted WO2, 25 September 1943. Commissioned 26 November 1943. Promoted Flying Officer, 26 May 1944. Repatriated 25 October 1944. Retired 9 January 1945. Medal presented, 22 November 1948.

Pilot Officer Ledger has completed a tour of operational duty during which he participated against such heavily defended targets as Hamburg and Berlin. On two occasions he has been engaged by enemy fighters. The first, in May 1943, when over Dusseldorf, his aircraft was subjected to an attack by six Junkers 88s, two of which were repulsed and the remainder evaded. A cool and capable air gunner, he has at all times displayed courage and devotion to duty.

NOTE: Public Record Office Air 50/194 has the following Combat Report for 28/29 June 1943:

At 01.35 hours on the night of 28th/29th June, when Halifax L (JD121) of 77 Squadron, detailed to attack Cologne, was heading 103 M at 19,000 feet 40 miles S.W. of the target, the rear gunner (Sergeant Williams, DFM) sighted a Junkers

88 600 yards astern up. As pips were heard in "Monica" before the sighting, Flight Lieutenant Kenrick (captain) started a gentle corkscrew.

A second fighter was the passing from port quarter to starboard quarter at 500 yards. Sergeant Williams told the mid-upper gunner (Sergeant Ledger) to watch the first fighter, now on port quarter, while he watched the second fighter, now on starboard quarter. As the second Ju.88 came into attack, the Halifax did a corkscrew to starboard, and the mid-upper gunner fired a short burst at the other Ju.88.

Both enemy aircraft were lost by the evasive action, and Monica faded out as they went out of range.

Captain - F/L Kenrick

Mid-Upper Gunner - Sergeant Ledger, 24 OTU, 1652 CU

Rear Gunner - Sergeant Williams, DFM, 10 OTU, 1658 CU.

"Sergeant Williams" is Sergeant James Mills McKay Williams, RCAF.

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LEDINGHAM, Corporal Helen Francis (W301327) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Home in Sudbury; enlisted in North Bay, 19 March 1942 as Clerk Stenographer. To No.6 Manning Depot, 2 April 1942. To No.16 SFTS, 30 May 1942. Promoted AW1, 3 July 1942. Promoted LAW, 1 November 1942. Promoted Corporal, 1 January 1943. To "Y" Depot, 11 January 1943. To RAF overseas, 25 January 1943. Repatriated 23 October 1945. Retired 3 December 1945. No citation in AFRO. RCAF photo PL-32534 (ex UK-13679 dated 26 August 1944) shows King George VI visiting No.6 Group and talking to Corporal Helen Ledingham.

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LEDINGHAM, S/L Hugh Robert (J12266) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 15 June 1945 as per **London Gazette** of that date and AFRO 1291/45 dated 10 August 1945. Born 15 January 1919 in Bethune, Saskatchewan; home in Weston, Ontario. Educated at University of Toronto. Enlisted Toronto, 2 August 1941. To No.1 Manning Depot, 15 August 1942. To Trenton, 20 August 1942. To No.1 ITS, 25 September 1942; 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, 1 March 1943. To "Y" Depot, 20 February 1944. Embarked for overseas, 21 February 1944. Promoted Flight Lieutenant, 19 June 1944. Repatriated with No.420 Squadron, 12 June 1945. To Halifax, 7 September 1945. Retired 13 September 1945. Died in Dornoch, Grey County, Ontario, 14 February 1999. Medal presented in Montreal, 25 November 1949.

This officer has taken part in many sorties against a wide variety of targets including Hanover, Duisburg and Dusseldorf. On two occasions his aircraft has sustained severe damage, but with characteristic skill and gallantry he has brought the aircraft safely back to base. As flight commander, this officer has at all times displayed outstanding tenacity and courage and has set a fine example to all.

DHH file 181.009 D.1510 (Library and Archives Canada RG.24 Volume 20600) has recommendation by W/C W.S. Phalen for an immediate DFC dated 13 January 1945 when he had flown 14 sorties (84 hours 25 minutes):

On the night of November 4th, 1944, this officer was detailed to attack Bochum in Germany. On the bombing run over the target, Flight Lieutenant Ledingham's aircraft was struck by a bomb from another aircraft which severely damaged his starboard wing and jammed the remaining portions of the aileron. Despite the extreme difficulty of control, Flight Lieutenant Ledingham guided his crippled bomber over the target, and with characteristic gallantry and skill, brought his crew back to base.

At all times during a tour which included such targets as Hanover, Duisburg, Dusseldorf and Hanau, this officer has displayed devotion to duty unexcelled. For this reason I recommend Flight Lieutenant Ledingham for the immediate award of the Distinguished Flying Cross.

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LEDINGTON, F/O Dorian (J17322) - **Mention in Despatches** - No.64 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. American in the RCAF; born 5 February 1918; home in Wichita, Kansas. Cafeteria worker, June 1938 to January 1939; hotel bellman, January 1939 to March 1941; United Aircraft draftsman, March to May 1941 (all in Wichita). Enlisted in Ottawa, 6 June 1941 and posted to No.1 Manning Depot, Toronto, that date. To Trenton, 3 July 1941. To No.1 ITS, Toronto, 21 August 1941; graduated and promoted LAC, 9 October 1941 when posted to No.10 EFTS, Hamilton;

graduated 5 December 1941 and posted next day to No.6 SFTS, Dunnville; graduated and promoted Sergeant, 27 March 1942. To "Y" Depot, 8 April 1942. Embarked from Canada, 30 April 1942. Disembarked in Britain, 12 May 1942. To No.7 (Pilots) AFU, 23 June 1942. To No.57 OTU, 21 July 1942. Promoted Flight Sergeant, 27 September 1942. To No.64 Squadron, 13 October 1942. Commissioned 13 March 1943. Promoted Flying Officer, 13 September 1943. Transferred to American forces, 1 November 1943. The website of the American Air Museum in Britain (<http://www.americanairmuseum.com/person/46516>) provides the following:

"78th FG 84th FS. Captain Dorian Ledington, of Wichita, Kansas, had a miraculous escape in a mission in April 1945 when he had destroyed four aircraft and was banking left to finish off another that he had already damaged. An explosive shell (about .30 caliber) smashed through his cockpit canopy, grazing his neck and exploding inside the cockpit. Fragments of the shell and of plexiglass were embedded in his neck. He said, "I reached up and felt the blood streaming out. I figured I was a goner and decided I might as well take another German plane with me. So I pulled my Mustang around and made one more pass on the field, destroying the aircraft I had already damaged. Nobody could be more surprised than I was when I reached the Channel still alive."

Captain Ledington was KIA on 21st April 1945 near Koblenz, P-51D, serial 44-72772, flying in a three plane formation which encountered bad weather. 84th Fighter Squadron, 78th Fighter Group, Eighth Air Force.

Notes: Accident, 29 October 1941, Fleet Finch II serial 4711. He was alone and uninjured. Initial landing normal but right wing began to drop slightly followed by sharp ground loop to right. "Failure of student to apply correct control to prevent slight swing from developing into ground loop."

Accident, 1500 hours, 22 January 1943, Spitfire BR141, operational day sweep. "Engine ran smoothly on the way to France. At one point hood became clouded so that the pilot was unable to see out for a minute or two. Pilot thought it was ice forming on the outside but it was evidently smoke. When a little inland Squadron went into a fairly rapid descent; as pilot pulled out momentarily he notice that the engine began to vibrate greatly. Oil pressure remained normal but coolant dropped to 45. Pilot was unaware until he landed that fire had occurred." Hole had burned through top half of right-hand cylinder bank. He returned safely, no forced landing. "Sergeant Ledington is a good and careful pilot."

Accident, 11 August 1943, No.64 Squadron, Spitfire VB, serial W3961. By then he had flown 529 hours including 299 on type. Local flying and dog fighting practice. Ten minutes into the flight the engine caught fire. He tried to nurse it back to base but finally had to resort to forced landing and crashed. "This crash occurred while Pilot Officer Ledington was trying to land his

aircraft which had caught fire in the air. The ground northeast of Eastbourne is divided into many small fields which are obstructed with enemy aircraft hazards. Pilot Officer Ledington had not the choice of a suitable field to put down his blazing aircraft and by trying to avoid some houses landed in a hedge. Fortunately the pilot immediately got out of his aircraft, which blew up a few seconds later as the petrol tank caught fire. Pilot Officer Ledington is an exceptional fighter pilot who has always been most conscientious in carrying out his flying with the squadron and he certainly used his head in trying to land his burning aircraft." (S/L M. Donnet.).

Assessed 6 November 1943 when he had flown 626 hours (220 in past six months). "An exceptional fighter pilot, very keen and most reliable. He is a very good officer and will do well if he gets the opportunity." (S/L M. Donnet, No.64 Squadron). To this is added, same day, "This officer is an outstanding fighter pilot. On the ground his ability is well above the average. He is, in every way, a good officer" (W/C P.B. Lucas).

Assessed 27 November 1943 on transfer to American forces, having flown 630 hours: "An exceptionally keen officer both on the ground and in the air. He will make an efficient Flight Commander." (S/L E. Cassidy.)

Training: Interviewed 31 May 1941 by F/O R.H. Masterson. "Quiet, polite, gentlemanly type. Keen to serve. Excellent educational qualifications. Should make fine pilot or observer."

Attended No.1 ITS, 21 August to 25 September 1941. Courses in Mathematics (81/100), Armament, practical and oral (80/100), Signals (90 /100), Hygiene and Sanitation (35/40), Drill (75/100) and Law and Discipline (56/60). Placed 96th in a class of 157. "A bright and cheerful airman. Applied himself diligently to his studies. Is conscientious and energetic, progressive and ambitious."

Attended No.10 EFTS. 13 October to 5 December 1941. Fleet Finch II aircraft - 33 hours 45 minutes dual, 26.10 solo. Was 10.25 on instruments. Logged ten hours in Link. "Fair pilot. Should do well on twin engine." Ground courses in Airmanship (153/200), Airframes (73/100), Engines (93/100), Signals, practical (85/100), Theory of Flight (81/100), Air Navigation (107/200), Armament, oral (109/200). Rated 159/200 in "qualities as an officer." Placed 14th in a class of 32. "Not a very good pilot. Close to the borderline. Very slow and not much air sense. Keen to learn and tries hard. Advise careful watching in flying. Discipline OK."

Attended No.6 SFTS, 8 December 1941 to 27 March 1942. Harvard aircraft - 46.15 day dual, 75.10 day solo, 6.20 night dual, 10.00 night solo. Was 21.30 on instruments. Logged 20 hours in Link. "Average in clear hood, instrument and navigation exercises. Link Trainer 64 percent." (S/L E.A. Boadway). Courses in Airmanship and Maintenance (148/200), Armament, written (83/100), Armament, practical (73/100), Navigation and Meteorology (133/200), Signals, written (28/50)

and Signals, practical (95/100). Placed 22nd in a class of 66. "Demonstrates good airmanship and a great deal of common sense."

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LEDOUX, W/C Hugh Charles (C911) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born in Westmount, Quebec, 4 June 1916; home in Montreal. BA from Loyola University. Commissioned on enlistment, 7 November 1938. Awarded Queen's Coronation Medal, 23 October 1953 (Group Captain, Air Defence Command). Postwar appointments included being CO of North Bay (June 1954 to July 1958) and SASO at No.1 Air Division, 1959. Retired 4 June 1969, settling in Kingston, Ontario. RCAF photo PL-32718 (ex UK-14635 dated 13 September 1944) shows W/C Hugh Ledoux, recently appointed CO of No.425 Squadron, with two flight commanders - S/L Lionel Dupuis (left) and F/L Gerald Phelan (right). RCAF photos PL-32753 (ex UK-14626) and PL-32754 (ex UK-14627), both dated 9 September 1944, show him alone. RCAF photo PL-32821 (ex -UK-14857 dated 18 September 1944) is captioned as follows: "Wing Commander Hugh Ledoux, Montreal, commanding officer of the Alouette Squadron of the RCAF Bomber Group with the quintuplets of 'Lady Fancy', mascot of the squadron's Orderly Room." No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". RCAF photo PL-43075 (ex UK-19988 dated 6 April 1945) shows him distributing Alouette Squadron pins with LACEarl Jones (Deschenes, Quebec, left) and LAC Gilles Artesu (Montreal, right). DHist file 181.009 D.1730 (PAC RG.24 Vol.20607) has recommendation submitted December 1944:

On 7th August 1944 this officer piloted a Halifax bomber on his first daylight attack over enemy troops southwest of Caen, Normandy, France.

As the run-in on the target was being made, cancellation of bombing was given by the Master Bomber. Immediately after leaving the target, the starboard outer engine failed, A flight of seventy-five miles was made into the North Sea where the bomb load was jettisoned.

The shortage of petrol was obvious and Wing Commander Ledoux captained his aircraft to the nearest English emergency landing base. Upon reaching this base, the weather had closed in and the aircraft was redirected to Mepal aerodrome. On the landing approach, another aircraft cut in front and an overshoot was necessary.

Undaunted by these circumstances, this cool and skilful pilot by his superb airmanship executed a safe landing with only a few minutes' petrol left, without

injury to the crew, and possibly saving valuable equipment.

Wing Commander Ledoux's outstanding devotion to duty, dogged determination and exceptional dashing courage is worthy of high praise.

A sortie list with this was as follows:

23 July 1944 - St. Donges (5.45, second pilot)
1 August 1944 - Ferme-du-Forestel (4.05)
3 August 1944 - Bois de Cassan (4.10)
4 August 1944 - Bois de Cassan (4.25)
5 August 1944 - St. Leu d'Esserent (5.15)
7 August 1944 - Caen (4.40)
16 August 1944 - Kiel (6.10)
31 August 1944 - Ile de Cezembre (5.10)
3 September 1944 - Volkel (4.00)
10 September 1944 - Le Havre (4.20)
17 September 1944 - Boulogne (4.20)
25 September 1944 - Calais (4.15)
30 September 1944 - Sterkrade (5.15)
14 October 1944 - Duisburg (5.35)
23 October 1944 - Essen (5.30)
4 November 1944 - Bochum (5.35)
16 November 1944 - Julich (5.45)
4 December 1944 - Karlsruhe (6.55)

Subsequently, on 29 March 1945, a new submission was made by G/C H.L. Ledoux. The wording of the text was identical to that above but additional sorties were listed, viz:

29 December 1944 - Trois Dorf (2.10, duty not carried out)
1 February 1945 - Mainz (6.15)
17 February 1945 - Wesel (6.35)
8 March 1945 - Hamburg (6.15)
11 March 1945 - Essen (5.35)
22 March 1945 - Bochum (4.45)
24 March 1945 - Gladbach (6.10)

RCAF photo PL-42544 (formerly UK-19531), circa 15 March 1945, has the following caption: "Air Commodore C.R. Slemon, CBE recently visited the Alouette and Snowy Owl squadrons for an inspection parade. From left to right in this photograph, W/C Hugh C. Ledoux of Montreal, Commanding Officer of the Alouette squadron, Air Commodore Slemon and Wing Commander

Frank S. McCarthy of Windsor, Ontario (722 Dougall Avenue), the new CO of the Snowy Owl Squadron."

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LEE, Corporal Anthony (R54776) - **British Empire Medal** - AFHQ (Directorate of Postings and Careers) - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1360/44 dated 30 June 1944. Born 27 November 1910 in London, England; educated there. Home in Ottawa. Enlisted in Montreal, 29 January 1940 as Security Guard. Promoted AC1, 29 April 1940. To AFHQ, 1 May 1940. Promoted LAC, 29 July 1940. Reclassified as Clerk, General, 1 July 1941, reverting to AC1. Promoted LAC, 1 January 1942. Promoted Corporal, 1 March 1942. To "Y" Depot, Lachine, 20 April 1944. Taken on strength of No.3 PRC, Bournemouth, 3 May 1944. To RCAF Overseas Headquarters, 21 May 1944. Repatriated 9 March 1945. To No.1 Air Command, 20 March 1945. To Rockcliffe, 8 April 1945. To AFHQ, 3 July 1945. Promoted Sergeant, 1 August 1945. Reverts to Corporal, 1 October 1946 (20911 in postwar RCAF); reclassified as Nursing Assistant, 10 October 1946, reverting to LAC. Reclassified as Messing Orderly, 15 December 1948. Promoted Corporal, 1 April 1950. Reclassified as "FSA", 6 October 1952. Reclassified as Medical Assistant, 1 December 1952. At Sea Island as of 4 August 1953. To Rockcliffe, 26 May 1955. Retired 27 November 1955.

This NCO, employed in the supervising of officers' record cards at Air Force Headquarters, has, by his conscientious study and persistent application both on and off duty, has endeavoured to enhance his value to the Service. Always cheerfully willing to perform extra duties of any nature, he has, by his enthusiasm, ambition and devotion, set a fine example to all ranks.

NOTE: DHist biographical file has a newsclipping (paper not identified, dated 19 March 1945); story filed when he was repatriated 17 March 1945. It deals with his investiture at Buckingham Palace, with George VI pinning on the medal:

"It was a great show for me, but I was nervous", said the Ottawa boy who modestly professed not to know why he was singled out for the honour as a member of the RCAF administrative staff at headquarters in London, England.

"There seemed to be miles and miles of red plush and I was very impressed by the uniformed 'beef eaters', the old Yeoman of the Guard at the Palace."

"The King shook hands with me and asked me when I won the honour. He was calm and friendly and I felt just as much at home talking to him as I would an ordinary man."

For moral support, winners of awards are allowed to take two guests to the Palace for the presentation. Corporal Lee took along Flight Lieutenant K.C. Baker of Montreal, formerly of Ottawa.

"My knees were shaking", said the Corporal, "but I was all right once the King started to talk to me." For the first time in the history of Buckingham Palace investitures, press photographers were permitted into the palace to record the event with their cameras.

"I don't know why they picked on me for the award", he said, "The first I knew of it was when I received a letter from Air Marshal L.S. Breadner informing me that I had been awarded the medal for 'good work'."

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LEE, F/O Charles Best (J19825) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 6 July 1914 in Listowell; home in Kincardine, Ontario (pharmacist). Enlisted Toronto, 13 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 but not posted to No.17 EFTS until 14 August 1942; may have graduated 9 October 1942 but not posted to No.9 SFTS until 23 October 1942; graduated and promoted Sergeant, 12 March 1943. To "Y" Depot, 26 March 1943; to RAF overseas, 7 April 1943. Promoted Flight Sergeant, 12 September 1943. Commissioned 10 January 1944. Promoted Flying Officer, 10 July 1944. Repatriated 28 February 1945. To No.16 SFTS, 25 April 1945. To Mountain View, 30 May 1945. Retired 1 September 1945. Postwar with RCAF Auxiliary (No.420 Squadron, with which he was a radar controller, 1950). RCAF photo PL-40797 (ex UK-17143 dated 5 December 1944) is captioned as follows: "F/O C.B. Lee, London, Ontario, a pilot with the Bison Squadron, is shown walking into the crew room with his rear gunner, FS Samuel Roy of Toronto on their return from laying mines in enemy waters when their Halifax bomber was badly shot up by flak by a battery of guns on a small island just after the bomber had dropped its 'eggs'". Photo PL-50466 shows him with his wife after investiture at Government House. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 18 December 1944 when he had flown 28 sorties (149 hours 45 minutes), 14 July to 4 December 1944.

As captain of aircraft, this officer has taken part in 28 attacks on enemy territory, many of which have been against the heavily defended districts of the Ruhr. He

has at all times shown great skill as a pilot and a fine determination to reach and destroy his targets in spite of all enemy opposition. By his cheerfulness and fearlessness he has at all times inspired his crew and by his tact and training has obtained that perfect crew co-operation which has taken them to the attack and brought them safely back to base.

The sortie list was as follows:

14 July 1944 - Anderbelck (3.50)
18 July 1944 - Mondeville (4.10)
23 July 1944 - Donges (6.05)
24 July 1944 - L'Hey (3.55)
30 July 1944 - Amaye sur Seulle (4.45)
12 August 1944 - La Breteque (4.40)
13 August 1944 - Aisy (4.15)
15 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.15)
18 August 1944 - L'Hey (3.50)
27 August 1944 - Marquis (4.00)
28 August 1944 - Gardening, La Rochelle (6.20)
6 September 1944 - Emden (4.45)
11 September 1944 - Gardening, Kiel Bay (5.40)
27 September 1944 - Sterkrade (5.25)
6 October 1944 - Dortmund (6.15)
9 October 1944 - Bochum (6.10)
14 October 1944 - Duisburg (5.55)
14 October 1944 - Duisburg (5.50)
21 October 1944 - Hanover (3.00, duty not carried out)
23 October 1944 - Essen (5.25)
25 October 1944 - Homburg (4.50)
30 October 1944 - Cologne (6.15)
18 November 1944 - Munster (5.45)
21 November 1944 - Gardening, Oslo (7.30)
27 November 1944 - Neuss (5.45)
30 November 1944 - Duisburg (6.10)
4 December 1944 - Karlsruhe (6.35)

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LEE, F/L George Allen (J13472) - **Air Force Cross** - No.2 Flying Instructor School - Award effective

5 May 1944 as per **London Gazette** of that date and AFRO 1133/44 dated 26 May 1944. Born 7 July 1915 in Seneca, Ontario. Farmed with his father for six years. Enlisted in Hamilton, Ontario, 26 August 1940. To Trenton, 30 September 1940. To No.1 ITS, 23 October 1940; graduated and promoted LAC, 28 November 1940 when posted to No.13 EFTS; graduated 28 January 1941 when posted to No.2 SFTS; graduated and promoted Sergeant, 10 April 1941 when posted to Central Flying School, Trenton. To No.15 FTS, 15 July 1941. Promoted WO2, 20 April 1942. Commissioned 1 July 1942. To No.2 Flying Instructor School, 2 August 1942. Promoted Flying Officer, 1 December 1942. Promoted Flight Lieutenant, 1 December 1943. To Composite Training School, Trenton, 4 June 1944. To AFHQ, 6 August 1944. Promoted Squadron Leader, 1 February 1945. Emplaned at Dorval, 10 August 1945; arrived at Prestwick, 11 August 1945. Attached to Empire Central Flying School, 22 August 1945. To RCAF Overseas Headquarters, 12 December 1945 and with frequent detachments thereafter to Empire Central Flying School and Hullavington. Accepted for postwar RCAF, 1 October 1946 (24336) in rank of Flight Lieutenant. To No.1 Personnel Transit Unit, Halifax, 13 October 1946. To RCAF Detachment, Arnprior, 21 November 1946. To Instrument Flying School, Centralia, 25 October 1947. To National Research Council Unit, Arnprior, 28 December 1947. Promoted Squadron Leader, 1 January 1950. To No.9420 Unit, London, 26 February 1950. To Station London, 25 April 1950. To No.420 Squadron Support Unit, London, 2 August 1951. To Staff College, Toronto, 30 August 1952. To AFHQ, Ottawa, 18 May 1953. Promoted Wing Commander, 1 July 1953. To RCAF Staff College, 5 August 1957. To AFHQ, Ottawa for Special Studies Staff, 4 July 1961. To Air Material Command Headquarters, 16 October 1962. Retired 23 January 1965. Died in Ottawa, 2 September 1996. Governor General's Records, RG.7 Group 26, Volume 57, file 190-I has citation; notes that at time of recommendation he had flown 2,550 hours, 2,325 as instructor, 374 in past six months.

This officer has displayed outstanding ability and devotion to duty as a flying instructor. His keenness, efficiency and tremendous capacity for hard work has contributed greatly to the maintenance of a high standard of training at this unit, and have been an inspiration to his fellow instructors.

Recommendation raised 7 December 1943 by W/C F.R. Sharp as follows:

As an instructor of exceptional ability, this officer through his keenness, efficiency and extreme devotion to duty, has been an inspiration to the flying instructors at this unit. His nearly 2,600 hours of flying time has been a valuable contribution to the Air Training Plan.

Notes: Summary of his flying to 31 December 1956 listed the following types and times: Finch (74.50), Moth (224.45), Cornell (458.55), Reliant (14.20), Storch (20 minutes), Norseman (18.55), Harvard (778.00), Yale (20.40), Master (40 minutes), Hurricane (2.45), Spitfire (3.45),

Mustang (233.50), Crane (1,437.10), Oxford (106.00), Expeditor (435.00). Lockheed 12 (20.25), Hudson (86.05), Mitchell (100.20), Ventura (242.15), Mosquito (12,25), Wellington (11.05), Buckmaster (38.05), Anson (1,012.15), Dakota (140.50), Bolingbroke (16.00), Meteor (3.40), Lancaster (41.10), Sunderland (15 minutes), Hotspur Glider (55 minutes) and NRC Glider Wing (56.15).

Training: Interviewed, 19 August 1940 in Hamilton. "An intelligent clean cut type. Ernest, keen to serve and would judge to be reliable and conscientious. Officer material."

Course at No.1 ITS was 23 October to 29 November 1940. Courses in Mathematics (67/100), Armament, practical and oral (72/100), Visual Link (81/100), Drill (85/100) and Law and Discipline (91/100). Placed 57th in a class of 65. "Reliable and sincere. Good material for pilot."

Course at No.13 EFTS was 29 November 1940 to 28 January 1941. Finch II aircraft - 27.45 dual, 26.35 solo. Logged five hours in Link. "Quite slow to pick up flying but once he grasps it, it stays with him. Very willing to learn. His aerobatics are just fair. Instrument flying average." (P/S. Lewis, Chief Flying Instructor). Ground courses in Airmanship (148/200), Airframes (161/200), Aero Engines (167/200), Signals, practical (50/50), Theory of Flight (61/100), Air Navigation (152/200), Armament, oral (162/200). Rated 182/200 in "Qualities as an Officer or NCO." Placed eighth in a class of 34. "Conduct good. Ability above average. Very keen and reliable." (F/L N.E. Ferguson).

Course at No.2 SFTS was 28 January to 10 April 1941, Yale (08.55 dual and 11.45 solo) and Harvard (32.00 day dual, 35.30 day solo, 3.55 night dual, 6.15 night solo). Logged 7.45 in Link. "An average pilot whose progress was slow; shows good judgement." (F/L A.N. Martin). Ground courses in Airmanship (128/200), Armament, written (71/100), Armament, practical (72/100), Air Navigation (127/200), and Signals 117/150). Placed 48th in a class of 63. "Willing and conscientious. Personality only fair." (F/L A.N. Martin).

Course at Central Flying School was 26 May to 19 July 1941. Anson, Fleet and Harvard aircraft. Flew 24.55 solo and 24.00 dual. Tested in Airframes (78/100), Airmanship (71/100), Engines (66/100) and Air Navigation (77/100). Examined in Harvard; rated as follows: Sequence (Only fair), Voice (Weak), Manner (Nervous), Ability to Impart Knowledge (Average), and Ability as Pilot (Average). "Below average. Instrument flying and acrobatics. To be checked by Visiting Flight." (F/L J.C. Wickett). Awarded "C" rating.

Course at Empire Central Flying School was 22 August to 12 December 1945. Flew 70.25 on course; his total to date was 3,581 hours 25 minutes. He flew a variety of types including Lancaster, Meteor, Spitfire, Mosquito, Wellington and Hotspur glider, "This officer has a good technical background and in general has good knowledge and ability. He is a slow but conscientious worker but always gets there in the end. He has received great benefit from the

course, and in his own quiet way, has made a valuable contribution to it. He can be recommended with confidence for an executive position in which his technical knowledge will be of value." (W/C A.C. Kermode). To this is added, "A conscientious and hard working officer, who has applied himself diligently. His flying, in view of his experience, has been disappointing in that he has taken more than the average amount of instruction on operational types. However, he is methodical, and having mastered a new type, his ability is unquestionable. His contributions although few, are sound and well thought out, A capable officer who should do well in any executive post." (W/C L.B. Elwin).

Instrument Rating Qualifying Course, Centralia was 27 October to 27 December 1947. Flew in Expeditor (36.20 dual, 34.45 mutual instruction). Courses in Flight Procedure (85 percent), Navigation and Instruments (83.1 percent), Meteorology (82.8 percent) and Radio Aids (92 percent). " F/L Lee has proven himself very cooperative. He is an exceptionally hard worker with average results on Range Procedures and above average results on Radio Compass and Loop work. As he gains experience F/L Lee is rapidly proving himself a most capable Instrument and Range pilot." (F/L A.A. Proctor).

Assessments: Tested as instructor, 1 February 1943. By then he had flown 400 hours instructing on single engine and 1,000 hours instructing on twin engine types. Tested in a Crane at No.2 FIS. Rated as follows: Sequence (Above average), Voice (Good), Manner (Instructive), Ability to Impart Knowledge (Above Average), and Ability as Pilot (Above Average). "This instructor is thorough in his sequences accompanied by smooth demonstrations." Awarded Category A-2.

Tested as instructor, 28 October 1943. By then he had flown 699.35 single engine solo, 122.20 single engine dual, 1,589.40 twin engine solo and 12.25 twin engine dual. "This man is an FIS instructor and as a result his pattern is exceptional. He has not the mastery of single engine flying as he has on twins, but his general flying is of a high average standard. He has worked very hard." Tested by S/L E.B. Gale on Cornell and Harvard. Rated as follows: Sequence (Above average), Voice (Clear, Strong), Manner (Confident), Ability to Impart Knowledge (Exceptional), and Ability as Pilot (A very smooth, accurate pilot). "This instructor has an excellent knowledge of flying training and his instructional ability warrants the highest category." Rated as A-1.

"F/L Lee is a most dependable and enthusiastic officer in all that he undertakes. He has shown great aptitude for research and experimental flying which requires coolness and accuracy. F/L Lee has a pleasing and informative manner of instructing and lecturing. He is interested in sports, he has shown a genuine interest in current events. In the position he has held on the unit he has applied himself with gratifying diligence and on the whole exhibits a very mature Service outlook. He is an invaluable member of the unit." (S/L J.A. Duncan, RCAF/NRC Unit, 13 September 1948).

“This officer is an experienced and excellent flying instructor. He is a reliable and good administrator. Should the need ever arise he would be capable of filling a squadron commander or Chief Instructor position at a flying training school.” (W/C F.R. Sharp, Station London, 23 August 1950).

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LEE, F/L Gerald Herbert (C8277) - **Mention in Despatches** - WAC Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 22 May 1907 in Bridgeford, Nottinghamshire, England. Educated at University of British Columbia, 1924 to 1929 (BA and Masters Degree in Education). Junior and senior teacher in Squamish, 1929-1933; School Principal, 1933-1938; High School teacher in Nelson, British Columbia, 1938-1941. Home in Bonnington Falls, British Columbia. Enlisted in Calgary, 18 October 1941 in Link Trainer Branch and posted to No.2 ITS, Regina. Promoted Flying Officer, 22 November 1941. To No.119 (BR) Squadron, Station Yarmouth, 23 November 1941. To Patricia Bay, 27 October 1942. To No.2 Group Headquarters, 12 February 1943 when reclassified as Flying Control. To Uclulet, 30 March 1943. To Tofino, 15 June 1943. To Western Air Command Headquarters, 21 October 1943. Promoted Flight Lieutenant, 1 December 1943. Promoted Squadron Leader, 1 June 1945. Retired 1 May 1946. Died in Nelson, British Columbia, 2 November 1970.

This officer has put in long hours beyond the normal requirements of duty and has displayed a marked degree of initiative and ability in organizing both the Air/Sea and land search organizations in this Command. Their present high state of efficiency is due in large measure to his efforts. In addition, this officer has on several occasions planned and led successful land search parties through dense bush and mountainous country under the most difficult and dangerous circumstances.

Lee made several requests during the war to be remustered to aircrew (observer) but he was repeatedly refused on the grounds of age. An interesting letter (EAC Halifax to AFHQ, 5 October 1942) noted that at that time he had been ten months at Yarmouth as officer in charge of both Link Training and Parachute Section. It went on to say:

Flying Officer Lee applies for transfer to either Intelligence or the Regional Control Branch. In support of his application he points out that the Link Trainer Branch is being staffed from the ranks of washed out aircrew and that a great part of the Link trainer instruction is already being adequately handled by NCOs. He feels that his background, together with his experience at RCAF Station Yarmouth, including working with pilots and a considerable amount of flying, are

qualifications higher than those ordinarily needed for link trainer instruction and which could be put to greater use in the best interests of the Service.

He duly took a course in Flying Control at Station Patricia Bay, 30 November 1942 to 12 February 1943. The subjects were Control Theory (125/150), Control, Practical (37/50), Navigation, Plotting (184/200), Navigation, Theory (100/100), Signals, Theory (116/150), Signals, Practical (39/50) and Meteorology (148/175). He placed 8th in a class of 34. "Keen and enthusiastic - good material - above average on course - theory very good."

On 19 March 1943, S/L M.D. McFadyen, No.2 Group Operations Room, wrote that Lee was "more suited in an administrative capacity and is rather out of his depth with responsibility for aircraft control." Air Commodore E.L. McLeod was very caustic on 29 March 1943 - "Suggest that he devote more time to the study of his duties and to be more careful in the performance of his duties."

His transfer to Uclulet and then Tofino was a step up. Although continued refused transfer to aircrew, he found a niche and on 23 November 1943, S/L P.M. Donaldson wrote, "This officer has had considerable field experience with Air/Sea Rescue duties and has proved himself a most capable and efficient Flying Control Officer." On 18 May 1944, S/L P.E. Willis could write, "Has developed and constantly improved the Search and Rescue organization in Western Air Command by hard work against difficulties."

Also worth noting is a letter, A/V/M W.A. Curtis (AFHQ) to AOC Western Air Command, 12 September 1944 commenting on WAC Standard Air Search and Rescue Instructions:

It is evident that these instructions are the result of much work on the part of those responsible for its production. The value of having all the details of the rescue organisation and procedure set down under one cover is fully appreciated. A Flying Control conference has been arranged at thus Headquarters in the near future, which will be attended by Senior Flying Control Officers from all three Home War Organization Commands. Your instructions will be used as a basis for discussion at this meeting with a view to having a similar document introduced into the other commands.

Encouragement of original effort is very desirable and for this reason it is desired to commend those officers of the Command Flying Control Section and the Command Navigation Section who compiled these instructions.

The letter was minuted to state that the work had been done by S/L Cohen, F/L Lee, F/O Stokes and P/O Vernon and that a copy of the laudatory letter was to be placed on the file of each

officer.

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LEE, F/L Jack Griffin (J9311) - **Distinguished Flying Cross** - No.424 Squadron (deceased) - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 19 September 1914 in Ingersoll, Ontario. Attended Woodstock Public School, St. Thomas Collegiate Institute and University of Western Ontario. Joined Bank of Montreal, July 1933. Home in St.Thomas. Wife in Toronto. Enlisted in Toronto, 17 February 1941 and posted to No.1 Manning Depot. To No.4 BGS, Fingal (guard duty); to No.1 ITS, Toronto, 29 May 1941; graduated and promoted LAC on 3 July 1941; to No.1 Manning Depot, 4 Jul 1941; to No.4 AOS, London, 8 July 1941; graduated 28 September 1941 and posted 29 September 1941 to No.1 BGS, Jarvis; graduated 4 November 1941 when promoted Sergeant; taken on strength of No.2 ANS, Pennfield Ridge, 9 November 1941; graduated and commissioned 9 December 1941. Taken on strength of No.1 ANS, Rivers, 11 December 1941; to No.3 AOS, Regina, 10 January 1942. Attached to No.3 AOS, Peace, 12 September 1942. Promoted Flying Officer, 1 October 1942. Struck off strength of No.3 AOS, Peace, 15 November 1942 on posting to "Y" Depot, Halifax. To RAF Trainee Pool, 11 December 1942. Disembarked in Britain, 18 December 1942. Detached from No.3 PRC, Bournemouth to No.50 Group and No.6 EFTS, 5-26 March 1943. To No.22 OTU, 6 April 1943. Attached to No.311 FT Unit, 5 June 1943 to 20 July 1943 when returned to No.22 OTU. Emplaned for North Africa, 22 July 1943 and assigned as of that date to No.424 Squadron. Returned to United Kingdom with that unit, 6 November 1943. Promoted Flight Lieutenant, 9 December 1943. Attached to No.1659 Conversion Unit, 11-21 December 1943 when returned to No.424 Squadron. Appointed Squadron Navigation Leader in No.424 Squadron. Killed in action 15/16 October 1944 (Halifax MZ901, mining sortie, Kattegat, apparently shot down by a night fighter; aircraft crashed and burned at Idum). Remains were buried by the Germans on the spot but re-interred by the Danish with full military honours, 15 October 1945; some 800 people attended as dit G/C Dean Nesbit. . 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 at which time he had flown 16 sorties (105 hours 25 minutes); the recommendation actually states 17 trips, 121 hours 15 minutes but seems to include a transfer flight, Port Reath to Kairouan (Tunisia) on 23 July 1943 (15 hours 50 minutes). Targets listed are in Italy (6 August to 5 October 1943) plus Nuremburg (30 March 1944) and Villeneuve St.George (4 April 1944). It is odd that he should be recommended with so few sorties behind him; evidently he resumed operations after being recommended and was killed..

This officer has taken part in many sorties involving attacks on important and well defended targets in the African theatre of war during 1943, in addition to a

raid on Nuremburg from a base in England in 1944. Not only has he displayed outstanding devotion to duty in the air, but has shown exceptional organizing ability as Squadron Navigation Officer since return to England.

The success obtained by his own and other crews on the squadron is due almost completely to his skill as a navigation instructor and to his consistent example of high courage, determination and leadership as chief navigator of the squadron over a long period of time.

The complete sortie list was as follows:

23 July 1943 - Port Wreath-Kairouan, Tunisia (15.50)
6 August 1943 - Naples (6.15)
8 August 1943 - Peloro (6.00)
13 August 1943 - Cape Bardi (6.05)
15 August 1943 - Viterbo (6.15)
19 August 1943 - Foggia (7.20)
21 August 1943 - Battapaglia (6.55)
24 August 1943 - Torre Annunziata (6.15)
27 August 1943 - Salerno (5.50)
31 August 1943 - Salerno (5.45)
3 September 1943 - Capodichino (5.30)
23 September 1943 - Pisa Aerodrome (7.40)
24 September 1943 - Leghorn (7.35)
3 October 1943 - Givitavecchia (6.35)
5 October 1943 - Grosseto (7.10)
30 March 1944 - Nuremberg (8.20)
4 April 1944 - Villeneuve St. Georges (5.55)

NOTE: Training at No.1 ITS, course lasted 28 May to 3 July 1941. Described as "Fine, steady, keen, good student; conscientious and should make an excellent observer". Placed fifth in a class of 19. Courses were Mathematics (99/100), Armament P and O (80/100), Signals (96/100), Drill (85/100), Law and Discipline (60/100).

Training at No.4 AOS, course lasted 8 July to 19 September 1941. He graduated second in a class of 41 (first in air work, fifth in ground training). Day flying was 27 hours as first navigator (day), 25 hours 15 minutes as second navigator by day, seven hours 45 minutes as first navigator (night), seven hours 50 minutes as second navigator (night), all on Ansons. Ground training courses were DR Plotting (142/150), DF/WT written (170/200), Compasses and Instruments (123/150), Signals (91/100), Maps and Charts (87/100), Meteorology (79/100),

Photography (81/100), Reconnaissance (79/100). Described as "Excellent student. Neat and accurate).

Training at No.1 BGS, course lasted 29 September to 8 November 1941. Flew in Battles - 17.30 on bombing (day), 5.20 on gunnery (day) and 7.45 as passenger. Average error on bombing exercises was 162 yards, but 123 yards on best exercise. Hits in gunnery were 10.3 percent (Beam Test), 1.9 percent (Beam Relative Speed Test) and 5.6 percent (Under Tail Test). Described as "A clear thinking man. Intelligent and decisive. Commands respect always. Fine qualities of leadership and the right personality; recommended for commissioned rank."

At No.2 ANS, course lasted 10 November to 8 December 1941; he flew a total of 26 hours 20 minutes as first and second navigator. He was No.11 in a class of 77 and praised as "Exceptionally intelligent type of man who also has high qualities of leadership. Well liked, authoritative, able."

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LEE, Sergeant John Patrick (R122464) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 15 September 1943 as per **London Gazette** dated 28 September 1943 and AFRO 2198/43 dated 29 October 1943. Born in Victoria, British Columbia, 11 February 1920 (RAF Ferry Command records) although American citizen when he joined (home in Cashmore, Washington, diamond driller). Enlisted in Vancouver 22 August 1941 and posted to No.3 Manning Depot. To No.5 BGS (guard duty), 10 September 1941. To No.2 ITS, 10 October 1941; graduated and promoted LAC, 5 December 1941; posted that date to No.8 EFTS; to No.18 EFTS, 2 January 1942; may have graduated 9 February 1942 but not posted until 24 February 1942 when sent to No.2 Manning Depot; to No.12 SFTS, 14 March 1942; graduated and promoted Sergeant, 3 July 1942. To "Y" Depot, 17 July 1942; to RAF overseas, 24 July 1942. Commissioned 1 June 1943 (J18416). Promoted Flying Officer, 1 December 1943. Repatriated 28 February 1945. Retired 25 April 1945.

This airman has proven himself to be an exceptional pilot and captain of aircraft. His attacks have been completed with intelligence, courage and determination and he has frequently achieved excellent results amply proved by fine photographs.

Public Record Office Air 2/8981 has recommendation drafted 30 May 1943 when he had flown 32 sorties (405 hours operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Sergeant Lee joined the squadron on 15th March 1943, since when he has

completed 32 operational sorties over Tunisia and Italy. Right from the start, Sergeant Lee has proved himself an exceptional pilot and captain. His attacks have been carried out with intelligence, conscientiousness and courage with many excellent results proved by photographs. On many occasions he has been detailed as a Pathfinder and as such has in great part been responsible for the success of a raid. For this and his devotion to duty, I recommend Sergeant Lee for the award of the Distinguished Flying Medal.

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LEE, P/O John Southwick (J87498) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 337/45 dated 23 February 1945. Born 11 January 1923 in Wakapa, Manitoba. Home in Teulon, Manitoba. Enlisted in Winnipeg 23 January 1942. Granted Leave Without Pay until 10 March 1942 when posted to No.2 Manning Depot. To No.12 SFTS (guard duty), 24 April 1942. To No. 2 ITS, 23 May 1942; graduated and promoted LAC, 18 July 1942 but not posted to No.19 EFTS until 15 August 1942; may have graduated 6 November 1942 but not posted to No.10 SFTS until 21 November 1942; graduated and promoted Sergeant, 16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 26 May 1943. Commissioned 29 June 1944. Promoted Flying Officer, 29 December 1944. Repatriated 5 August 1945. Retired 14 September 1945. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public Records Office Air 2/8881 has recommendation dated 16 September 1944 when he had flown 39 sorties (162 hours 45 minutes), 30 April to 16 August 1944.

30 April 1944 - Acheres (5.16)
1 May 1944 - Malines (4.19)
6 May 1944 - Mantes Gassicourt (4.38)
8 May 1944 - Morsalines (3.52)
11 May 1944 - Collines Beaumont (3.55)
12 May 1944 - Hasselt (4.47)
19 May 1944 - Boulogne (3.47)
24 May 1944 - Aachen (3.58)
27 May 1944 - Bourg Leopold (3.46)
31 May 1944 - Trappes (5.03)
2 June 1944 - Trappes (5.17)
6 June 1944 - Maisy (4.30)
7 June 1944 - St.Martin (3.28)
14 June 1944 - Evrecy (4.45)
16 June 1944 - Sterkrade (3.57)

22 June 1944 - Siracourt (3.35)
23 June 1944 - Oisemont (3.33)
24 June 1944 - Rossignol (3.13)
27 June 1944 - Wizernes (2.59)
27 June 1944 - Mimoyecques (3.26)
30 June 1944 - Villers Bocage (4.01)
1 July 44 - Oisemont (3.34)
6 July 44 - Mimoyecques (2.51)
14 July 44 - Les Landes Vielle et Neuve (3.47)
20 July 44 - Ardouval (4.06)
24 July 44 - Stuttgart (8.13)
25 July 44 - Wanne Eickel (4.20)
3 August 1944 - Foret de Nieppe (3.01)
5 August 1944 - Foret de Nieppe (3.20)
6 August 1944 - Foret de Nieppe (3.03)
7 August 1944 - Battle Area 3 (4.08)
9 August 1944 - Les Catelliers (3.41)
10 August 1944 - Dijon (6.40)
11 August 1944 - Etaples (3.32)
12 August 1944 - Russelsheim (6.05)
15 August 1944 - Eindhoven (3.49)
16 August 1944 - Kiel (4.36)

Pilot Officer Lee has successfully completed as pilot his first tour of operations, consisting of 39 sorties, on such targets as Kiel, Stuttgart, Russelsheim, and many daylight operations, involving deep penetrations of enemy occupied territory.

His coolness and presence of mind in action have ensured satisfactory results from all attacks, and his skill coupled with dogged determination has been instrumental in setting a high standard of morale in the remainder of his crew.

This officer has always shown an exceptional tenacity of purpose, skill and a fine offensive spirit and when occasion demands, has shown unusual initiative. The successful completion of a comparatively uneventful tour of operations has, in a large measure been due to this officer's ability to make instant decisions in emergency, and to his resourcefulness and skilful airmanship. It is recommended that this officer's courage and devotion to duty be recognized by the award of the Distinguished Flying Cross.

NOTE: The Station Commander writes an unusually long note seconding this recommendation

which (for a change) adds considerably to the original submission:

Pilot Officer Lee has just completed a highly successful first tour of operations during the course of which he has consistently shown an aptitude for operational flying combined with great enthusiasm, and his determination and ability to bomb the target has been amply proved on all occasions.

He has attacked a large variety of targets, the small nature of many of them making accurate bombing a prime necessity, and in addition has carried out attacks against very heavily defended German cities. On all occasions Pilot Officer Lee has carried out these attacks with the utmost vigour and is worthy of the highest praise.

This officer has proved himself in action to possess all those qualifications of courage, determination and initiative required of an operational pilot in Bomber Command, and it is strongly recommended that his fine record be recognized by an award of the Distinguished Flying Cross.

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LEE, FS Lloyd Alexander (R59789) - **British Empire Medal** - No.3 Wireless School - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 14 January 1910 in Waskada, Manitoba (RCAF Press Release 4907 announcing award); home there; educated there and at University of Manitoba. Prewar employed by G.A. Griffith (implement and oil business). Enlisted in Winnipeg, 22 August 1940 as Wireless Operator. To No.2 WS, 16 September 1940. Promoted AC1, 25 November 1940. Promoted Acting Corporal, 15 December 1940. To No.3 WS, 7 February 1941. Reverted to AC1, 8 February 1941. Promoted Acting Corporal, 10 February 1941. Classified as Wireless Electrical Mechanic, 3 March 1941. Confirmed as LAC, 1 July 1941 and promoted Corporal that date. Promoted Sergeant, 4 November 1941. Promoted Sergeant, 4 November 1941. Promoted Flight Sergeant, 1 March 1942. To No.12 SFTS, 12 June 1944. To No.2 Technical Service Unit, 13 January 1945. To Release Centre, 31 August 1945. Released 1 October 1945. Died 23 February 2005 in Waskada, Manitoba as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2005.

This non-commissioned officer, by his initiative and untiring efforts, has been largely responsible for the high standard of radio instruction received by many wireless operator/air gunners who graduated from this school. In his four years of training in this trade his interest and untiring efforts on behalf of the trainees have been most praiseworthy. The services required of him have often been

overburdening but he has at all times executed his duties with outstanding cheerfulness and efficiency.

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LEE, Corporal Thomas Edward (R155454) - **Mention in Despatches** - No.436 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 6 April 1914. Home given as Detroit, Michigan; enlisted in London, 26 May 1942 as Radio Mechanic and posted to No.1 Manning Depot. To University of Toronto, 20 July 1942. Reclassified as Radar Mechanic, 1 September 1942. Promoted LAC, 16 January 1943 and posted to No.1 Manning Depot. To No.3 RDF School, 15 June 1943. To No.3 Repair Depot, 22 August 1943. To No.4 Squadron, 23 September 1943. To "Y" Depot, Lachine, 14 March 1944. Taken in strength of No.3 PRC, Bournemouth, 25 March 1944. Repatriated 29 December 1945. Released 8 January 1946. Certificate of Mention in Despatches sent to Aylmer, Ontario, 9 October 1948. No citation. Unit identified in AFRO as "Overseas"; DHist file 181.009 D.2585 (RG.24 Vol.20626) gives unit.

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LEE, S/L Thomas Roche (J6644) - **Distinguished Flying Cross** - No.357 Squadron - Award effective 3 August 1945 as per **London Gazette** of that date and AFRO 1507/45 dated 28 September 1945. Born 2 November 1915 in Thorold, Ontario; home in Ingersoll, Ontario (reporter and editor). Enlisted in Toronto, 6 November 1940. To "H", 15 December 1940. To No.1 ITS, 17 March 1941; graduated and promoted LAC, 10 April 1941 when posted to No.1 EFTS; graduated 28 May 1941 when posted to No.5 SFTS; graduated and commissioned 8 August 1941. To Trenton, 9 August 1941; to No.5 SFTS, 25 October 1941. To "A", 9 December 1942. Promoted Flight Lieutenant, 1 January 1943. To No.5 OTU, 28 April 1944. To "Y" Depot, 15 August 1944. Taken on strength of No.3 PRC, Bournemouth, 25 August 1944. Promoted Squadron Leader, 2 March 1945. Repatriated 3 December 1945. Retired 16 January 1946. Became mayor of Baie d'Urfe, west island of Montreal. Art historian. Died in Pointe Claire, Quebec, 16 October 1977.

As flight commander, Squadron Leader Lee has displayed skill and determination of a high order and has set a fine example to the crews under his command. He has completed many sorties over difficult terrain and in adverse weather and the results achieved have been outstanding. His courage and devotion to duty have been most commendable.

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LEEPER, S/L John Francis (J3105) - **Distinguished Flying Cross** - No.160 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 4 December 1945 and AFRO 212/46 dated 1 March 1946. Born 18 August 1923 in Port Arthur, Ontario (RAF Ferry Command records); home in Saskatoon, Saskatchewan. Enlisted in Saskatoon, 12 April 1940. To No.1 ITS, 29 April 1940; graduated and promoted LAC, 24 June 1940 although posting to No.13 EFTS is dated 21 April 1940; graduated 18 August 1940 when posted to No.2 SFTS; graduated and commissioned 26 November 1940 when posted to Trenton. To No.9 SFTS, 9 January 1941. Promoted Flying Officer, 30 November 1941. To No.13 EFTS, 16 March 1942. To No.3 Flying Instructor School, 28 August 1942. Promoted Flight Lieutenant, 1 November 1942. To No.2 SFTS, 12 June 1943. To No.1 GRS, 8 July 1943. To No.5 Manning Depot, 2 October 1943. Attached to Ferry Command and posted to No.111 OTU, Nassau, 17 October 1943. Departed Montreal, 3 March 1944 in Liberator EV921 which he ferried to Bangor, Maine before returning to Montreal. Departed Montreal, 21 March 1944 in Liberator EV970, which he flew to Goose Bay. Departed Goose Bay, 24 March 1944 to United Kingdom. Proceeded thereafter to Rabat and Cairo on 13 April 1944. Repatriated 17 October 1945. Retired 12 December 1945. Living in Toronto, 1953. Medal presented at Government House by Governor General, 12 June 1953.

Squadron Leader Leeper has completed a tour of operational duty during which he has flown on numerous mine-laying operations, photographic reconnaissances and other missions. All of these flights have entailed long ocean crossings and penetration into enemy territory by day and night, while many of his mine-laying operations entailed flights of over three thousand miles. In addition, this officer has been responsible for training the squadron in range flying technique and the success achieved has been largely due to his hard and painstaking work. Throughout his operational career Squadron Leader Leeper has displayed outstanding organizing ability for leadership, determination and unselfish devotion to duty.

NOTE: Public Records Office Air 2/9135 has recommendation for a DSO dated 13 September 1945 when he had flown 49 sorties (488 hours):

Squadron Leader Leeper has carried out 49 sorties totalling 488 operational hours. During his tour he has flown on mining, photo reconnaissance and Special Duty operations, all of which entailed extremely long ocean crossings and unescorted penetration into enemy territory by day and night. Many of his mining sorties were over 3,000 miles.

He has been responsible for training the squadron in [long] range flying technique, and the success which it has achieved is largely due to his hard and painstaking work.

Throughout his service with the squadron Squadron Leader Leeper has displayed the highest powers of organization and leadership. He has the complete trust of all who served with him, and his determination and unselfish devotion to duty have been inspiration to all under his command.

This is concurred in (15 September 1945) by the Group Captain commanding RAF Station Minneriya, but on 30 September 1945 an Air Commodore (name illegible - possible "J.L. Marsh") who is Air Officer Commanding No.222 Group writes:

I consider the DFC a more appropriate award than the DSO, and strongly recommend the former.

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LEES, F/O James Stewart (J20727) - **Distinguished Flying Cross** - No.50 Squadron - Award effective 14 December 1943 as per **London Gazette** dated 28 December 1943 and AFRO 297/43 dated 11 February 1943. Born in Oyen, Alberta, 1 January 1917. Home in Chilliwack, British Columbia. Garage man for one year; oil well worker for three years. Enlisted in Calgary, 23 July 1941. To No.3 Manning Depot, Edmonton, 24 September 1941. To No.2 BGS, Mossbank, 25 September 1941. To No.2 ITS, Regina, 11 November 1941; graduated and promoted LAC, 3 January 1942; taken on strength of No.15 EFTS, Regina, 4 January 1942; [may have graduated 13 March 1942 but not struck off strength until 28 March 1942; taken on strength of No.3 SFTS, Calgary, 29 March 1942; graduated and promoted Sergeant, 17 July 1942. Subsequently commissioned with effect from that date (**Canada Gazette**, 19 December 1942) but even at No.1660 CU he was referred to as "Sergeant". Struck off strength of No.3 SFTS, 31 July 1942 on posting to "Y" Depot. To RAF Trainee Pool, 6 August 1942. Disembarked in United Kingdom, 18 August 1942. To No.11 (P) AFU, 29 August 1942. Attached to No.1521 Beam Approach Training Flight, 11-15 October 1942. To No.19 OTU, 19 October 1942. Attached to No.10 OTU Detachment, St.Eval, 23 January to 15 February 1943. Promoted Flying Officer, 17 January 1943. To No.1660 Conversion Unit, 9 March 1943. Attended No.74 TTN (whatever that is), dates uncertain. To No.50 Squadron, 20 April 1943. Attached to Maison Blanche, 7 August 1943, returning by plane from North Africa on 29 August 1943. Struck off strength of No.50 Squadron, 23 December 1943 on posting to No.1654 Conversion Unit. Attended No.3 Flying Instructor School, 19 January to 1 March 1944 before taking up duties at CU (see assessments). Promoted Flight Lieutenant, 24 May 1944. Posted again to No.50 Squadron, 5 January 1945. To No.5 Lancaster Finishing School, 13 January 1945. To No.50 Squadron, 19 March 1945 and appears to have flown three sorties. Repatriated via Station Yarmouth, 23 July 1945. Released 28 September 1945. Re-engaged in postwar interim force, 4 July 1946. One of 21 killed in crash of Dakota at Estevan, Saskatchewan, 15 September 1946. Incident in citation would have

occurred on night of 2/3 December 1943.

This officer was pilot of an aircraft detailed to attack Leipzig one night in December 1943. Whilst many miles from the target the aircraft was hit by bullets from an enemy fighter. The rear turret was rendered unserviceable and the main hydraulic gear was damaged. The windscreen near the pilot was shattered causing intense cold in the cabin. In spite of this, the resolute pilot flew on to the target, executed his attack, afterwards flying the aircraft to base where he effected a masterly landing. His skill, courage and tenacity set an example of the highest order. Pilot Officer [sic] Lees has successfully completed very many sorties, including five attacks on Berlin.

NOTE: On 8 August 1943, 0830 hours, Maison Blanche, Lancaster DV223, crashed. He had 500 hours at the time. Only injury was to Sergeant B. Shearwood (broken left arm and finger). He described it as follows:

I took off from RAF Station Skillingthorpe, Lincs, as the pilot of Lancaster DV223 on August 7th at 2120 hours to carry out an operational sortie as briefed under Bomber Command Instructions; the target was located, and although my port outboard engine was on fire, I dropped bombs in the target area. On completion of bombing run, I decided to make North Africa instead of returning to base, having switched off and feathered the propeller of my port outer engine, we made all preparations to abandon aircraft but as the fire subsided, decided to carry on. We tried to contact H.F. Blida but failed, received Q.D.M.s from M.F. which brought us to Maison Blanche; contacted control but TP reception very distorted. I circled the aerodrome for a considerable time looking for the flare path to indicate my line of approach, but was unable to find it.

The weather being bad I flew round for approximately one hour trying to keep in contact with control; we could see clusters of lights to the North of the aerodrome, but immediately over the drome, with the exception of intermittent flashes from flood light, which was changed two or three times, visibility was very poor. We were instructed by control to land from west to east, but owing to weather conditions had to make two overshoots; on the third and which had to be the final one, owing to lack of petrol, my bomb aimer, Sergeant Shearwood, volunteered to remain in the prone bomb aimer's position and guide me in as on a normal bombing run. My landing lights were on. We were practically down on the ground; the aircraft lurched off for landing, when I noticed I was approaching slightly across runway which was practically obscured. I endeavoured to swing onto the general direction of the runway, but couldn't

quite make it, and owing to lightness of the aircraft we floated a long way. I then saw another aircraft immediately in front of me, and trying to avoid it, without success, our port side struck the aircraft on the ground, and came to rest after a broadside skid with port main plane on the ground. I then ascertained the condition of my crew and found that with the exception of No.615667 Sergeant Shearwood who had sustained injuries on the left side, the remainder of the crew were perfectly alright. On leaving the scene of the crash I had to pass over the main runway and could see no evidence of a flare path or any other airdrome landing lights.

A further report on damage stated:

The outer port engine of Lancaster DV223 showed definite signs of fire, the sump being semi-melted and main bearings gone. The port side of nose and front turret of aircraft were badly damaged. Port main plane and both engines damaged. Port tail unit torn off and port undercarriage completely ripped off. The starboard wing tip was also missing. The crash was approximately 100 yards to the right of runway having skidded broadside for approximately 30 yards after striking parked aircraft and damaging starboard wing of parked aircraft.

Training: Course at No.2 ITS was from 10 November 1941 to 2 January 1942. Courses and marks as follows: Mathematics (110/150), Armament (83/100), Signals (143/150), Aircraft Recognition (84/100), ATE (87/100), Drill (85/100), Law and Discipline (90/100), Link (71/100). Ranked 43rd in a class of 134.. "An alert and hard working young airman who had some trouble early in the course with his signals but passed his final exam with better than average marks. He is very anxious to become a pilot."

Course at No.15 EFTS was 6 January to 13 March 1942. Flew Tiger Moth aircraft - 31.40 dual, 43.20 solo. This included eight hours instrument flying and three hours night flying. Also logged ten hours in Link. In air tests deemed "A fair student but very rough on controls" Ground subjects were Airmanship (190/200), Airframes (70/100), Aero Engines (84/100), Signals, Practical (70/100), Theory of Flight (82/100), Air Navigation (133/200), Aircraft recognition (65/75), Armament (93/125). Placed 15th in a class of 42. Described as "Good steady hardworking type of student. Very responsible."

Course at No.3 SFTS was 30 March to 17 July 1942, all on twin-engine aircraft. He flew 45.50 day dual, 46.25 day solo, 5.40 night dual, 10.30 night solo. Instrument flying was 30.45; Link time was 18 hours 45 minutes. Described as "Average pilot. Airmanship and air sense fair. Judgment good. Reactions slow." Ground school courses were Airmanship and Maintenance (152/200), Armament W (82/100), Armament P (73/100), Navigation and Meteorology

(161/200), Signals W (36/50) and Signals P (50/100). Deemed average; graduated 42nd in a class of 55.

At No.11 (P) AFU, course lasted 29 August to 20 October 1942. All flying on Oxfords (31.05 day dual, 1725 day solo, 2.10 night dual, 6.20 night solo; 4.25 on instruments, 4.15 as passenger and 6.20 in Link.

Damaged Lancaster R5853, 10 April 1943 at No.1660 Conversion Unit, Swinderby. He had completed three normal circuits with instructor (F/O N.F. Turner). He reported, "On the night of April 9th, 1943, I had been doing dual circuits and landings. Taxied back to taxi post and was going solo. The instructor got out of the aircraft. I was just going to get permission to take off when the undercarriage collapsed. Upon checking, the undercarriage lever was still locked in the down position.". There was a strong suspicion that he had accidentally toggled the level, but both he and the flight engineer swore on oath they had not, and F/O Turner confirmed that the lever was in the "Down" position immediately after he re-entered the aircraft. No mechanical faults found.

When passed out of No.1660 Conversion Unit, he was described as "Above average pilot and a very good captain. Rather lax in appearance but is very keen and should do well." Others in his crew were Sergeant N Horsley (1145051, flight engineer, "Good engineer. Good at checks and emergency procedure. Appears rather lacking initiative in the air. Good bearing and appearance"), Sergeant D.L. Crerar (638144, navigator, "Only an average navigator, who tends too much to ground on D.F. and the pre-flight plan. Fair bearing and appearance."), Sergeant B.F. Shearwood, 615667, (air bomber, "Above average; a very keen air bomber of pleasing character and excellent bearing. Trained at No.19 OTU, Kinloss, he has carried out his automatic exercises with enthusiasm and success. Crew cooperation on bombing details excellent."), Sergeant C.H. Mollison (1083885, WO/AG, "Average operator, good bearing and appearance, more experience of fault-finding indicator."), Sergeant C.H. Brown (532595, mid-upper gunner, described as "A good air gunner. Serve feed and turrets are his apparent weakness. Crew cooperation good. Keen and reliable, and should make good. Of good appearance and bearing. Good results obtained on the course. Average assessment") and Sergeant E.T. McLeod (R99253, later WO E.T. McLeod, RCAF, awarded DFC, described as "Another good air gunner. Crew cooperation good. Range estimation seems his only weak point. Is keen and reliable with good appearance and bearing. Average assessment.").

Assessments: 24 February 1944, S/L M.M. Stephens (No.3 Flying Instructor School) assessed him as an instructor at No.1654 CU. He had been tested on Oxford (42 hours in all) but was not considered up to "Q" standard: "His patten is very disjointed and not very clear. He does not tell one exactly what he does. His demonstrations need improving and his judgement is fair only.:

7 July 1944, W/C R. Kingsford-Smith, No.1654 Conversion Unit, when he had flown 840 hours as a pilot (47.35 hours other than pilot, and 145 hours 55 minutes in previous six months.

“Although this officer shows keenness, he lacks initiative and foresight. Average bearing.”

7 January 1945, W/C R. Kingsford-Smith, No.1654 Conversion Unit, when he had flown 924 hours (82 in previous six months): “Is now an experienced Conversion Unit instructor. He has proved to be average both as an instructor and flight commander. He is popular and has a strong personality but at times is inclined to be disinterested in his work. His sense of discipline and administrative ability could be improved.” To the above, G/C W.P.J. Thompson added, “Has proved himself an average instructor at this unit. He was recently selected to be repatriated to Canada but has since waived his leave and volunteered to complete a second tour of operations. He is considered a keen and capable officer whose administrative ability should improve with more experience.”

As of 24 October 1945 he reported his flying times as follows: Crane (120), Oxford (90.55), Whitley (157.45, Halifax (16.25), Lancaster (291.30), Stirling (187). Operational time had totalled 258 hours and total flying time was 938 hours 35 minutes).

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LEET, Sergeant Robert Joffre (R77120) - **Distinguished Flying Medal** - No.103 Squadron - Award effective 2 March 1943 as per **London Gazette** dated 12 March 1943 and AFRO 616/43 dated 9 April 1943. Born in Montreal, 22 November 1915 (dairy salesman). Enlisted in Montreal, 9 October 1940. To Rockcliffe, 25 October 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 16 March 1941 but not posted until 31 March 1941 when sent to No.1 Manning Depot to No.3 WS, 18 April 1941; to No.2 BGS, 31 August 1941; graduated and promoted Sergeant, 29 September 1941. To Embarkation Depot, 30 September 1941. To RAF overseas, 22 October 1941. Promoted Flight Sergeant, 29 March 1942. Promoted WO2, 1 November 1942. Commissioned 1 February 1943 (J16962). Promoted Flying Officer, 1 August 1943. To RCAF Overseas Headquarters, 10 May 1944. Promoted Flight Lieutenant, 1 February 1945. Repatriated 1 May 1945. Retired 24 June 1945. Died in Toronto, 29 April 2013. RCAF photo PL-15942 (ex UK-3953 dated 20 May 1943) taken after investiture - P/O R.J. Leet (left, Westmount) and P/O J.K. McEvoy (right, Winnipeg).

Sergeant Leet has displayed the greatest determination and devotion to duty. On one occasion, when crossing the Alps to attack Turin, he replaced the tail gunner whose oxygen apparatus had failed, keeping himself alert by the ingenious use of portable oxygen gear. He was largely responsible for the success of the mission. At all times his courage and coolness in the face of

danger have had an inspiring effect on his comrades.

Public Record Office Air 2/8981 has recommendation drafted 2 January 1943 when he had flown 23 sorties (135 hours 52 minutes operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Sergeant Lee was posted to this squadron on 8th September 1942, and has carried out 23 operational sorties, eight in Halifax and 15 in Lancaster aircraft in addition to one sortie in Wellington aircraft from No.12 Operational Training Unit. He is a Canadian. Throughout his tour of duty with this squadron he has shown the greatest determination to assist his Captain to make a success of all sorties undertaken by the crew. On one occasion when crossing the Alps to attack Turin, the tail gunner became faint and sick through lack of oxygen. Sergeant Leet immediately volunteered to take his place and in spite of a faulty oxygen system, kept himself alert by the judicious use of portable oxygen bottles and thus was largely responsible for the success of the sortie. His cheerful courage and coolness in the face of danger has been of great assistance in maintaining the excellent offensive spirit always displayed by the crew. Recommended for the award of the Distinguished Flying Medal.

LEET, F/O Robert Joffre, DFM (J16962) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. No citation in AFRO.

RCAF Press Release No. 8178 dated 10 January 1945 from S/L Vic Baker reads:

WITH RCAF IN BRITAIN: -- For inventing a synthetic trainer for wireless operators when an instructor overseas, Flying Officer Robert J. Leet, DFM, 6186 Notre-Dame-de-Grace Avenue, Montreal, Quebec, was mentioned in dispatches recently. Leet, now at an RCAF repatriation depot in Britain, was a wireless instructor in between operational tours. During that time, he invented this training device which was adopted by the air force in 1943 for the training of all WOPS. He completed his first tour with a RAF squadron and the second one with the Snowy Owl Squadron of the Canadian Bomber Group. The training apparatus consisted of an elaborate and intricate control panel which was connected to a training aircraft in the hangar by means of all sorts of radio paraphernalia. In this manner, students could be fully trained on the ground without having to fly under actual operational conditions. The controller could test and train the student on the ground by means of the control panel. The student could call and be in contact with all the radio stations he would use if

actually flying. All flying faults, defects, confusions, and conditions could be reproduced by this radio trainer. "It certainly didn't make me very popular with the students," said the 29-year-old radio expert who completed 47 operational trips. "The young students went into this trainer fully confident, cocky and smart-alecky but when we had put them through their paces they came out feeling they had much more to learn before being trusted in the air on operations."

Overseas for three and a half years, Leet was a salesman with Dominion Dairies Limited in Montreal, and hopes to return to his old job on discharge.

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LEFAVE, FS Emile Joseph (R187643) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 13 October 1944 as per **London Gazette** of that date and AFRO 2534/44 dated 24 November 1944. Born 4 November 1922 in Windsor, Ontario; home there. Enlisted in Windsor, 3 September 1942. To No.5 Manning Depot, 25 November 1942. To No.16 SFTS, 21 January 1943. To No.6 ITS, 20 February 1943; graduated and promoted LAC, 30 April 1943 but not posted to No.9 AOS until 13 May 1943; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Promoted Flight Sergeant, date uncertain. Repatriated 24 February 1945. Retired 2 May 1945.

In August 1944, Flight Sergeant Lefave was navigator of an aircraft detailed to attack Kiel. While over the target the aircraft was hit by anti-aircraft fire and Flight Sergeant Lefave was wounded in the leg and abdomen. Although suffering great pain he continued his navigation, displaying great fortitude and devotion to duty. On his return to base did he disclose his injuries. Flight Sergeant Lefave is a capable navigator whose coolness in the face of the enemy has been an inspiration to all.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Volume 20627) has original recommendation drafted by W/C A/F. Avant, 21 August 1944 when he had flown four sorties (18 hours 25 minutes):

One night in August, Flight Sergeant Lefave was navigator of an aircraft detailed to attack Kiel. While over the target the aircraft was subjected to accurate anti-aircraft fire and sustained hits. Flight Sergeant Lefave was wounded by a piece of flak in the upper part of the leg and abdomen. Although suffering great pain he continued at his navigation, displaying great fortitude and devotion to duty.

Only when he was over base did he tell his Captain of his injury.

It is considered that his outstanding gallantry, determination and valour fully merit the immediate award of the Distinguished Flying Medal.

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LEFEBVRE, F/L Edmond Raoul Herve Yvon (J16317) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 23 March 1945 and AFRO 721/45 dated 27 April 1945. Born 3 November 1920 in Legal, Alberta; home there or Morinville, Alberta. Educated in Alberta and in Los Angeles. Enlisted in Edmonton, 18 July 1941 and posted to No.2A Manning Depot. To No.34 SFTS (guard), 6 August 1941. To No.4 ITS, 1 September 1941; graduated and promoted LAC, 3 October 1941 but not posted to No.18 EFTS until 8 October 1941; may have graduated 4 December 1941; posted on 6 October 1941 to No.15 SFTS; graduated and promoted Sergeant, 28 March 1942; posted that date to "Y" Depot. To RAF overseas, 30 April 1942. Further trained at No.1659 Conversion Unit where he was involved in crash of Halifax W1146 (see below). Commissioned 9 December 1942. Promoted Flying Officer, 9 June 1943. Also flew with No.1695 Bomber Defence Training Flight. On 24 April 1944 he was the pilot of Martinet MS550 of 1695 BDT Flt based at Dalton, Yorkshire carrying out drogue towing pilot duties. He was taxiing the aircraft at Dalton airfield when the aircraft ran onto the grass due to a strong crosswind, the starboard wheel sunk into soft ground and the leg collapsed. Repatriated 24 January 1945. To No.2 Air Command, 26 January 1945. Released 2 April 1945 in Calgary. Died 20 December 2000. No citation other than "completed... many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 20 November 1944 when he had flown 30 sorties (155 hours five minutes), 18 July to 4 November 1944.

Flying Officer Lefebvre has proved himself to be a pilot and captain of exceptional ability. He has completed a large number of operational sorties over the most heavily defended targets in Germany, raids on precision targets in enemy-occupied territory and several important mining sorties in enemy waters. He has consistently displayed a high standard of courage and determination and his airmanship has been an example to all other pilots on the squadron. His fine crew spirit has made itself felt in all sections of the unit and his keenness and skill as a pilot is an inspiration to all aircrews. Flying Officer Lefebvre has at all times been willing to do more than his share of routine work in the Flight and his help to new pilots has been invaluable.

The sortie list was as follows:

18 July 1944 - Caen (4.30)
18 July 1944 - Wesseling (5.05)
23 July 1944 - Donges (6.10)
24 July 1944 - L'Hey (3.20)
30 July 1944 - Villers Bocage (4.30)
31 July 1944 - Foret de Croc (4.05)
3 August 1944 - Foret de Nieppe (3.55)
4 August 1944 - Bois de Casson (5.05)
5 August 1944 - St. Leu (4.30)
8 August 1944 - Brest (5.10)
12 August 1944 - Brunswick (5.30)
14 August 1944 - Falaise (4.15)
15 August 1944 - Tassily (4.00)
16 August 1944 - Kiel (5.05)
27 August 1944 - Minoyeques (3.35)
8 September 1944 - Emden (4.25)
11 September 1944 - Kiel (5.40)
15 September 1944 - Kiel (6.35)
17 September 1944 - Boulogne (3.55)
28 September 1944 - Sterkrade (5.35)
4 October 1944 - Bergen (7.00)
6 October 1944 - Dortmund (5.50)
9 October 1944 - Bochum (6.10)
23 October 1944 - Essen (6.25)
25 October 1944 - Homburg (5.05)
28 October 1944 - Cologne (6.15)
30 October 1944 - Cologne (5.50)
1 November 1944 - Oberhausen (6.25)
2 November 1944 - Dusseldorf (5.50)
4 November 1944 - Bochum (5.20)

NOTE: As P/O Lebrvre, this officer was pilot of Halifax "H", W1146 which crashed on 28 January 1943 (No.1659 Conversion Unit). He was injured. The crew besides himself were R134419 Sergeant J.R. Askew (air gunner, died of injuries), R77189 Flight Sergeant J.H.A.O Beliveau (navigator, killed), 1391710 Sergeant R.E. Drago (bomb aimer, killed), 1270251 Sergeant J.D. Stone (WOAG, killed), R68465 Sergeant H. McGeach (flight engineer, injured), and R139022 Sergeant C. Pudney (air gunner, injured, later awarded George Medal, which see for further information). Aircraft crashed six miles northwest of Thwaite, Yorkshire at 1230 hours. Local flying practice. Had just completed QGH procedure and requested permission to carry on local

flying. Permission was granted as long as air was satisfactory. Local cloud varied from 700 to 1,200 feet. He flew out of local flying area to Penines, and struck a hill obscured by cloud. The website on Yorkshire crashes, <http://www.yorkshire-aircraft.co.uk/aircraft/planes/dales/w1146.html>, stated that the aircraft "took off from Leeming airfield for a cross-country training exercise but on their return to the Leeming general area in North Yorkshire they found base and the area was shrouded in cloud. They became lost in the cloud and flew too far west, after letting down through cloud, probably to try and work out their position, the aircraft flew into the slopes of Great Shunner Fell to the west of Thwaite in Upper Swaledale at 12.28hrs. On crashing the aircraft caught fire. Although badly injured one of the crew, Sgt Pudney, who was suffering from severe cuts to his face and head, assisted by P/O LeFebvre returned to their burning aircraft several times to extract the crew who were trapped inside. Sgt. Pudney then walked several miles to seek help. When help arrived those who had survived were taken to Catterick Military Hospital where sadly F/Sgt Askew died at 23.20hrs on 29th January 1943."

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LEFLER, LAC James Philip Edward (R114194) - **Mention in Despatches** - Middleton St.George - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. AFRO gives unit only as "Overseas"; unit found in McEwen Papers list of recommendations for MiD. Born 11 June 1920. Home in Hamilton; enlisted there for General Duties, 5 July 1941 and posted to No.2A Manning Depot; reclassified as Airframe Mechanic, 19 August 1941; to No.3 Manning Depot, 20 August 1941. To Technical Training School, 30 September 1941. To No.5 SFTS, 11 February 1942. To No.1 OTU, 20 July 1942. Reclassified as General Duties, 10 August 1942. Promoted AC1, 10 November 1942. To "Y" Depot, 25 January 1943. Promoted LAC, 10 February 1943. To RAF overseas, 8 March 1943. Repatriated 13 June 1945. Retired 5 September 1945. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation submitted to OC No.64 Base, 4 May 1945, confirms unit and that he had spent 19 months in Canada, 26 months overseas. Employed in Flying Control.

This airman has been on this station for over two years, engaged on Flare Party duties and during operational landings acting as upwind signaller. His work has been exceptionally well done. He has had several narrow escapes from aircraft landing erratically but has always volunteered for extra duties and has shown a devotion to duty far beyond normal. He has been recommended for promotion several times but due to lack of establishment in the section, it has not materialized.

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LEFROY, F/L Henry Keith (J7598) - **Distinguished Flying Cross** - No.405 Squadron (dead) - Award effective 22 November 1943 as per **London Gazette** dated 20 April 1945 and AFRO 918/45 dated 1 June 1945. Born 7 June 1919 in London, England; home in Oakville, Ontario; joined Canadian Army (Royal Canadian Artillery) in 1940; enlisted in Toronto, 6 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 28 December 1940. To "K", 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; graduated 3 July 1941 when posted to No.14 SFTS; graduated and commissioned, 25 September 1941. To Embarkation Depot, 26 September 1941. To RAF overseas, 12 October 1941. Promoted Flying Officer, 25 September 1942. Promoted Flight Lieutenant, 9 February 1943. Killed in action, 23 November 1943 (Lancaster JA939, No.405 Squadron).

As pilot this officer has completed numerous operations against the enemy in the course of which he has invariably displayed the utmost fortitude, courage and devotion to duty.

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

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LEFURGEY, P/O Bruce Henry (J86274) - **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 8 July 1920 in St.Eleanors, Prince Edward Island; home in Regina, Saskatchewan. Enlisted in Saskatoon, 21 October 1940. To No.36 SFTS (guard), 25 October 1940. To No.2 WS, 7 December 1940; promoted LAC, 7 January 1941; graduated 25 April 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 26 May 1941. To Embarkation Depot, 7 June 1941. To RAF overseas, 18 June 1941. Promoted WO2, 1 November 1942. Promoted WO1, 1 May 1943. Commissioned 14 March 1944. Promoted Flying Officer, 14 September 1944. Repatriated 20 October 1944. To No.168 (Heavy Transport) Squadron, 2 December 1944. Re-engaged with Interim Force, 8 December 1945. To Radar and Communication School, date uncertain. To No.1 Air Command, 1 July 1946. To Air Armament School, 5 July 1946. Retained rank of Flying Officer in postwar force, 1 October 1946 (20442) on strength of No.435 Squadron. To No.426 Squadron, 28 March 1947. Resigned commission, 17

August 1949; living in Calgary in 1950. Caption to RCAF photo PL-4860 (ex UK-639) is as follows: "Six Members of Parliament from the Dominion of Canada recently paid a surprise visit to a Canadian bomber squadron somewhere in England. Invading the Sergeant's Mess, the MP's broke up card and checker games as a result of the unexpected visit. From left to right, Sergeant Air Gunner L.G. Burgoyne of Mahone Bay, Nova Scotia, Mr. Arthur Sloghs, KC, MP and Sergeant Pilot 'Os' Lefurgey of Prince Edward Island. Caption to RCAF photo PL-28552 (ex UK-9353 dated 29 March 1944) describes an "operational bachelor party" as Warrant Officer Johnny Walker (Akron, Ohio) is toasted in coffee by Warrant Officer Bruce Lefurgey (Regina) and Sergeant Don Graham (right, Brownsburg, Quebec). Walker has completed his last mission before going on leave to marry Company Quarter-Sergeant Major Mary Burness (Edmonton, CWAC). "Skipper of a Snowy Owl Squadron Halifax in RCAF Bomber Group oversea, Johnny reported that when he flew in with the fourth wave of attackers, the fires of Frankfurt were 'really starting up'. Lefurgey, a wireless air gunner, has seen service over India and the Middle East. Graham is a tail gunner." No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9025 has recommendation dated 20 June 1944 when he had flown 44 sorties (217 hours 35 minutes) in two tours.

First Tour

15 April 1942 - Harwell-Portreath (1.10)
16 April 1942 - Portreath-Gibraltar (7.05)
19 April 1942 - Gibraltar-Malta (7.00)
21 April 1942 - Malta-Middle East (7.10)
4 December 1942 - Kasfareet-Habbaniya (5.40)
25 November 1942 - Portreath-Gibraltar (7.45)
26 November 1942 - Gibraltar-Sidi Barani (13.35)
27 November 1942 - Sidi Barani-Mersa Matruh (.45)
28 November 1942 - Mersa Matruh-LG.224 (2.00)
30 November 1942 - Abdsuweir-Kabbit (.30)
30 November 1942 - Kabbit-Kasfareet (1.5)
30 November 1942 - LG.224-Abdsuweir (2.35)
7 December 1942 - Habbaniya-Sharjah (7.45)
8 December 1942 - Sharjah-Karatchi (5.00)
31 January 1943 - Karatchi-Bombay (4.00)
2 February 1943 - Bombay-Bangalore (5.00)
4 February 1943 - Bangalore-Tanjore (1.30)
13 February 1943 - Anti-sub patrol, Bay of Bengal (6.30)
20 February 1943 - ditto (7.30)
1 March 1943 - ditto (6.45)

4 March 1943 - Bay of Bengal war ops (6.15)
5 March 1943 - ditto (8.10)
22 April 1943 - Burma coast war ops (9.55)
1 May 1943 - ditto (.45)
TOTAL - 106 hours 50 minutes

Second Tour

20 February 1944 - Stuttgart (7.55)
24 February 1944 - Schweinfurt (8.20)
1 March 1944 - Stuttgart (7.55)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.30)
13 March 1944 - Le Mans (5.20)
15 March 1944 - Stuttgart (7.25)
18 March 1944 - Frankfurt (5.30)
22 March 1944 - Frankfurt (5.55)
9 April 1944 - Villeneuve St.George (5.45)
10 April 1944 - Ghent (4.00)
19 May 1944 - Merville/Franceville (4.00)
22 May 1944 - Le Mans (4.40)
31 May 1944 - Querqueville (4.55)
2 June 1944 - Neufchatel (4.25)
5 June 1944 - Houlgate (4.25)
6 June 1944 - Coutanas (6.00)
7 June 1944 - Acheres (4.40)
9 June 1944 - Le Mans (5.40)
15 June 1944 - Boulogne (3.25)

TOTAL - 110 hours 45 minutes

Pilot Officer Lefurgey has now completed 20 sorties on his second operational tour. His operations have included patrol work from India on his first tour and German and French targets on his second.

At all times, Pilot Officer Lefurgey has shown outstanding ability and a strong sense of duty. He has set his mind to the task in hand and his cheerful confidence has inspired a high standard of morale in his crew. In recognition of this officer's fine record of achievement he is highly recommended for the non-immediate award of the Distinguished Flying Cross.

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LEGAULT, F/O Joseph Emile Eugene (J19876) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Name also rendered as Joseph Eugene Emile Legault. Born 4 February 1920 in Hull, Quebec; home in St.Francois de Masham, Quebec (bookkeeper). Enlisted in Ottawa, 1 September 1941 and posted to No.1 Manning Depot. To No.1 Equipment Depot, 18 October 1941. To No.4 WS, 17 January 1942. To No.1 WS, 28 February 1942; promoted LAC, 2 April 1942; graduated 12 September 1942 when posted to No.9 BGS; graduated and promoted Sergeant, 9 October 1942. To "Y" Depot, 10 October 1942. To RAF overseas, 27 October 1942. Promoted Flight Sergeant, 9 April 1943. Commissioned 1 February 1944. Promoted Flying Officer, 1 August 1944. Repatriated 23 January 1945. To No.1 Air Command, 26 January 1945. Retired 5 March 1945. RCAF photo PL-26882 (ex UK-8357 dated 29 February 1944) shows (left to right) Warrant Officer J.E. "Gogo" Legault (wireless operator/air gunner, Hull, Quebec, Warrant Officer Robert Lajeunesse (rear gunner, Debden, Saskatchewan) and Flight Sergeant Larry Tremblay (bomb aimer, Ile Maligne, Quebec).

Flying Officer Legault has recently completed a tour of operational duty. On one occasion when returning from a sortie his aircraft developed engine trouble and for a short period both engines failed completely causing the aircraft to lose height. Undeterred, this officer continued with his allotted duties. Later when fire broke out on his aircraft Flying Officer Legault by his initiative and cool courage succeeded in extinguishing it. At all times this officer has displayed outstanding skill and has set a fine example.

The original recommendation is found in DHH file 181.009 D.1633, Library and Archives Canada RG.24 Volume 20603, drafted by W/C J. Lecomte, 12 August 1944 when he had flown 31 sorties (177 hours 20 minutes). Sortie list and text as follows:

Six sorties in England and North Africa, 42 hours 20 minutes, list not available

9 February 1944 - Leipzig (6.55)
24 February 1944 - Schweinfurt (8.45)
25 February 1944 - Augsburg (7.00)
15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfurt (5.40)
22 March 1944 - Frankfurt (6.00)
30 March 1944 - Nuremberg (7.55)
9 April 1944 - Villeneuve St. George (5.55)

18 April 1944 - Noisy le Sec (4.45)
20 April 1944 - Lens (4.10)
22 April 1944 - Dusseldorf (4.55)
24 April 1944 - Karlsruhe (6.10)
7 May 1944 - St. Valery (3.30)
9 May 1944 - Calais (3.25)
12 May 1944 - Louvain (1.45)
19 May 1944 - Merville (4.15)
22 May 1944 - Le Mans (5.10)
27 May 1944 - Bourg Leopold (4.00)
31 May 1944 - Au Fevre (4.30)
5 June 1944 - Houlgate (5.30)
6 June 1944 - Coutrance (4.25)
8 June 1944 - Mayerne (5.50)
12 June 1944 - Cambrai (4.40)
15 June 1944 - Boulogne (3.40)
16 June 1944 - Sautrecourt (4.00)
6 July 1944 - Coquoreaux (4.20)

Pilot Officer Legault's recently completed tour of operations includes offensive sorties against such heavily defended targets as Augsburg, Leipzig, Dusseldorf, Karlsruhe and Schweinfurt. In all of these operations, he has displayed unusual skill as a Wireless Operator and has provided a fine example by his outstanding devotion to duty.

On one occasion in North Africa, he was Wireless Operator of a Wellington bomber which developed engine trouble when returning from an operation. Both engines commenced sputtering alternately. For a short period they cut out entirely, and height was lost from 8,000 feet to 2,500 feet. Heedless of the danger, Pilot Officer Legault obtained several loop bearings and, when the intercommunication system became unserviceable, occupied himself with repairing it. Later, when the discharge of a Verrey Pistol caused the aircraft to catch fire, this courageous officer quickly put out the flames with a fire extinguisher.

By his cool courage, skill and initiative, this Wireless Operator has more than once inspired the other members of his crew. I recommend that his fine record of achievement be recognized by the award of the Distinguished Flying Cross.

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LEGAULT, LAC Joseph Hilaire Jean Baptiste (R127049) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 17 July 1918. Home in Hudson Heights, Quebec. Enlisted for General Duties, Montreal, 15 August 1941 and posted to No.5A Manning Depot. To Newfoundland, 5 September 1941. Promoted AC1, 15 November 1941. Promoted LAC, 15 February 1942. To No.1 WS, 24 September 1942. To "Y" Depot, 1 March 1943. To RAF overseas, 27 March 1943. Reclassified as Armament Assistant, 3 November 1943. Repatriated 18 June 1945. To Debert, 19 June 1945. To Halifax, 13 September 1945. Retired 19 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 forwarded to No.6 Group Headquarters, 3 February 1945; Armourer. When recommended he had served 19 months in Canada, 22 months overseas.

LAC Legault has been employed as an armourer assistant on bomb dump duties for well over a year. As a hard-working and intelligent airman he has contributed enormously to the operational efficiency of his station. Always willing to undertake more than his normal share of work, however arduous, he is an outstanding example to those with whom he works. Popular with other airmen, his contribution to the morale of his fellows is considerable. LAC Legault can always be depended upon to offer of his services above the normal calls of duty.

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LEGAULT, F/O Philip Henry (J87433) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Born 29 July 1923, Smith Falls, Ontario; home in Montreal. Enlisted in Toronto, 8 July 1942 and granted Leave Without Pay. To No.1 Manning Depot, 30 September 1942. To No.5 ITS, 23 January 1943; graduated and promoted LAC, 3 April 1943 when posted to No.13 EFTS; graduated 28 May 1943 and posted next day to No.17 SFTS; graduated and promoted Sergeant, 17 September 1943. To "Y" Depot, 1 October 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 5 June 1944. Promoted Flying Officer, 5 December 1944. Repatriated 7 February 1945. Retired 20 March 1945.

This officer has completed very many sorties. In September 1944 he piloted an aircraft detailed to attack a far distant target. Whilst over the area his aircraft was heavily engaged by anti-aircraft fire and was hit. One engine was damaged. The fuel and oil tanks were pierced whilst the leading edge of the tail was shot away. Despite this he flew the aircraft back to an airfield near the coast and effected a safe landing almost as the petrol supply became exhausted. In October 1944, Flying Officer Legault took part in an attack on Cologne. On the

return flight his aircraft was attacked simultaneously by two enemy fighters. Although his aircraft sustained much damage, Flying Officer Legault succeeded in evading the enemy aircraft and afterwards flew safely to base. This officer has set a fine example of skill, courage and resource.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 14 November 1944 by W/C Hugh Ledoux when he had flown 27 sorties (140 hours); text as follows:

On September 3rd, 1944, Flying Officer Legault was pilot of a Halifax bomber which attacked Bergen, Norway. Whilst over the target area, his aircraft was hotly engaged by the defences causing the leading edge of the tail to blow off, badly piercing the fuel and oil tanks and also damaging the engine. Despite this grave handicap, the mission was successfully completed. By the time he reached the Scottish coast, his oil tank had gone dry and there was very little petrol left.

By his outstanding airmanship and skilful manoeuvring, he was able to reach an airfield and made a perfect landing on three engines since the port inner engine had failed.

On October 26th, 1944, when returning from an attack on Cologne, he was pursued by two enemy fighters. The one on the port side came within one hundred yards and attacked. The flaps of the port wing were shot off and further damage was caused by the other fighter who attacked simultaneously on [the] starboard side. After being hit, the pursuers broke away and Flying Officer Legault made for cloud cover.

His sorties have also included raids on other very heavily defended targets. Throughout these attacks, his courage under heavy anti-aircraft fire has been exemplary. A very capable and most reliable captain, this officer has gained the confidence of his crew to whom he has been a source of inspiration. For his gallantry, initiative and resourcefulness, which have contributed materially to the successes obtained, I recommend that he be awarded the immediate Distinguished Flying Cross.

The sortie list was as follows:

- 18 August 1944 - Connantre (6.15)
- 25 August 1944 - Brest/Cornouailles (4.45)
- 28 August 1944 - Ferfay (3.25)
- 3 September 1944 - Volkel (3.55)

9 September 1944 - Le Havre (4.05)
10 September 1944 - Le Havre (4.40)
11 September 1944 - Castrop Rauxel (5.20)
12 September 1944 - Wanne Eickel (5.20)
25 September 1944 - Calais (4.35)
26 September 1944 - Calais (4.05)
27 September 1944 - Bottrop (5.05)
28 September 1944 - Cap Gris Nez (4.15)
30 September 1944 - Sterkrade (5.10)
4 October 1944 - Bergen (6.50)
6 October 1944 - Dortmund (6.05)
9 October 1944 - Bochum (6.50)
12 October 1944 - Wanne Eickel (5.55)
14 October 1944 - Duisburg (5.35)
14 October 1944 - Duisburg (5.35)
15 October 1944 - Wilhelmshaven (4.50)
23 October 1944 - Essen (5.15)
25 October 1944 - Homburg (5.10)
28 October 1944 - Cologne (5.55)
30 October 1944 - Cologne (5.40)
1 November 1944 - Oberhausen (5.55)
2 November 1944 - Dusseldorf (5.55)
4 November 1944 - Bochum (5.35)

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LEGGAT, S/L Peter Stratharn (J4788) - **Mention in Despatches** - No.418 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Born 17 May 1919 in Montreal. Enlisted there 20 July 1940. To No.2 ITS, 30 August 1940; graduated and promoted LAC, 30 September 1940 but not posted to No.6 EFTS until 6 October 1940; graduated 26 November 1940 when posted to No.1 SFTS; graduated and commissioned, 12 February 1941. To Trenton that date. To No.1 SFTS, 1 July 1941. Promoted Flying Officer, 10 February 1942. Promoted Flight Lieutenant, 1 August 1942. To No.36 OTU, Greenwood, 11 November 1943. To "Y" Depot, Lachine, 29 January 1944. Arrived in UK, 24 February 1944. Further trained at No.60 OTU (11 April to 7 June 1944). In No.418 Squadron, 7 June to 15 December 1944. While there he destroyed five V-1s - on 6/7 July (one), 30/31 July (two). 3/4 August (one) and 7/8 August (one). See **The RCAF Overseas: The Fifth Year**, pp.190-192. Repatriated to Canada, 28 December 1944. To No.1 Air Command, 14 January 1945; to No.7 OTU, 14 February 1945; to Station Debert, 21 July 1945; to No2 Release Centre, 15 September 1945; released 5 October 1945. Re-engaged with Auxiliary, 24 October 1946

(120533) and serving in No.401 Squadron; resigned his commission, 1 April 1949.

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LEGGÉ, F/O Harold Thomas (J3756) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 17 March 1942 as per **London Gazette** dated 13 March 1942 (curious !) and AFRO 611/42 dated 24 April 1942. Born in Kent, 29 June 1917; home in Calgary, Alberta. Enlisted in Calgary, 20 June 1940. To No.2 ITS, 30 June 1940. Graduated and promoted LAC, 1 September 1940; posted next day to No.2 AOS; to No.2 BGS, Mossbank, 24 November 1940; graduated and promoted Sergeant, 4 January 1941 when posted to No. 1 ANS. To RAF overseas, 7 April 1941. Commissioned 2 February 1942. Repatriated via No.31 Personnel Depot, 19 September 1942. To No.31 ANS, 25 September 1942. To No.31 Personnel Depot, 20 January 1943. To RAF overseas, 3 February 1943. Promoted Flying Officer, 4 February 1943. Promoted Squadron Leader, 1 October 1943. Repatriated 21 January 1945. To No.1 CNS, 11 March 1945. To No.5 OTU, 3 July 1945. To No.9 Release Centre, 7 September 1945. Retired 12 September 1945. Died in Calgary, 24 January 2002 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2003.

This officer has been employed as navigator on numerous difficult and long range sorties over heavily defended targets. Throughout, his skill and persistence have been of a high order. On one occasion he navigated his aircraft which had only one engine functioning from Nuremburg to this country through extreme hazardous weather conditions and in face of almost continuous enemy opposition. His exceptional ability was mainly responsible for the safe return of the aircraft. It is believed that this single engined emergency flight of a Wellington aircraft is the longest on the record. Flying Officer Legge is a most determined and skilful air observer.

Public Records Office Air 2/9262 has recommendation dated 28 January 1942 when he had flown 26 sorties (160 hours 15 minutes). Text differs little from that published; sortie list as follows:

16 July 41 - Boulogne (4.30)
20 July 41 - Cologne (6.00)
24 July 41 - Brest (6.10, day op)
2 August 1941 - Berlin (7.40)
5 August 1941 - Karlsruhe (4.00, intercom u/s, bombed Ostend)
7 August 1941 - Essen (5.15)
12 August 1941 - Berlin (7.45)
14 August 1941 - Magdeburg (7.20, 10/10 cloud, bombed Hanover)
16 August 1941 - Cologne (7.00)

19 August 1941 - Kiel (6.10, 10/10 cloud, bombed Sonderburg)
26 August 1941 - Cologne (6.30)
28 August 1941 - Duisburg (5.00)
31 August 1941 - Essen (4.40)
7 Sept 1941 - Berlin (7.45)
8 Sept 1941 - Kassel (6.00 "perfect trip")
19 Sept 1941 - Stettin (5.00, intercom u/s so bombed Bremen)
29 Sept 1941 - Stettin (8.45)
10 October 1941 - Cologne (6.00)
12 October 1941 - Nuremburg (8.00)
14 October 1941 - Nuremburg (7.50, port engine on fire, crash-landed; see citation)
21 October 1941 - Bremen (5.30)
7 November 1941 - Berlin (5.50, iced up, bombs dropped safe in Holland)
16 November 1941 - Wilhelmshaven (4.35)
28 December 1941 - Wilhelmshaven (5.35, "perfect trip")
8 January 1942 - Brest (5.35)
10 January 1942 - Wilhelmshaven (5.50)

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LEGROS, F/O Claude Bernard (J35651) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 25 August 1923 in Emo, Ontario; home in St. Boniface, Manitoba (ledger keeper). Enlisted in Winnipeg, 30 November 1942. To No.8 Manning Depot, 4 January 1943. To No.2 Manning Depot, 27 February 1943. To No.2 BGS, 2 April 1943. To No.23 Pre-Aircrew Education Detachment, 20 May 1943; to No.2 Air Gunner Ground Training School, 25 June 1943; promoted LAC, 7 August 1943 when posted to No.3 BGS; 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 8 June 1945. Retired at uncertain date. In postwar RCAF as Flying Control Officer, 1 June 1956 to uncertain date (243856). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8751 has recommendation dated 20 April 1945 when he had flown 56 sorties (296 hours 40 minutes), 3 April 1944 to 14 April 1945.

3 April 1944 - NICKEL, Meulen (5.00)
30 July 44 - Amaye-sur-Surelle (4.25)
31 July 44 - V-1 sites (4.40)
1 August 1944 - L'Hey (3.40)
3 August 1944 - Hazebrouck (3.55)

4 August 1944 - Bois de Casson (4.40)
5 August 1944 - St.Leu d'Esserent (5.15)
7 August 1944 - La Hogue (4.20)
8 August 1944 - Chantilly (4.45)
9 August 1944 - Prouville (4.05)
12 August 1944 - Le Breteque (4.40)
14 August 1944 - Caen (4.40)
15 August 1944 - GARDENING, Bay of Biscay (6.45)
18 August 1944 - Connantre (6.50)
31 August 1944 - Cezembre (4.30)
6 Sept 1944 - Emden (4.35)
10 Sept 1944 - Le Havre (3.55)
12 Sept 1944 - Oslo (7.00)
15 Sept 1944 - Oslo (6.30)
17 Sept 1944 - Boulogne (3.40)
19 Sept 1944 - Calais (3.00)
27 Sept 1944 - Duisburg (5.25)
12 October 1944 - Essen (4.50)
14 October 1944 - Duisburg (5.25)
15 October 1944 - Wilhelmshaven (4.40)
21 October 1944 - Ops (3.05), DNCO
23 October 1944 - Essen (6.00)
24 October 1944 - Oslo (6.50)
28 October 1944 - Cologne (6.35)
30 October 1944 - Cologne (5.25)
1 November 1944 - Oberhausen (5.25)
6 November 1944 - Gelsenkirchen (4.25)
2 December 1944 - Hagen (5.50)
4 December 1944 - Urft Dam (5.10)
6 December 1944 - Merseburg (6.15)
12 December 1944 - Essen (4.20)
28 December 1944 - Bonn (5.00)
29 December 1944 - Gelsenkirchen (4.40)
5 January 1945 - Royan (4.55)
7 January 1945 - Munich (6.50)
14 January 1945 - Merseburg (6.35)
16 January 1945 - Zeitz (6.40)
22 January 1945 - Sterkrade (3.40)
1 February 1945 - Mannheim (5.15)
3 February 1945 - Bottrop (4.20)

14 February 1945 - Chemnitz (7.00)
20 February 1945 - Dortmund (4.15)
21 February 1945 - Duisburg (4.55)
23 February 1945 - Essen (3.45)
2 March 1945 - Cologne (3.55)
5 March 1945 - Chemnitz (7.20)
7 March 1945 - Dessau (7.40)
8 March 1945 - Hamburg (5.40)
15 March 1945 - Hanover (6.15)
20 March 1945 - Hemmingstadt (4.40)
31 March 1945 - Hamburg (4.25)
14 April 1945 - Potsdam (7.25)

Flying Officer Legros is an extremely capable and keen Air Gunner who has now completed two full tours of operations against the enemy. This officer's most outstanding qualities, aside from his superior technical knowledge and its practical application, are his disregard for personal safety and determination to put forward his best efforts to make his missions successful. Undoubtedly he has done much to contribute to the high morale of his crew and its fine operational record.

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LEHMAN, F/O Arthur Ray (J21858) - **Distinguished Flying Cross** - No.681 Squadron - Award effective 13 January 1945 as per **London Gazette** dated 23 January 1945 and AFRO 471/45 dated 16 March 1945. Although described as American citizen, he was born 22 September 1921 in Niagara Falls, Ontario; home in St.Thomas, Ontario (lab assistant). Enlisted in Hamilton, 10 December 1941 and posted to No.1 Manning Depot. To No.9 SFTS (guard), 31 December 1941. 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 and posted next day to No.13 SFTS; graduated and commissioned 18 December 1942. To No.31 GRS, 8 January 1943. To "Y" Depot, 27 March 1943. To RAF overseas, 2 April 1943. Promoted Flying Officer, 18 June 1943. Promoted Flight Lieutenant, 18 December 1944. Repatriated 2 August 1945. Retired 21 September 1945. Rejoined RCAF as a pilot on short service commission, 23 November 1950 (Flying Officer, 35001). Converted to permanent commission, 1 July 1954. Promoted Flight Lieutenant, 1 January 1955. Photo PL-18547, dated 3 December 1943 and assigned to No.681 Squadron has the following caption: "Three officers of the Royal Canadian Air Force who are flying with a Photographic Reconnaissance Unit on the India-Burma front are, left to right, F/O William J. Bracken, DFC (J6297) of Seeley's Bay, Ontario, F/L W.D.P. Jarvis (C1474) of Toronto and P/O A.R. Lehman (J21858) of Welland, Ontario."

This officer has taken part in numerous high and low level reconnaissance sorties. He has at all times displayed outstanding determination and exceptional ability in the face of adverse weather and enemy opposition. In October 1944 Flying Officer Lehman completed a particularly successful low level reconnaissance sortie. By his exceptional perseverance and devotion to duty this officer set an inspiring example to the other pilots in his squadron.

NOTE: Public Records Office Air 2/9043 has recommendation by S/L F.D. Proctor (Commanding Officer, No.681 Squadron) dated 24 October 1944 stating he had flown 51 sorties (239 hours 20 minutes operational time) and that enemy opposition had been encountered on three occasions. The covering form states he was born in Welland, Ontario and that his parents were residing there (Niagara Falls was in Welland County, which may have given rise to some confusion). The document includes a detailed sortie list; all were flown on Spitfires:

12 October 1943	Meiktila, Namsung, Aungban, Heho (5.30)
18 October 1943	Special areas in Kale Valley (4.35)
30 October 1943	Monywa, Myingyan, Thazi, Allanmyo, Akyab (5.55)
5 November 1943	Shwebo, Mandalay, Heho, Meiktila, Myingyan (5.55)
9 November 1943	Magwe, Pyinmana, Toungoo, Prome, Akyab (6.00)
21 November 1943	Mantu, Mongyaw, Lashio, Hsipaw, Gokseik, Maymyo, Aniskakan, Alon (5.25)
5 December 1943	Kin, Naha, Indaw, Katha, Mogaung, Myitkyina (6.25)
17 December 1943	Chauk, Yenanyaung, Magwe, Sandoway, Taungup (5.15)
21 December 1943	Pakokku, Meiktila, Thazi, Yamothion, Pyawabwe, Pyinmana (3.50)
26 December 1943	Rangoon aerodromes (4.55)
3 January 1944	Yenanyaung, Magwe, Pyinmania, Toungoo (4.40)
9 January 1944	Myitkyina, Mogaung, Katha, Kin (2.20, unsuccessful, 10/10 cloud).
17 January 1944	Chauk, Yenanyaung oilfields (2.50 - successful; six bursts of anti-aircraft fire at Yenanyaung; photos taken from 15,000 feet)
21 January 1944	Taungup, Ramree Island (3.35)
29 January 1944	Anisakan, Heho, Aungban, Kalaw, Thazi, Meiktila (4.30)
6 February 1944	Pyinzalu - Pagoda Point (6.35)
10 February 1944	Special area of Akyab (3.05)
18 February 1944	Akyab, Boronga Island, Ramree, Taungup (4.40)
20 February 1944	Rangoon aerodromes (2.25, undercarriage unserviceable)
22 February 1944	Special areas near Manywet (6.25)

24 February 1944	Kunloon, Namsang, Nips, Heho, Aungban, Meiktila (6.35, anti-aircraft fire)
5 March 1944	Leihka, Namsang, Nips, Heho, Aungban, Meiktila (6.35)
9 March 1944	Bhamo, Leiwing, Shwebo Bridge, Lashio, Hsipaw (6.10)
11 March 1944	Rangoon aerodromes (5.25)
15 March 1944	Railway from Mohnyin to Kawlin (5.30)
17 March 1944	West coast of Ramree and Cheduba Islands (4.15)
19 March 1944	Namsang, Heho, Aungban, Meiktila (5.25, anti-aircraft fire)
25 March 1944	Toungup, Ramree, Akyab, Myebon (4.55)
27 March 1944	Imphal-Tiddim Road (4.20)
31 March 1944	Manywet, Bhamo, Katha, Kin Indaw, Kawlin (3.40, 10/10 cloud over northern Burma)
6 April 1944	Rangoon aerodromes (5.55, 10/10 cloud)
12 April 1944	Loiwing, Wuntho, Pinlebu (5.45)
16 April 1944	Special areas near Imphal (3.25)
20 April 1944	Rangoon aerodromes (6.00)
24 April 1944	Rangoon aerodromes (5.45)
28 April 1944	Railway, Indaw to Kanbalu (4.55)
2 May 1944	Lanywa, Chauk, Prome, Taungup (4.00)
8 May 1944	Lashio, Cakteik, Anisakan (5.15)
12 May 1944	Katha, Myitkyina (4.00, 10/10 cloud)
16 May 1944	Kohima, Homalin (4.00)
26 May 1944	Indaw, Mogaung, Katha, Kawlin (4.30, 10/10 cloud)
6 June 1944	Magwe, Toungou aerodromes (3.20, 10/10 cloud and supercharger unserviceable)
2 July 1944	Monywa, Ywadon, Ye-U, Tabingaung, Schewbo, Anisakan, Mandalay (4.55)
26 July 1944	Mandalay, Hebo, Meiktila, Myingyan, Meiktila (4.30)
16 August 1944	Road, Kalewa - Ye-U (4.50)
6 September 1944	Rangoon airfields (5.00, 10/10 clouds, unsuccessful)
19 September 1944	Anisakan, Heho, Aungban, Meiktila (4.30, 10/10 cloud, unsuccessful)
30 September 1944	Mandalay, Teu-Yeu - Tiddim Road (4.40)
10 October 1944	Kalemyo-Pakokku Road, Onbauk, Tabingaung (3.00)
14 October 1944	Obliques of dam and canal head at Kabo (2.30)
20 October 1944	Pakakku-Kani Road (3.30)

This officer has completed 51 high and low-level photographic reconnaissance sorties since November 1943. He has at all times shown outstanding determination and exceptional ability in the face of bad weather and enemy

opposition to obtain the required photographs and has brought back invaluable information. By his outstanding perseverance and devotion to duty, together with his exceptional flying ability, this officer has been a source of inspiration to all other pilots in the squadron. I most strongly recommend him for the award of the Distinguished Flying Cross.

To this, G/C S.G. Wise, Air Commander, Photographic Reconnaissance Force, adds (no date shown):

This officer is an outstanding single-engine Photo Reconnaissance pilot and his successful operational sorties and the great keenness he shows for operational flying is an inspiration and a fine example to all pilots in the squadron. On 14 October 1944 he carried out an very excellent low level oblique photographic sortie on the dam and canal head at Kabo. I strongly recommend this officer for the award of the Distinguished Flying Cross.

RCAF Press Release No.85 (India) dated 29 October 1943 from "Wright", transcribed by Huguette Oates, reads:

Landing an aircraft on one wheel is a tricky procedure which often brings serious consequences for the aircraft, pilot or both. A member of the Royal Canadian Air Force in India, however, showed the other day that there are exceptions to the rule. He made a one-wheel landing in one of the fastest aircraft in the world in the morning and would have flown the same machine off again in the afternoon except that one part necessary for the minor repair job was not immediately available. The pilot is P/O A.R. Lehman, (J21858), of 33 Dennistoun Street, Welland, Ontario. He flies a swift, high altitude single-engined photographic reconnaissance plane from a Royal Air Force airdrome in eastern India.

Starting out on a routine look-see trip over Japanese-occupied Burma, shortly after the take-off he found something wrong with his wheels. One became locked down, and the other was swaying beneath the belly of the plane. He tried a few aerobatics to shake the trouble loose, and even tried to get both wheels either up or down by flying upside down and working the controls, but "no go". There was only one thing to do, try a crash landing. He flew away from his base, where an accident on the runway would have tied up a great many other aircraft used on vital jobs, and selected a nearby grassy strip. Down he came, and despite the high landing speed of his plane, finally came to a stop with no more damage than a broken aileron. He reported to his squadron, and a quick check showed the plane could be made ready to fly again in a few hours.

Lehman is a graduate of the Commonwealth Air Training Plan. Born in Niagara Falls, Ontario, he went to school in Fonthill, Leamington and Welland, Ontario. After leaving school, he worked for 14 months in the metallurgical testing department of a steel company, testing gun barrels, and joined the R.C.A.F. in December, 1941. After training at Victoriaville, Windsor Mills and St. Hubert, he went to Charlottetown for further instruction, and was posted to Britain in the middle of April this year. Following advanced training there, he joined a photo reconnaissance squadron, and then flew out to India. He has made several trips over Burma seeking out information for Allied troops and air units.

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LEHMAN, F/L William Herbert (J21460) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 3 November 1920 in Camper, Manitoba; home in Whitemouth, Manitoba (miner). Enlisted Winnipeg, 16 September 1941. To No.2 Manning Depot, 22 October 1941. To No.3 Personnel Holding Unit, 15 December 1941. To No.2 ITS, 28 February 1942; graduated and promoted LAC, 23 May 1942 but not posted to No.19 EFTS until 4 July 1942. Ceased training and posted to Tremton, 22 July 1942; to No.7 BGS, 15 August 1942; graduated 9 October 1942 and posted next day to No.5 AOS; graduated and commissioned, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Promoted Flying Officer, 20 May 1943. Promoted Flight Lieutenant, 20 November 1943. Served in postwar RCAF (20370), attaining rank of Squadron Leader, 1 January 1952 and retiring in 1967. For the next 18 years he was Director of Systems and A.D.P. with Ministry of Labour, Government of Ontario. Died in Toronto, 30 May 2006. RCAF photo PL-42893 (ex UK-19689) circa 29 March 1945 shows him on completion of second tour. No citation other than "in recognition of gallantry and devotion to duty in the execution of air operations against the enemy". DHist file 181.009 D.2618 (RG.24 Vol.20627) has recommendation dated 23 March 1945 when he had flown 49 sorties (296 hours) in two tours - 25 March to 5 October 1943 (29 trips, 117 hours 10 minutes) and 30 October 1944 to 11 March 1945 (20 trips, 118 hours 50 minutes).

Flight Lieutenant Lehman has now completed his second tour of operations against the enemy. Throughout this lengthy period, this officer has continuously displayed a high degree of skill, resolution and tireless devotion to duty. There are few important targets in Germany that Flight Lieutenant Lehman has not attacked during his numerous sorties, some of the most recent ones being Cologne, Essen, Dusseldorf, and Chemnitz. His example has been a credit to his squadron and a real asset to his crew...

The sortie list was as follows:

25 May 1943 - Dusseldorf (5.30)
29 May 1943 - Wuppertal (5.15)
11 June 1943 - Dusseldorf (5.00)
14 June 1943 - Sea Search (4.35)
19 July 1943 - indistinct target on form (8.45)
22 July 1943 - Salerno (6.25)
28 July 1943 - Naples (6.25)
4 August 1943 - Messina (6.05)
13 August 1943 - indistinct target on form (5.25)
14 August 1943 - indistinct target on form (5.55)
17 August 1943 - indistinct target on form (5.55)
20 August 1943 - Villa Literno (6.05)
23 August 1943 - Bagnoli (5.35)
25 August 1943 - Naples (5.50)
28 August 1943 - Taranto (7.05)
3 September 1943 - Capodichino (6.20)
7 September 1943 - Viterbo (6.55)
10 September 1943 - Formia (6.25)
11 September 1943 - indistinct target name on form (5.35)
13 September 1943 - Pompei (6.05)
14 September 1943 - indistinct target name on form (6.40)
15 September 1943 - Torre Annunziato (5.40)
17 September 1943 - indistinct target name on form, looks like "Corveteria" (6.15)
19 September 1943 - indistinct target name on form, looks like "Bergvieto" (6.10)
21 September 1943 - Bastia (6.40)
22 September 1943 - Formia (6.15)
24 September 1943 - Leghorn (7.30)
1 October 1943 - Formia (5.50)
5 October 1943 - indistinct target name on form (7.00)
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30 October 1944 - Cologne (5.55)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (6.35)
4 November 1944 - Bochum (5.20)
6 November 1944 - Gelsenkirchen (5.00)
17 November 1944 - Julich (5.20)
18 November 1944 - Munster (6.50)
18 December 1944 - Duisburg (5.45)
28 December 1944 - Opladen (5.40)

30 December 1944 - Cologne (6.50)
5 January 1945 - Hanover (6.25)
13 January 1945 - Saarbrucken (7.15)
14 January 1945 - Grevenbroich (6.10)
1 February 1945 - Mainz (7.30)
4 February 1945 - Bonn (6.40)
20 February 1945 - Monheim (6.20)
23 February 1945 - Essen (6.15)
5 March 1945 - Chemnitz (9.05)
7 March 1945 - Hemingstedt (6.35)
11 March 1945 - Essen (6.30)

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LEHTI, F/O Henry Walderman (J23735) - **Distinguished Flying Cross** - No.166 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 13 August 1912 in Coleman, Alberta of Finnish parents (he spoke the language). Educated in Coleman (1918-1919), Langley Public School in British Columbia (1919-1921), Prairie Public School, Nanaimo (1921-25), Nanaimo High School (1925-1928) and Normal Business School (1928-1929). Employed by Royal Bank, Nanaimo as clerk and ledger keeper, 1929-1931; commercial fisherman in Gulf of Georgia, owning his own boat (1931-1935) and a rigger with Lake Logging, Rounds, British Columbia, 1936-1941. He gave his home as Nanaimo, British Columbia. Enlisted Vancouver, 23 January 1942. To No.3 Manning Depot, Edmonton, 9 March 1942. To No.4 ITS, Edmonton, 7 June 1942; training interrupted for surgery; graduated and promoted LAC, 9 October 1942; to No.2 BGS, Mossbank, 25 October 1942; graduated 23 December 1942 and posted on 27 December 1942 to No.5 AOS, Winnipeg; graduated and commissioned 12 February 1943. To Mountain View, 21 February 1943. To No.8 BGS, Lethbridge, to instruct, 9 March 1943. To "Y" Depot, Halifax, 3 August 1943. Promoted Flying Officer, 12 August 1943. Embarked from Halifax, 26 August 1943. Disembarked in Britain, 1 September 1943. To No.3 PRC, Bournemouth, 2 September 1943. To No.2 (Observer) AFU, 2 November 1943. To No.81 OTU, 21 December 1943. To No.30 OTU, 31 December 1943. To No.11 Base, 31 March 1944. To No.166 Squadron, 10 May 1944. To No.1656 Conversion Unit, 13 September 1944. Attached to No.1 AA School, Manby, 14 October to 11 November 1944. Promoted Flight Lieutenant, 12 February 1945. Repatriated via Greenwood, 31 July 1945. Retired 4 October 1945. Died in Kamloops, British Columbia, 7 June 1984 as per British Columbia Vital Statistics. Presented with DFC, 6 May 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 2/8882 has recommendation dated 5 September 1944 when he had flown 30 sorties (168 hours), 6 June to 29 August 1944.

6 June 1944 - Acheres

7 June 1944 - Versailles
10 June 1944 - Acheres
13 June 1944 - Gelsenkirchen
14 June 1944 - Le Havre
16 June 1944 - Sterkrade Holten
22 June 1944 - Mimoyecques
23 June 1944 - Saintes
24 June 1944 - Flers
27 June 1944 - Chateau Bernapre
29 June 1944 - Domleger
30 June 1944 - Oisemont
1 July 1944 - Domleger
4 July 1944 - Orlean
5 July 1944 - Dijon
7 July 1944 - Caen
20 July 1944 - Wizernes
24 July 1944 - Stuttgart
25 July 1944 - Stuttgart
30 July 1944 - Cahagnes
2 August 1944 - Le Havre
4 August 1944 - Pauillac
7 August 1944 - Fontenay le Marmion
11 August 1944 - Duvai
12 August 1944 - Brunswick
14 August 1944 - GARDENING
16 August 1944 - GARDENING
25 August 1944 - Russelsheim
26 August 1944 - GARDENING
29 August 1944 - Stettin

This Canadian Air Bomber, in his 30 sorties on targets in Germany and occupied territory, has consistently displayed courage of a high order and is outstanding in his determination to inflict the greatest damage possible on the target given to him. He has a great sense of crew discipline and has shown himself to be a very gallant member of a good crew. Of calm and quiet disposition, he nevertheless has courage to the extreme and has shown complete disregard for his personal safety. For his unflinching sense of devotion to duty, his courage and coolness under fire, he is recommended for the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 12 September 1944 stated he had flown 30

sorties but gave start date as 18 May 1944 and end date as 31 August 1944.

On repatriation he filled out a form stating (18 July 1945) he had flown 176 hours 30 minutes on operations and 176 hours 55 minutes non-operational. Flying overseas had been on Ansons (38.40), Wellington (79.20), Halifax (21.00) and Lancaster (214.05). He had attended a Bombing Leader Course.

Training: Course at No.2 BGS was 26 October to 23 December 1942. Flew bombing training in Anson aircraft (32.40 day, 6.10 night) while gunnery flying was in Bolingbroke (4.25 day) and Battle aircraft (1.40 day). In high level bombing dropped 51 bombs by day, 18 by night; in low level bombing, dropped 22 bombs by day, and in high level grouping dropped 18 bombs. In gunnery tests fired 600 rounds in Beam Test (nine percent hits), Beam Relative Speed Test fired 600 rounds (ten percent hits) and Under Tail Test fired 600 rounds (seven percent hits). Spent six hours 55 minutes in turrets. Ground tests in bombing, written (231/250), bombing, oral (207/250), Proficiency as Bomb Aimer (264/400 - scored affected by adverse flying conditions), Gunnery, written (84/100), Gunnery, oral (81/100), Proficiency as Air Gunner (170/200), Aircraft Recognition (50/50) and Signals (48/50). Described as "above average" and "academically an excellent student." Also described as "A leader, a worker, and a student of good calibre." Placed first in a class of 26.

Course at No.5 AOS was 28 December 1942 to 12 February 1943. Flew in Anson aircraft (18.55 day, 14.30 by night). Marked in Navigation, air work (88/100), Bombing, Air Work (61/100), Photography, air work (85/100), Elements of Navigation (46/50), Signals, practical (75/75), Photography (40/50), Reconnaissance (49/50), and Aircraft Recognition (75/75). Under "Navigation" described as "Quiet, methodical, neat. Excellent worker. By far the outstanding student in the class." Under "Armament" described as "Excellent results in Aircraft Recognition. Bombing results should have been better." Overall he was assessed as "Quiet. Outstanding student. Neat, keen. Recommended as an Instructor." Placed first in a class of 30.

Course for Bombing Instructors, Mountain View was 22 February to 6 March 1943. He finished fifth in a class of 15. "Has a good knowledge of his work and showed prospects of becoming a good assistant instructor. With further experience and some assistance he should prove satisfactory for practical work."

Course at No.2 (Observer) AFU, 2 November to 11 December 1943 was on Anson aircraft (2.45 day bombing, 14.20 day combined exercises, 21.35 night combined exercises). Dropped 12 bombs at medium level. Simulated eight day raids with photography and ten night raids with infra-red.

Course at No.30 OTU, 10 January to 19 March 1944 involved Wellington III and X aircraft (8.25

daylight local bombing, 4.40 daylight local gunnery, 10.20 daylight cross-country exercises, 12 hours five minutes other daylight flying; 9.10 night local bombing, 27.45 night cross country flying and seven hours five minutes other night flying. It was noted on 24 March 1944 under the heading of "Operational Cross-Country Exercises" that he had flown two such daylight exercises (one abortive, "above average at map reading") and seven night exercises, but that he had not carried out a Bullseye exercise. The form listed a variety of exercises - Dual Medium Level (one exercise, eight bombs), Applied Medium Level (two exercises, 14 bombs), one Stick (two bombs), ten Simulation by Photography, two night Dual High Level Bombing (14 bombs), two night Medium Level Grouping (14 bombs), nine night Stick Exercises (18 bombs) and four Simulations by infra-red. In Gunnery he went through one Air-to-Air by day (500 rounds), one Air-to-Air, self town (200 rounds), five daylight air-to-sea (1,300 rounds), and six night air-to-sea (1,500 rounds).

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LEIGH, F/O Herbert Alfred (J39009) - **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 in Vancouver, 12 December 1913. Home in Lamont, Alberta (lithographer). Enlisted in Vancouver, 6 August 1942. To No.3 Manning Depot, 30 November 1942. To No.2 Flying Instructor School (guard), 10 March 1943. To No.4 ITS, 3 April 1943; graduated and promoted LAC, 11 June 1943) but not posted to No.2 AOS until 10 July 1943; graduated and commissioned 26 November 1943. To "Y" Depot, 10 December 1943. To No.2 Aircrew Graduate Training School, 18 January 1944. To "Y" Depot, Lachine, 11 February 1944. Taken on strength of No.3 PRC, Bournemouth, 5 March 1944. Promoted Flying Officer, 26 May 1944. Repatriated 5 August 1945. Retired 8 August 1945. Living in Vancouver in 1950. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 20 May 1945 when he had flown 40 sorties (222 hours 55 minutes), 11 October 1944 to 14 April 1945.

11 October 1944 - Fredrick Hendrick
12 October 1944 - Fredrick Hendrick
14 October 1944 - Duisburg
14 October 1944 - Duisburg
19 October 1944 - Stuttgart
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Cologne
30 October 1944 - Cologne
2 November 1944 - Dusseldorf

4 November 1944 - Bochum
6 November 1944 - Gelsenkirchen
9 November 1944 - Wanne Eickel
16 November 1944 - Duren
18 November 1944 - Wanne Eickel
29 November 1944 - Dortmund
1 December 1944 - Urett Dam
4 December 1944 - Karlsruhe
6 December 1944 - Merseburg
5 January 1945 - Hanover
6 January 1945 - Hanau
1 February 1945 - Ludwigshaven
2 February 1945 - Weisbaden
3 February 1945 - Bottrop
20 February 1945 - Dortmund
24 February 1945 - Kamen
27 February 1945 - Mainz
1 March 1945 - Manheim
3 March 1945 - Kamen
5 March 1945 - Chemnitz
8 March 1945 - Kassel
21 March 1945 - Bremen
22 March 1945 - Dulmen
24 March 1945 - Sterkrade
27 March 1945 - Paderborn
4 April 1945 - Lutzkendorf
8 April 1945 - Hamburg
9 April 1945 - Kiel
10 April 1945 - Plauen
14 April 1945 - Potsdam

Flying Officer Leigh is navigator in an excellent visual marker crew, which has achieved many successes. Throughout his tour he has shown a high degree of skill coupled with cool determination, and his spirit has set a fine example to his crew. He is strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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LEIGH, F/L John Bruce (J9183) - **Mention in Despatches** - No.10 Squadron (Canada) - Award

effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 5 March 1922. Home in Niagara Falls, Ontario. Enlisted in Hamilton, 2 January 1941 and posted to No.1 Manning Depot. To No.1A Manning Depot, 21 January 1941. To No.1 Manning Depot again, 18 March 1941. To No.17 Equipment Depot, 17 March 1941. To No.1 Manning Depot, 26 May 1941. To No.1 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.20 EFTS; graduated 13 September 1941 when posted to No.16 SFTS; graduated and commissioned, 5 December 1941. To Eastern Air Command, 1 March 1942. To No.2 ANS, 3 March 1942. To No.10 (BR) Squadron, 15 April 1942. Promoted Flying Officer, 1 October 1942. To No.12 Squadron, Rockcliffe, 22 January 1944. To No.168 (Heavy Transport) Squadron, 8 March 1944. Promoted Flight Lieutenant, 4 August 1944. To Release Centre, 3 June 1945. Retired 6 June 1945.

On October 30th, 1942, Pilot Officer (now Flight Lieutenant) Leigh was co-pilot of a Digby aircraft returning from convoy escort to Torbay, Newfoundland, which took part in an attack on an enemy submarine. According to information received from German sources there is every reason to believe that this attack resulted in the destruction of the submarine. The manner in which this officer contributed to the brilliant execution of this attack is most praiseworthy.

The attack of 30 October 1942, which sank **U-520**, is fully described in the entry for D.F. Raymes.

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*LEIGH, W/C Zebulon Lewis (C496) - **Officer, Order of the British Empire** - Directorate of Air Transport Command, AFHQ - Award effective 1 January 1944 as per **Canada Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born at Cheshire, England, 19 June 1906 (RCAF press release 2659 announcing award). Joined RCAF (Reserve) 4 January 1932 in Winnipeg. Squadron Leader as of 1 March 1941. Promoted Wing Commander, 15 October 1942. Promoted Group Captain, 1 January 1944. McKee Trophy winner, 1946; Queen's Coronation Medal, 23 October 1953 (Air Transport Command Headquarters); author of autobiography, **And I Shall Fly**.

This officer has been largely responsible for the development and operation of the RCAF Air Transport and Ferry organization. The units under his operational control have been most successful in achieving the results desired including transportation of millions of pounds of air freight, transportation of a considerable number of passengers without accident and provided paratroop facilities. Much of the credit for the success of these operations can be attributed to this officer's exceptional ability and untiring devotion to duty. By

his enthusiasm in his work and his pleasant personality he has been a splendid example to the officers with whom he work.

LEIGH, G/C Zebulon Lewis (19502) - **Officer, Legion of Merit (United States)** - Award effective 11 March 1949 as per AFRO 102/49 of that date and **Canada Gazette** dated 12 March 1949; for services during Operation "Attache".

For exceptionally meritorious conduct in the performance of overseas services to the government of the United States as Commanding Officer of a search and rescue group at The Pas, Manitoba, from September 12 to 25, 1948. Through his keen judgement and insight into the tremendous problems at hand, Group Captain Leigh was able to plan, co-ordinate and personally direct a search carried out by 35 Canadian and United States aircraft for the personnel lost in a United States Navy Beechcraft on September 12, 1948. Constant and untiring in his efforts throughout the twelve day search in the wilds of Manitoba and Saskatchewan, Group Captain Leigh by his bravery and devotion to duty, was instrumental in bringing to a successful termination the largest and one of the most difficult searches ever conducted in Canada and in saving the lives of four United States and one British personnel. His conduct reflects great credit on Group Captain Leigh and the RCAF.

RCAF file 821-4-45, National Library and Archives RG.24 Box 17736 has letter dated 15 March 1946, Air Commodore L.E. Wray (Air Officer Commanding, No.9 (Transport) Group to Secretary, Department of National Defence for Air, recommending Group Captain Z.L. Leigh for the McKee Trophy. It read as follows:

1. Group Captain Z.L. Leigh is strongly recommended for the consideration of the Selection Committee on the award of the McKee Trans-Canada Trophy for Aviation.
2. It is considered that this nominee fills the conditions of the award eminently well. In addition to his outstanding contribution to Canadian Aviation during 1945, it is keenly desired that the Committee consider the contributions he has made to Canadian Aviation continuously for the last nineteen years and for this purpose a resume of his remarkable career in aviation is appended.
3. The recommendation on the particular conditions of the award follow:
 - (a) Group Captain Leigh is a Canadian citizen and is at present a Group Captain in the RCAF serving as the Senior Air Staff Officer of No.9

Transport Group.

(b) Group Captain Leigh is a pilot of outstanding calibre. Although in the past three years the major part of his time has had to be spent on administrative work in connection with heavy transport flying, he has maintained his high standard of piloting ability and is considered the most capable and best qualified Transport Pilot in the RCAF. His knowledge of every aspect of flying is in the opinion of the undersigned without equal in Canadian aviation, Civil or Military. A point of particular interest is that this officer has the ability to teach, to instruct, to administer and organise, drawing from his own extensive experience, in a manner that has been largely responsible for the standard of transport operations now being maintained by RCAF Transport units.

(c) The particular recommendation for the year 1945 on behalf of the nominee is made on the basis of his work in the establishment of the Air Mail Services for the Canadian Armed Forces, Overseas. The undersigned considers that the bulk of the credit for the success of this service is directly attributable to Group Captain Leigh. Although many others have been involved in this organisation, he has always been the guiding hand and the administrative and operational leader of the venture. When the RCAF was given the commitment of undertaking Overseas Mail Services, with one month's notice only to organize the system and train the personnel, Group Captain Leigh shouldered the heaviest responsibility in the task. The deadline was met, when the first crossing was made in December 1944, and it continued to operate with increasing efficiency throughout 1945 to the point where a total of 8,977,570 pounds of mail, 3,762,771 pounds of cargo and 22,164 passengers have been carried. This air carriage has been carried out on scheduled services from Canada to the United Kingdom, to the European Continent and to the Middle East. Group Captain Leigh was co-captain on the first Trans-Atlantic flight of the service and pioneered the routes as the service was extended successively through many bases as far as Cairo, being responsible for laying out the routes and training of the personnel on each successive extension. The success of the mail service to Canadian troops is now well known and it is considered that the core of that success is directly attributable to Group Captain Leigh.

(d) It is considered that by reason of this mail service, in which the first Canadian Trans-Oceanic Service was established, a definite advancement

in the progress in Canadian Aviation has been made.

(e) It is desired to point out that as this service extended Canadian Aviation to spheres not previously reached, it has enhanced our national reputation in aviation generally. It was with particular pride that the Canadians overseas could not, that of all allied troops in the field, the mail service to the Canadians excelled and in the part played by the RCAF, Group Captain Leigh is the outstanding figure.

4. In addition to the details given in the recommendation above, it is believed that the committee will welcome the following additional information on the career of Group Captain Leigh in Canadian Aviation.

1927 - Instructor and barnstormer in Southern Alberta Airlines, Lethbridge.

1929 - Owned and operated own Flying School in Medicine Hat.

1930 - Chief Pilot of Maritime Airways operating to St. Pierre, Miquelon and Newfoundland.

1931 - Commissioned General List Officer in the RCAF.

1932 - Chief Pilot, Explorers Air Transport.

1933 - Private pilot to Prince and Princess Galatzine.

1933-34 - Chief Flying Instructor, Brandon Flying Club.

1934 - Canadian Airways operating on the Mackenzie Route, the North West Territories and the Arctic. One of Canada's famous "bush pilots".

1936 - Trained all original captains for Trans-Canada Airlines. Became Senior Captain. Had a large part in laying out original TCA routes. First direct employee of TCA. Captained first TCA passenger flight. Opened Winnipeg to Vancouver and Winnipeg to Montreal TCA schedules.

1940 - RCAF service.

1945 - A Canadian member of PICAQ. Adviser to Mr. McKim, Chief

Canadian delegate. Canadian member of the Air Navigation Committee.

1946 - Serving as Senior Air Staff Officer of No.9 Transport Group.

5. It is believed that by reason of Group Captain Leigh's outstanding contribution to Canadian Aviation in 1946 and during the proceeding [sic] nineteen years, he is an outstanding candidate for the award of the McKee Trans-Canada Trophy for Aviation.

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LEITCH, F/O Arthur Kingswell (J9775) - **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 16 March 1914 in Glasgow, Scotland; home in Weston, Ontario. Enlisted in Toronto, 25 February 1941. To No.1 Manning Depot, 14 March 1941. To Trenton, 10 April 1941. To No.3 ITS, 27 May 1941; graduated and promoted LAC, 4 August 1941 when posted to No.9 AOS; graduated 25 October 1941 when posted to No.6 BGS; graduated and promoted Sergeant, 6 December 1941 when posted to No.2 ANS; graduated and commissioned, 11 January 1942. To "Y" Depot, 12 January 1942. To RAF overseas, 8 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 11 January 1944. Promoted Squadron Leader, date uncertain. Repatriated 8 July 1945. To No.1 Air Command, 20 July 1945. Retired 19 September 1945. Medal not presented until 22 November 1948. No citation other than "...completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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LEITCH, Nursing Sister Asenath Josephine (C11725) - **Associate, Royal Red Cross** - Station Sea Island - Award effective 2 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946. Born 25 September 1915. Home in Vancouver; enlisted there 20 April 1942 as Nursing Sister and posted to Patricia Bay. To Technical Training School, 31 October 1942. To Western Air Command, 11 February 1943. To Boundary Bay, 3 March 1943. To No.5 OTU, 31 March 1944. To Sea Island, 19 June 1944. To Release Centre, 12 August 1945. Retired 14 August 1945. Medal was sent to her at Penticton in June 1950, by which time she was married and called McGregor.

This Nursing Sister has evidenced a high degree of devotion to duty, often serving long hours on duty voluntarily during periods of stress, both as a surgical nurse and senior Nursing Sister. Her obvious willingness to always place personal interests second to Service responsibilities has been an example to

other Nursing Sisters associated with her. At all times she has shown initiative and the highest standard of professional efficiency in the performance of her duties and in the supervision of the Nursing Sisters under her.

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LEITCH, FS Ronald Percival (R52971) - **British Empire Medal** - No.13 SFTS - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 11 October 1920 in Toronto (RCAF press release 2659 announcing award); home there; enlisted there 20 October 1939 as Airframe Mechanic. To No.11 (BR) Squadron, 9 November 1939. Promoted AC1, 29 February 1940. Promoted LAC, 1 June 1940. Promoted Corporal, 1 November 1940. To No.9 SFTS, 23 December 1940. Promoted Sergeant, 1 May 1941. To No.13 SFTS, 1 September 1941. Promoted Flight Sergeant, 1 August 1942. Promoted WO2, 1 February 1944. To No.10 Repair Depot, 14 April 1945. Retired 25 October 1945. Died in Toronto, 16 November 2006.

Flight Sergeant Leitch is an exceptional technical NCO, displays outstanding administrative ability, and his devotion to duty has been an inspiration and shining example to all ranks. He is vigorous and enthusiastic in all he undertakes, and is successful in directing others on technical matters. His excellent ideas, which he does not hesitate to present, have added to the efficient operation of the Maintenance Wing.

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LEITH, F/L George (J12331) - **Air Force Cross** - No.2 FIS - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Enlisted in Vancouver, 27 June 1941. Born 14 June 1913. Enlisted in Vancouver, 27 June 1941. To No.2 Manning Depot, 20 July 1941. To No.36 SFTS (guard), 30 August 1941. To No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941 when posted to No.18 EFTS; to No.15 SFTS, 21 February 1942; graduated and commissioned, 19 June 1942. To No.2 Flying Instructor School, date uncertain. To No.15 SFTS, 11 September 1942. Promoted Flying Officer, 19 December 1942. To No.2 Flying Instructor School, 17 April 1943. Promoted Flight Lieutenant, 1 January 1944. To No.7 SFTS, 16 July 1944. To No.2 Flying Instructor School, 31 August 1944. To No.10 SFTS, 8 January 1945.. To No.1 Central Flying School, 24 January 1945. To No.8 Release Centre, 31 October 1945. Retired 2 November 1945. When recommended he had flown 2,000 hours, of which 1,750 were as instructor, 300 in previous six months. Decoration presented at Esquimalt, 21 July 1956.

This flying instructor has at all times carried out his duties in an exemplary manner. He has consistently displayed high qualities of character and leadership

in directing all who come under him and the high standard of his pupils is the best tribute to his fine career in the Air Force. By his initiative, energy and splendid devotion to duty, this officer has made a decidedly valuable contribution to the training of instructors.

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LEITH, P/O Philip Edward Meric (J15201) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Toronto, 19 June, 1914 to Olga Renfrew Schwartz Leith and Thomas Geoffry Leith OBE, Educated at Wixenford (Ludgrove) and Eton. Later worked at the Royal Bank. Home in Toronto; enlisted there 24 June 1940. To No.1 ITS, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.1 AOS, 17 August 1940; to No.1 BGS, 2 February 1941; graduated and promoted Sergeant, 15 March 1941 when posted to No.1 ANS. To "Y" Depot, 13 May 1941. To RAF overseas, 18 May 1941. Commissioned 5 February 1942. Posted to No.24 OTU, 2 September 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 25 November 1942. Flew 30 sorties. Invested at Buckingham Palace, 8 December 1942. Repatriated 9 July 1943. To No.20 EFTS, 21 August 1943. To No.34 OTU, 22 October 1943. To AFHQ, 30 November 1943. Promoted Squadron Leader, 1 February 1944. In 1944, after spending the year as an Aide-de-camp to the Governor General, the Earl of Athlone and Princess Alice at Rideau Hall in Ottawa, he requested a second RCAF tour and returned to Europe, arriving in Britain 9 December 1944 where he remained for the duration of the war. Repatriated 18 June 1945. To Debart 19 June 1945. To No.8 Release Centre, 4 October 1945. Retired 19 October 1945. Subsequently he received concurrent degrees in Agriculture and Commerce from UBC followed up by a Masters in Agriculture from the U of A. Over the next 60 years, when not found in West Vancouver, he worked his beloved farms in Scotland. Died in West Vancouver, 14 November 2006.

This officer has displayed the greatest determination to complete his allotted task. He is a painstaking and meticulous observer whose excellent work has contributed largely to the success of many of the operations in which he has participated. His coolness under all circumstances has set a most praiseworthy example. Amongst the many targets he has attacked are such important places as Berlin, Wilhelmshaven, Bremen, Essen and Emsden [sic]. He has also took part in the highly successful attack on Luebeck [sic] and sometime afterwards in the attack on the power station at Poissy.

Public Records Office Air 2/9598 has recommendation dated 12 July 1942 which has a short citation but a detailed sortie sheet. He had flown 30 sorties (163 hours eleven minutes).

10 October 1941 - Ostend (4.00) - No attack; 10/10 cloud over target.
14 October 1941 - Nuremburg (6.52) - Target attacked in 10/10 cloud; bursts seen.
16 October 1941 - Duisburg (4.30) - Successful attack on target.
22 October 1941 - Mannheim (5.16) - Turned back - icing.
31 October 1941 - Dunkirk (3.38) - Target attacked; bursts seen.
4 November 1941 - Dunkirk (4.04) - Docks hit in successful attack.
7 November 1941 - Berlin (8.52) - Successful attack carried out.
17 December 1941 - Wilhelmshaven (4.41) - Target attacked.
22 December 1941 - Wilhelmshaven (4.44) - Successful attack, target area.
17 January 1942 - Bremen (5.35) - Bombed in 10/10 cloud.
21 January 1942 - Bremen (5.44) - Successful attack.
26 January 1942 - Hanover (6.16) - Saw bomb bursts in centre of city.
31 January 1942 - Brest (5.28) - Attacked dry docks at target.
12 February 1942 - Warships at sea - (3.03, day) - Ships not found in 10/10 cloud.
14 February 1942 - Mannheim (6.47) - Target attacked; 10/10 cloud.
3 March 1942 - Paris (5.52) - Very successful attack on target.
9 March 1942 - Essen (6.09) - Attacked target in face of violent defence.
13 March 1942 - Cologne (6.11) - Target attacked.
26 March 1942 - Essen (5.03) - Successful attack on target.
29 March 1942 - Lubeck (6.41) - Highly successful attack carried out on target.
1 April 1942 - Poissy (5.23) - Power station hit in target area.
30 May 1942 - Cologne (5.13) - Target attacked; results obscured.
1 June 1942 - Essen (5.48) - Target attacked in heavy cloud.
2 June 1942 - Essen (5.29) - Target attacked with navigational assistance.
6 June 1942 - Emden (5.00) - Successful attack carried out.
8 June 1942 - Essen (6.40) - Target attacked despite violent defences.
16 June 1942 - Essen (5.44) - Bombed target on ETA in 10/10 cloud.
19 June 1942 - Emden (4.57) - Target attacked.
20 June 1942 - Emden (4.11) - Successful attack on target.
25 June 1942 - Bremen (5.20) - Very successful attack on target

A persevering individual and has a well-balanced mind. This officer has always shown great determination and has always displayed a cool temperament that has shown the way to the other members of this squadron.

His keenness has always been an inspiration to the other members of the squadron. In view of the above it is strongly recommended that this Canadian be awarded the Distinguished Flying Cross.

RCAF Photo PL-17377 has following caption: "Flight Lieutenant P.E.M. Leith of Toronto, Ontario

who for the past two years has been engaged in operations in Britain as a navigator, has returned to Canada to commence training as a pilot. A son of Major and Mrs. T.G. Leith of Toronto, he has seen action against the hottest targets in Germany, having participated in raids on Berlin, Wilhelmshaven, Bremen, Essen and Emden. He also took part in the highly successful attack on Lubeck and later in the attack on the power station at Poisey. He received his decoration for displaying "the greatest determination to complete his allotted task" and coolness under all circumstances. He is a graduate of the Commonwealth Air Training Plan."

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LEMON, LAC George Robert (R94698) - **Mention in Despatches** - Leeming - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Bateman, Saskatchewan, 22 June 1914. Home in Caron, Saskatchewan (farm worker for ten years). Enlisted in Regina, 11 March 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To No.2 SFTS, 26 April 1941. To Technical Training School, 22 May 1941. Promoted AC1, 27 September 1941. To No.117 (BR) Squadron, 1 October 1941. Promoted LAC, 1 January 1942. To "Y" Depot, 8 March 1943. Disembarked in Britain, 4 April 1943. To No.1659 Conversion Unit, 28 April 1943. To No.126 Airfield Headquarters, 3 August 1943. To No.429 Squadron, 12 August 1943. To No.9429 Servicing Echelon, 9 December 1943. To No.63 Base, 9 September 1944. Repatriated 7 August 1945. Retired 21 September 1945. Died in Moose Jaw, Saskatchewan, 10 July 1980 as per **Legion Magazine** of October 1980. 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 25 months in Canada, 22 months overseas.

An airman of high ability who is employed as a Fitter in one of the crews in the Repair and Inspection Section, LAC Lemon has displayed initiative and energy that is outstanding for one of his rank. His cheerfulness and persistence has definitely promoted the efficiency of his section and his willing manner under all conditions, no matter how trying, show him to be well above average and worthy of an award of Mention in Despatches.

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LENIHAN, F/O Joseph Francis (J14788) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 23 November 1943 as per **London Gazette** dated 30 November 1943 and AFRO 166/44 dated 28 January 1944. Born Saint John, New Brunswick, 24 November 1920; home there. Enlisted in Moncton, 23 October 1941 and posted to No.1 Manning Depot. To No.31 OTU, 20 November 1941 (guard). To No.5 ITS, 26 January 1942; graduated and promoted LAC, 28 March 1942 when posted to No.22 EFTS; ceased training and posted to Trenton, 13 May 1942; to No.8 AOS, 20 June 1942; graduated and commissioned, 9 October 1942. To "Y" Depot,

23 October 1942; to RAF overseas, 27 October 1942. Promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 9 October 1944. Repatriated 22 January 1945. To Moncton, 2 February 1945. To Halifax, 6 March 1945. To No.10 Release Centre, 26 October 1945. Retired 17 November 1945. Photo PL-35129 is a portrait. Died in Bathurst, New Brunswick, 3 September 2003 as per **Legion Magazine** of March 2004.

During his tour of operational duty Flying Officer Lenihan has participated in attacks against major targets in Sicily and Italy. At all times, regardless of adverse weather or enemy opposition, he has navigated his aircraft safely to the target and back, and by his cheerful confidence and accuracy proved to be a most valuable member of his crew.

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LENNIE, F/O Donald Alexander (J24617) - **Mention in Despatches** - No.138 Squadron (AFRO gives only "Overseas") - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born in Lamont, Alberta, 29 June 1923 (as per MI.9 report). Home in Athabasca, Alberta (shipping clerk). Enlisted in Edmonton, 21 April 1942. Granted Leave Without Pay until 11 May 1942 when posted to No.3 Manning Depot. To No.10 Repair Depot, 7 July 1942. To No.2 ITS, 29 August 1942; graduated and promoted LAC, 24 October 1942; to No.5 AOS (date unspecified); graduated and commissioned, 19 March 1943. To "Y" Depot, 3 April 1943; to RAF overseas, 7 April 1943; disembarked in Britain, 17 April 1943. Attached to Army, Chisbester, 21 May to 2 June 1943. Attached to ACOS (whatever that is), 19 June to 12 July 1943. To No.3 (Observer) AFU, 17 August 1943 (Anson aircraft, 35 hours). To No.82 OTU, 14 September 1943 (Wellington aircraft). Promoted Flying Officer, 19 September 1943. To No.61 Base, 26 January 1944. Attached to No.1664 Conversion Unit, 10 February to 13 March 1944. To No.138 Squadron, 14 March 1944. Forced down, 9 May 1944 and captured; escaped 19 August 1944. Safe in United Kingdom, 7 September 1944. Repatriated to Canada, 10 October 1944; to No.7 Release Centre, Calgary, 6 February 1945; released 20 March 1945. Died 18 December 1991 in Edmonton as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1992. RCAF photo PL-28871 (ex UK-9965 dated 27 April 1944) shows him.

MI.9 report, based on interview on 7 September 1944, reads as follows:

We took off from Tempsford at 2200 hours on 9 May 1944 in a Halifax V aircraft on a supply-dropping mission. On the return journey the two inboard engines "packed up". We were still losing height when at 2,000 feet the captain ordered us to abandon aircraft.

I touched down in a wood about 25 miles northwest of Poitiers (France, 1:250,000, Sheet 21, U 4878). I buried my parachute and gear west in the woods. For the next three days I walked south.

On 12 May I contacted a member of the Maquis who took me to their camp near Vitrac (Sheet 30, L 1383). I was taken to the Maquis chief and he told me that they would look after me and get me back to the British or American forces as soon as they could.

On 22 May we were surrounded and attacked by a Division of the Waffen SS. I was taken prisoner with a number of the Maquis, including the chief. I was interrogated by SS officers and the Gestapo who treated me as a member of the Maquis. I denied all knowledge of the Maquis, saying that I was an airman trying to get to Spain and that I had been given a lift in a car by the Frenchman with whom I was captured.

I was then taken with members of the Maquis to a prison at Cahors (Sheet 35, L 2338). Here I was interrogated by the Gestapo again who wanted information about the Maquis. When I said I had none I was beaten up. I told them that I was an airman and showed them my dog tags. After they were satisfied that I was an airman they left me alone and asked no further questions.

On 24 May I was taken to St. Michel Civil Prison in Toulouse. There were 23 other Allied airmen in the prison. On 15 June, nineteen of these prisoners were taken away, and we understood that they were going to Germany. On 30 July we heard that 146167 F/O Charles de Hespice, RAF had been shot. This officer had told me that he was a special agent and that he had been in the prison for a long time.

On 19 August the Germans left the prison and after we had smashed open the door of the cell we were released from the building by the FFI and given shelter and food by a civilian in Toulouse. From here my journey was arranged for me.

Notes: Reportedly flew ten sorties (70 hours).

Medical Report dated 8 September 1944 when he was at Warrington - "This Navigator was flying in a Halifax when engine failure forced the crew to abandon the aircraft. He had no trouble bailing out and alighted all right. Three days later, after dodging the Germans, he contacted the Maquis, and he joined them. He was captured by the SS. The Maquis was killed and he was imprisoned. His interrogation by the Gestapo was far from gentle and he was beaten up (gentle treatment compared to that used on the Maquis). He was in prison for three

months, during which time he received 250 grams of bread a day and two bowls of soup. Eventually the FFI liberated them after the Germans fell back from that area. Although he has no illnesses he lost over 30 pounds in weight. He feels quite fit now."

Training: Attended No.2 ITS, 31 August to 24 October 1942. Courses in Mathematics (132/150), Law and Discipline (88/100), Navigation (118/150), General Studies (83/100), Anti-Gas (44/50), Armament (44/50) Aircraft Recognition (60/100), Drill (93/100), Signals (150/150) and Meteorology (33/50). Placed 37th in a class of 133. "He is a determined, aggressive and reliable type of airman. He has a fine sense of responsibility, plenty of initiative and is cooperative at all times. He should do well in aircrew."

Attended No.5 AOS, 23 November 1942 to 19 March 1943. Anson aircraft - 27.55 as first navigator by day, 23.13 as second navigator by day, 20.40 as first navigator by night, 6.00 as second navigator by night, and two hours 40 minutes in Photography. Graded in following areas - Navigation air work (510/700), Photography air work (84/100), Elements of Navigation (371/500), Magnetism and Compasses(91/100), Instruments (45/50), Signals, practical (100/100), Signals, written (31/50), Maps and Charts (32/50), Meteorology (63/100), Photography (48/50), Reconnaissance (47/50), Aircraft Recognition (60/100) and Armament (29/50). Placed eighth in a class of 22. "This man is a good practical navigator. Works very fast and is accurate/"

At No.82 OTU he flew 43.45 as first navigator by day and 28.25 as first navigator by night. Spent seven hours in ground simulators. "Chart work could improve in tidiness." Navigation assessed as Good, outlook as Keen, confidence Satisfactory. Generally "Very cooperative and keen to learn - will do well if encouraged,"

At No.1666 Conversion Unit flew 26 hours 20 minutes. Did two Nickel and one Bullseye sorties. "A competent navigator who makes full use of aids and who should prove very capable on ops."

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LENNOX, Corporal John Vaughan (R83987) - **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 5 December 1922. Home in Painswick, Ontario. Enlisted in Toronto, 11 December 1940 for General Duties and posted to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To No.4 BGS, 30 January 1941. Promoted AC1, 11 March 1941. Reclassified as Parachute Rigger, 12 May 1941. To No.119 (BR) Squadron, 6 August 1941. To Yarmouth Detachment, 20 September 1941. Promoted LAC, 11 February 1942. To No.162 (BR) Squadron, 14 May 1943. Promoted Corporal, 1 July 1943. To Iceland, 31 December 1943. To Moncton, 23 February 1945. To No.1 Radio Navigation School, 11 May 1945. Released 5 September 1945.

No citation in AFRO.

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LENNOX, S/L Morton John (C5735) - **Mention in Despatches** - HQ, MAAF - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Winnipeg, 27 August 1909. Educated in that city. Employed by Canadian Pacific Railway on radio work in Banff, 1925-1930; radio distributor in Vancouver, 1930-1934; employed by Northern Electric, Vancouver, 1934 to enlistment although he subsequently gave his home as being in Banff, Alberta. Work with the company included training sales staff in technical matters. Enlisted and commissioned in Vancouver, 20 June 1941 (Radio trade) and posted to No.1 Manning Depot, Toronto that date. To "Y" Depot, Halifax, 10 August 1941. Attached to RAF overseas, 14 August 1941. Radar Trainee at Station Bromley, September 1941; radar training at Yatesbury, England, November 1941. Promoted Flying Officer, 20 December 1941. Taken on strength of No.78 Wing, 27 January 1942. Proceeded to Capetown, South Africa, March 1942 and hence to Suez. To AMES 278, 18 March 1942, To AMES 260, June 1942. To Air Headquarters, Levant, September 1942. Promoted Flight Lieutenant, 16 December 1942 on posting to command No.263 AMES. To Headquarters, Middle East Air Command, 25 February 1943; this became Headquarters, Mediterranean Allied Air Forces. He was active in Signals and Telecommunications (not radar) from 6 March 1943 onwards. Promoted Acting Squadron Leader, 21 April 1943; confirmed in that rank, 3 April 1945. Emplaned from North Africa, 24 March 1944, arriving in Britain 25 March 1944. Emplaned in Britain, 11 April 1944, returning to North Africa 14 April 1944. Returned to United Kingdom, 23 October 1944. Reclassified as Signals Officer, 27 November 1944. Repatriated to Canada on that date. To Western Air Command, 14 January 1945; to Sea Island, 5 March 1945. To No.5 Radio School, Clinton, 27 March 1945 for refresher course. To Western Air Command Headquarters, 13 July 1945. To Release Centre, 29 August 1945; retired 5 September 1945. Returned to working for Northern Electric. Considered rejoining RCAF in 1954 for signals work but ultimately stayed with Northern Electric. Died in Burnaby, British Columbia, 20 November 1987 as per British Columbia Vital Statistics. No citation.

An assessment dated 29 June 1944 by G/C H.H. Chapman (Headquarters, MAAF) stated, "At present employed on Signals (Communications) and is responsible for ground organisation. A reliable and efficient staff officer on whom one can depend to get a job done in a thorough manner. He mixes well with both British and American officers." These sentiments were repeated by Chapman in an assessment dated 3 November 1944.

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LENNOX, P/O William Ben (J85378) - **Distinguished Flying Cross** - No.408 Squadron - Award

effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Toronto, 23 May 1923; home there. Enlisted in Toronto, 26 May 1941 and posted to No.4 Manning Depot. Classified as General Duties (Guard). To Newfoundland, 15 July 1941. Promoted AC1, 26 August 1941. To Halifax, 8 September 1941. To Eastern Air Command Headquarters, 2 January 1942. Promoted LAC, 1 April 1942. To No.36 OTU, 7 April 1942. Remustered to aircrew and posted to No.9 BGS, 31 July 1942; graduated and promoted Sergeant, 23 October 1942. To Air Armament School, 31 October 1942. To No.5 Manning Depot, 16 November 1942. To "Y" Depot, 4 December 1942; to RAF overseas, 10 December 1942. Promoted Flight Sergeant, 23 April 1943. Promoted WO2, 23 October 1943. Commissioned 19 February 1944. Promoted Flying Officer, 19 October 1944. Repatriated 9 November 1944. Release date uncertain. Rejoined RCAF, 3 November 1952 in ground trade (272664); retired 26 January 1959. Photo PL-34158 is a portrait. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 15 May 1944 when he had flown 25 sorties (159 hours nine minutes), 9 July 1943 to 27 April 1944.

9 July 1943 - Gelsenkirchen (7.05)
13 July 1943 - Aachen (5.25)
24 July 1943 - Hamburg (6.10)
25 July 1943 - Essen (4.20)
26 July 1943 - Hamburg (5.35)
27 July 1943 - Hamburg (5.40)
30 July 1943 - Remscheid (5.55)
2 August 1943 - Hamburg (6.15)
22 November 1943 - Berlin (7.00)
23 November 1943 - Berlin (6.45)
26 November 1943 - Berlin (7.10)
2 December 1943 - Berlin (7.15)
16 December 1943 - Berlin (7.20)
20 December 1943 - Frankfurt (5.35)
29 December 1943 - Berlin (5.33)
14 January 1944 - Brunswick (5.02)
28 January 1944 - Berlin (7.04)
15 February 1944 - Berlin (7.08)
20 February 1944 - Stuttgart (7.29)
24 February 1944 - Schweinfurt (8.32)
24 March 1944 - Berlin (7.32)
10 April 1944 - Laon (5.10)
20 April 1944 - Cologne (5.09)

26 April 1944 - Essen (4.42)

27 April 1944 - Friedrichshaven (8.18)

Pilot Officer Lennox has completed a tour of operations on this squadron as an Air Gunner. He has taken part in many sorties to distant targets in Germany. These included six trips to the Ruhr, four to Hamburg, eight to Berlin and several others to southwest Germany. In all these sorties the crew with whom he flies has achieved considerable success, attributable in no small manner to Pilot Officer Lennox's skill as a gunner. On several occasions he has given his captain accurate advice in taking evasive action against enemy night fighters, and in this manner has avoided serious damage to his aircraft. He has at all times set a high gunnery skill and his keenness, cheerful attitude and devotion to duty have been exemplary.

NOTE: In supporting this recommendation on 16 May 1944 the Commanding Officer of Station Linton (Group Captain C.L. Annis) wrote of the gunner's role in Bomber Command:

A bomber crew's duty is to **avoid** engagement with enemy fighters in order that the main purpose of bombing the enemy objective and returning safely to base may be accomplished. I consider that P/O Lennox has thus distinguished himself in skill and devotion to duty while operating deep in enemy territory throughout a complete tour. I heartily endorse this recommendation for the award of the DFC.

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LEPINE, Sergeant Joseph Hector Charles Auguste (R77184) - **Distinguished Flying Medal** - No.150 Squadron - Award effective 17 April 1943 as per **London Gazette** dated 27 April 1943. AFRO 985/43 dated 28 May 1943. Name also rendered simply as Hector Charles Auguste. Born 4 June 1921 at Senniville, Quebec; home in Sainte Anne de Bellvue, Quebec. Enlisted in Montreal, 16 October 1940. Trained at No.1 WS (graduated 12 October 1941) and No.1 BGS. Overseas he attended No.23 OTU, Pershore where he received lectures on escape and evasion. Subsequently commissioned (J17633). Shot down 24 April 1944 with No.617 Squadron (Lancaster DV394). Evaded for 14 days, walking on foot, reaching Rhine River at Rastatt; physically unfit to cross river and was captured, 8 May 1944. Subsequently held at Stalag Luft III, Sagan (17 May 1944 to 28 January 1945) and Stalag Luft IIIA at Luckenwalde (5 February to 2 May 1945). Released 4 March 1946. Rejoined RCAF, 16 September 1950 (121205), serving to 30 November 1970. Retired in Falconbridge, Ontario. Award presented 27 February 1947.

This airman participated in operations over Europe before being posted to North

Africa. He has proved himself to be an efficient wireless operator and has fully contributed to the successes achieved by his crew. Sergeant Lepine has constantly displayed courage and devotion to duty.

NOTE: Public Record Office Air 2/8945 has recommendation dated 25 February 1943; he had by then flown 440 hours (208 of them on operations), 229 hours in previous six months, and a total of 38 sorties:

This Canadian Non-Commissioned Officer joined the squadron in July 1942, since when he has completed 38 operational sorties over Germany, Italy and Tunisia without a break. He has always proved himself to be an efficient Wireless Operator and has contributed to the successful results achieved by his crew. For his constant devotion to duty I recommend him for the Distinguished Flying Medal.

The Officer Commanding, RAF Station Blida concurred on 28 February 1943, and the Air Officer Commanding, Eastern Air Command (RAF) agreed on 16 March 1943.

The website "Lost Bombers" has the following on the sortie on which he was captured. Lancaster DV394 of No.617 Squadron (KC-M), target Munich, 24 April 1944. This aircraft was delivered to No.617 Squadron on 25 November 1943. It had flown on several major operations, notable an SOE special target in France (16/17 December 1943, one 12,000 pound MC bomb), Special Target in France, 30/31 December 1943 (12,000 pound HC Bomb); Limoges, 8/9 February 1944 (12,000lb HC bomb); Antheor Viaduct, 12/13 February 1944 (12,000lb HC bomb); Toulouse, 5/6 April 1944; Juvisy Railyards, 18/19 April 1944; 24/25 April 1944 to Munich. When lost this aircraft had a total of 165 hours. Airborne at 2051 hours from Woodhall Spa. Homebound, shot down from 25,000 feet by a night-fighter flown by Hptm Gerhard Raht, 4./NJG3 and crashed at 0243 hours, 25 April 1944 between Tigerfeld and Aichstetten, 5 km NW of Zweifalten. Crew consisted of F/L J.L.Cooper, DFC (wounded), F/O T.W.Clarkson (POW), F/L F.E.Drew, DFC (POW), F/O G.J.Harden, DFC (killed), F/O J.H.C.A.Lepine, DFM, RCAF (POW), F/O A.E.Pelly (POW), F/O F.J.Tucker (POW). F/O J.H.C.A.Lepine, had POW number 4719.

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LEPP, WO2 George (R251419) - **Mention in Despatches** - WAC Communications Flight - Award effective 12 January 1946 as per **Canada Gazette** of that date and AFRO 183/46 dated 22 February 1946. Born in Russia, 27 February 1923. Home in St.David's Ontario. Enlisted in Toronto, 17 March 1943 and posted to No.3 Manning Depot. To No.5 BGS, 29 April 1943. To No.3 WS, 15 May 1943; promoted LAC, 16 June 1943; to No.7 BGS, 27 November 1943;

graduated and promoted Sergeant, 17 January 1944. To No.3 OTU, 28 January 1944. To Western Air Command, 6 May 1944. To No.7 Squadron, 8 May 1944. Promoted Flight Sergeant, 17 October 1944. Promoted WO2, 17 April 1945. To Patricia Bay, 8 May 1945. To No.4 Squadron, 21 July 1945. To No.166 Squadron, 11 August 1945. To Western Air Command Communications Flight, 1 November 1945. To uncertain unit (WAC composite flight ?) 9 December 1945. To No.8 Release Centre, 7 February 1946. Retired 13 February 1946.

This Warrant Officer was a member of a Norseman aircraft which crashed recently on Porcher Island, British Columbia. Despite the fact that there was considerable danger of fire, Warrant Officer Lepp displayed courage and presence of mind in returning to the aircraft and removing the other members of the crew including the pilot who was pinned in the wreckage of the cockpit. This Warrant Officer's actions were most praiseworthy and in keeping with the finest traditions of the Royal Canadian Air Force.

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LEPRICH, FS John Otto (R220942) - **Distinguished Flying Medal** - No.429 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 14 February 1923 at Kepsa Mari, Roumania. Home in Hanover, Ontario (rubber spreader). Enlisted in Brantford, Ontario, 2 June 1943. To No.5 Manning Depot, 14 June 1943. To No.9 Pre-Aircrew Education Detachment, 11 July 1943. To No.1 Manning Depot, 9 September 1943; to No.1 ITS, 2 October 1943; to No.9 BGS, 19 December 1943; promoted LAC, 12 February 1944; graduated and promoted Sergeant, 24 March 1944. To No.3 Aircrew Graduate Training School, 7 April 1944. To "Y" Depot, Lachine, 6 May 1944. Taken on strength of No.3 PRC, 25 May 1944. Repatriated 18 June 1945. To Debert, 19 June 1945. Promoted WO2, 24 June 1945. To Moncton, 10 September 1945. Retired 16 September 1945. Died in Mississauga, 1 February 2006 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

This airman has participated in a number of attacks on heavily defended enemy targets. On one mission to Hamburg the aircraft in which Flight Sergeant Leprich was flying as air gunner was attacked by an enemy jet propelled fighter. Despite the fact that the gun firing mechanism was unserviceable he operated his guns by hand and the enemy aircraft was seen to go down trailing black smoke. This airman's courage and determination have always been of the highest order.

Public Record Office Air 2/9137 has recommendation drafted 18 May 1945 when he had flown fourteen sorties (109 hours 55 minutes operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Flight Sergeant Leprich as mid-upper gunner has completed 14 trips on his first operational tour. On many of these sorties over enemy targets which were heavily defended by anti-aircraft guns, he displayed outstanding determination and coolness which played a definite part in the safety and success of the crew. His Captain has nothing but praise for this Non-Commissioned Officer. During a sortie to Hamburg, the aircraft in which Flight Sergeant Leprich was mid-upper gunner was encountered by an enemy jet-propelled fighter and, despite the unserviceability of the gun-firing mechanism, he operated his guns by hand. The enemy aircraft was seen going down into a cloudbank trailing black smoke. It is strongly recommended that Flight Sergeant Leprich be awarded the non-immediate award of the Distinguished Flying Medal.

This is also found in DHist file 181.009 D.2610 (RG.24 Vol.20627) with the following sortie list:

4 February 1945 - Osterfeld (6.20)
7 February 1945 - Goch (6.55)
13 February 1945 - Bohlen (7.55)
17 February 1945 - Wesel (6.15)
21 February 1945 - Worms (7.25)
24 February 1945 - Kamen (6.40)
8 March 1945 - Hamburg (6.00)
11 March 1945 - Essen (6.15)
13 March 1945 - Wuppertal (6.00)
14 March 1945 - Zweibrucken (7.10)
31 March 1945 - Hamburg (6.00)
4 April 1945 - Merseburg (9.20)
8 April 1945 - Hamburg (6.05)
22 April 1945 - Bremen (5.35)
8 May 1945 - Brussels, Exodus (4.45)
9 May 1945 - Juvincourt, Exodus (6.50)
10 May 1945 - Juvincourt, Exodus (5.10)

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LEROUX, Corporal Vincent Alexandre Leo Antoine (R111458) - **Mention in Despatches** - No.126 Airfield - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 11 June 1922. Home in Eastview (Vanier), Ontario. Enlisted in Ottawa, 11 July 1941 for General Duties and posted to No.1 Manning Depot. To Trenton, 23 July 1941. Promoted AC1, 11 October 1941. Promoted LAC, 11 January 1942. Promoted Corporal, 1

October 1942. To "Y" Depot, 13 February 1943. To RAF overseas, 8 March 1943. Repatriated 4 September 1945. Retired 16 October 1945. No citation.

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LESLIE, WO (now P/O) Alexander Buchanan (R155736/J85534) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 8 June 1922 in Eston, Saskatchewan; home in Snipe Lake, Saskatchewan (farmer). Enlisted in Regina, 16 March 1942 and posted to No.2 Manning Depot. To No.3 BGS, 8 May 1942 (guard). To No.7 ITS, 6 June 1942; graduated and promoted LAC, 14 August 1942; posted next day to No.5 BGS; graduated 9 October 1942 and posted next day to No.1 AOS; graduated and promoted Sergeant, 20 November 1942. To "Y" Depot, 4 December 1942. To RAF overseas, 10 December 1942. Promoted Flight Sergeant, 20 May 1943. Commissioned 27 March 1944. Promoted Flying Officer, 27 September 1944. Repatriated 9 February 1945. To No.7 Equipment Depot, 5 April 1945. To No.5 Release Centre, date uncertain. Retired 4 January 1946. Photo PL-35284 shows him. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Died in Melita, Manitoba, 20 September 1996 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of June/July 1996. Public Records Office Air 2/8780 has recommendation by W/C R.J. Lane dated 23 March 1944 when he had flown 34 sorties (plus two incomplete) totalling 222 hours 24 minutes.

* early return

16 May 1943 - GARDENING (4.20)
21 May 1943 - GARDENING (4.10)
23 May 1943 - Dortmund (5.15)
25 May 1943 - Dusseldorf (3.10)*
3 July 1943 - Cologne (6.40)
9 July 1943 - Gelsenkirchen (6.30)
13 July 1943 - Aachen (6.00)
25 July 1943 - Hamburg (3.20)*
25 July 1943 - Essen (5.20)
27 July 1943 - Hamburg (5.10)
29 July 1943 - Hamburg (7.20)
30 July 1943 - Remscheid (6.00)
2 August 1943 - Hamburg (4.25)
12 August 1943 - Milan (9.45)
17 August 1943 - Peenemunde (8.00)
22 August 1943 - Leverkusen (6.45)

23 August 1943 - Berlin (8.00)
27 August 1943 - Nuremburg (8.40)
16 September 1943 - Modane (7.35)
4 October 1943 - Frankfurt (6.15)
7 October 1943 - Stuttgart (6.25)
8 October 1943 - Hanover (5.10)
18 October 1943 - Hanover (5.20)
23 December 1943 - Berlin (6.50)
29 December 1943 - Berlin (6.25)
1 January 1944 - Berlin (6.15)
5 January 1944 - Stettin (8.05)
27 January 1944 - Berlin (7.25)
28 January 1944 - Berlin (8.05)
30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (7.00)
19 February 1944 - Leipzig (6.35)
21 February 1944 - Stuttgart (6.15)
24 February 1944 - Schweinfurt (6.50)
15 March 1944 - Stuttgart (6.45)
18 March 1944 - Frankfurt (4.50)

This Warrant Officer is a skilled Bomb Aimer who has participated in attacks on many of the enemy's heavily defended targets, including Berlin, Stettin and Hamburg. Warrant Officer Leslie has invariably displayed great courage and determination in assisting to make his missions a success. The fine example set by this Warrant Officer has been an inspiration to the squadron. Strongly recommended for the award of the Distinguished Flying Cross.

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LESLIE, FS Kenneth Douglas (Can 11611) - **Mention in Despatches** - Tholthorpe - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. AFRO gives unit only as "Overseas". Born 6 December 1912. Home in Shediac, New Brunswick; enlisted in Halifax, 16 September 1939 as Armourer and posted to No.5 (BR) Squadron. Promoted AC1, 16 March 1940. To Trenton, 19 March 1940. To "E-249" (whatever that is), 26 June 1940. Promoted LAC, 1 October 1940. Promoted Corporal, 1 January 1941. Promoted Sergeant, 1 July 1941. Promoted Flight Sergeant, 1 May 1942. To "Y" Depot, Lachine, 30 March 1944. Taken on strength of No.3 PRC, Bournemouth, 4 April 1944. Promoted WO2, 1 December 1945. Repatriated 17 June 1946. To Eastern Air Command, 23 June 1946. To "K", 26 July 1946. Remained in postwar RCAF, reverting to Sergeant, 1 October 1946. To Greenwood, 1 April 1947.

Promoted Flight Sergeant, 1 April 1951. awarded Queen's Coronation Medal, 23 October 1953 while with No.1 (F) Wing, North Luffenham. 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 to No.6 Group Headquarters, 3 February 1945 when was NCO in charge of Station Bomb Dump. Document stated he had served in Canada four years six months, overseas nine months as of recommendation.

This NCO's organizing ability and foresight in handling his very difficult job since before the invasion of Europe has been of the highest order. His attitude has always been most cheerful and encouraging to those serving under him, even under the most trying conditions. Long hours and unfavourable weather conditions have never dampened his enthusiasm for his work. His solicitude for the welfare of those working under him is praiseworthy. The enormous turnover of bombs and other explosives on this station, carried out without accident or delays, has largely been due to the energy, perseverance and ability of this NCO.

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LETHANGUE, FS Verdon Marwood (R83823) - **British Empire Medal** - No.1 Technical Training School - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born 23 March 1921. Enlisted in Toronto, 5 December 1940 as Master Motor Mechanic (Tractor Operator) and posted to No.1 Manning Depot. To No.31 ANS, 29 January 1941. Promoted AC1, 4 April 1941. Promoted LAC, 1 October 1941. To No.4 BGS, 6 July 1942. Promoted Corporal, 1 August 1942. To Debart, 14 October 1942. Promoted Sergeant, 1 April 1943. To No.6 SFTS, 7 June 1943. To No.1 Manning Depot, 7 September 1943. To No.4 WS, 18 October 1943. To To1 WS, 11 January 1945. To Technical Training School, 2 December 1945. Promoted Flight Sergeant, 1 March 1946. Retired 10 October 1946. Medal presented 18 October 1947.

This non-commissioned officer has at all times displayed a strong determination to complete even the most difficult tasks he has been called upon to perform. His outstanding technical ability coupled with his enthusiasm and keenness have made his contributions to the Royal Canadian Air Force invaluable.

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LETHBRIDGE, F/O William Urquhart (J18561) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 2 June 1919. Home in Glencoe, Ontario; enlisted in London, Ontario, 13 March 1941 and posted to No.1 Manning Depot. To No.14 SFTS, 4 May 1941 (guard). To No.1

ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.3 EFTS; may have graduated 1 September 1941 but not posted to No.6 SFTS until 13 September 1941; graduated and promoted Sergeant, 6 December 1941. Posted that date to "Y" Depot. To RAF overseas, 7 January 1942. Promoted Flight Sergeant, 5 June 1942. Promoted WO2, 5 December 1942. Promoted WO1, 5 June 1943. Commissioned 1 May 1943 (retroactive). Promoted Flying Officer, 1 November 1943. Promoted Flight Lieutenant, 1 May 1945. Retired 12 October 1945. No repatriation information shown so he may have sought release while still overseas. Caption to photograph PL-18735 (taken November 1943 with Warrant Officer Stanley Glover, Wallaceburg) describes both men as Spitfire pilots who had flown in North Africa, Sicilian and Italian campaigns.

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LEVERE, F/O Odby Harcourt (J36187, name also rendered as "Oscar Harcourt") - **Mention in Despatches** - No.421 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946 (which spells his first name "Odey"). Born 7 September 1922 in Anglesea, Wales. Home in Cloyne, Ontario; enlisted in Ottawa, 18 August 1942 and posted to No1 Manning Depot. To No.9 SFTS, 21 January 1943 (guard). To No.6 ITS, 6 February 1943; graduated and promoted LAC, 16 April 1943; posted next day to No.9 EFTS; graduated 12 June 1943 when posted to No.14 SFTS; graduated and commissioned, 1 October 1943. Posted to No.1 OTU, Bagotville, 8 October 1943; to "Y" Depot, Halifax, 13 January 1944; to No.3 Personnel Reception Centre, 21 January 1944; promoted Flying Officer, 1 April 1944; repatriated 9 July 1945; to St. Hubert, 21 August 1945; release date uncertain. Unit not given in AFRO which says only "Overseas" Destroyed one Bf.109 (25 July 1944) and one FW.190 (31 March 1945). Rejoined RCAF, 13 August 1951 (service number 45081). Killed 29 May 1957 in T-33 crash near No.3 Wing, Zweibrucken.

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LEVINE, Sergeant Issie (R154335) - **Mention in Despatches** - Eastern Air Command Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 22 August 1917. Home in Montreal; enlisted there 29 January 1942 as Clerk/Stenographer and posted to No.5 Manning Depot. To Trenton, 13 March 1942. To No.1 WS, 8 April 1942. Promoted AC1, 23 April 1942. To Summerside, 11 May 1942. To No.1177 (BR) Squadron, 26 June 1942. Promoted LAC, 1 October 1942. To "K", date uncertain. Promoted Corporal, 1 June 1943. To Eastern Air Command Headquarters, 27 December 1943. Promoted Sergeant, 1 October 1944. To Release Centre, 8 May 1946; retired 13 May 1946.

This Senior non-commissioned officer, Clerk Administrative, employed on

Airmen's Postings at Eastern Air Command Headquarters, has shown exceptional accomplishment far beyond the line of duty. The problems confronting him in this work have been most complicated. Sergeant Levine has attacked his work with exceptional vigour and has devoted many hours beyond normal duty to successfully complete the most difficult assignments. His cheerful disposition and very effective devotion to the Service have won the admiration of his associates.

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LEVITIN, F/L Nathan (J6140) - **Distinguished Flying Cross** - No.212 Squadron - Award effective 23 May 1945 as per **London Gazette** dated 1 June 1945 and AFRO 1219/45 dated 27 July 1945. Born in Ottawa, 5 February 1917. Educated in Ottawa (1922-1933 including Lisgar Collegiate) and Queen's University (1937). Home in Ottawa (clerk, civil service). Enlisted in Ottawa, 1 July 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 7 October 1940 when posted to No.4 EFTS; may have graduated 23 November 1941 but not posted to No.6 SFTS until 30 November 1940. Ceased pilot training and posted to No.1 Manning Depot, 10 January 1941; to No.5 AOS, 31 January 1941; graduated 26 April 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 9 June 1941, having been posted on 7 June 1941 to No.1 ANS. Graduated and commissioned, 8 July 1941. To No.116 (BR) Squadron, 9 July 1941. Promoted Flying Officer, 8 July 1942. To "Y" Depot, 17 November 1942. Disembarked in Britain, 18 December 1942. To No.4 (Coastal) OTU, 13 April 1943. To No.302 Ferry Training Unit, 16 June 1943. Promoted Flight Lieutenant, 8 July 1943. Attached to Ferry Command, Montreal, 16 July 1943. Departed Montreal as passenger, aircraft FL532, 5 September 1943 to Elizabeth City. Departed there, 12 September 1943 in Catalina JX255 to Boston; to Dartmouth on 17 September 1943, to Gander 21 September 1943 and to Britain, 22 September 1943. To No.5 Personnel Despatch Centre, 6 November 1943. To Port of Embarkation, 13 November 1943. To No.212 Squadron, 27 December 1943. To No.222 Group, 8 March 1945. Embarked from India, 15 April 1945. Disembarked in Britain, 6 May 1945. Repatriated 22 July 1945 and posted to Greenwood. To No.1 Air Command, Trenton, 11 May 1946. Remained in postwar RCAF (26333). To No.9 (Transport) Group, 24 April 1947. To No.413 (Photo) Squadron, 26 April 1947. In summer of 1947 he was on Geodetic Survey, Norman Wells and was on special mission (Operation Flip) to Baffin Island (74 degrees 32 degrees north), flying 182 hours 50 minutes, mostly on Cansos, some time on Norseman aircraft. Granted Bachelor of Commerce Degree, Queens University, 17 May 1947. To Composite Training School, Toronto, 13 October 1947. To No.413 Squadron, 6 December 1947. To Air Navigation School, Summerside, 8 December 1949. Promoted Squadron Leader, 1 June 1952. To Central Navigation School, Summerside, 13 September 1952. To AFHQ, Ottawa, 24 August 1953. To RCAF Staff College, 4 September 1956. To AFHQ, 3 July 1957. To Canadian Joint Staff, London, 17 November 1960 (Intelligence Staff). To AFHQ, 7 July 1964. Retired 18 January 1965. Died in

Ottawa, 19 October 1995. Medals with Canadian War Museum (AN 19800209-005).

Now on his second tour of operational duty, this officer's work has always been of the highest standard and he has navigated his aircraft through many long and arduous sorties. In February 1945 he participated in a series of special sorties which called for great navigational ability. Throughout his operational career Flight Lieutenant Levitin has displayed outstanding enthusiasm and devotion to duty.

NOTE: Public Record Office Air 2/9087 has recommendation drafted 29 March 1945 which noted he had flown 1,700 hours (1,270 operational hours).

This officer has been a navigator in the squadron for a complete operational tour, having completed a previous tour, also on Catalinas. His work during his second tour has always been of the highest standard, and he has navigated his aircraft through many long and arduous sorties.

His second tour culminated in a series of special sorties involving a high standard of navigation. Between 20 and 26 February 1945 he was the navigator of an aircraft engaged in landing a party of Army personnel at various islands in the Bay of Bengal to lay caches for ASR [Air-Sea Rescue] purposes.

Not only did he display the greatest enthusiasm over his own particular duties but also over the tasks outside his normal sphere, and at all times he has displayed the greatest cheerfulness, and has been a splendid example to the squadron.

He had arrived in India in December 1942 as a member of an RAF Catalina crew. The Operational Record Book of No.212 Squadron includes the following entries:

19 February 1945: Catalina Mk.IV, JX325, G/212 - Captain F/L C.R. Harrod [sic - S/L Cedric Rodney Harrod, awarded DFC, 19 October 1945), Navigator F/L N. Levitin, Second Pilot F/L J.N. Barry, Flight Sergeant S. Hunnable, S. Page, J. Cartwright, A. Semple, A. Hayes. Described as "Special Operation, Bally - Narcondam - Preparis - Cocanada." Times given as 1828Z (19 February 1945) to 0911Z (20 February 1945). The detailed entry then reads: "At 191828 aircraft 'G' airborne Bally and course set for Preparis. At 200015 Preparis was reached and the aircraft set course for Narcondam. At 0115 aircraft was circling Narcondam but the sea was too rough for a landing and return was made to Preparis at 0209. At 0215 aircraft was waterborne at Preparis and the Army beaching party was put ashore amid heavy rain. The aircraft was again airborne at 0313 and a message received from beaching party stated 'we have landed safely.'

At 0324 the aircraft set course Cocanada and was waterborne at 0911. Weather: 200215, cloud 1/10ths st.cu. Visibility 2-4 miles. Sea swell.”

21 February 1945: Here the documents are contradictory. The Form 540 states that S/L Harrold carried out a “special operation from Cooaaada” and gives the aircraft as G/212. The Form 541 has a detailed account of an operation by him in JX334, A/212, although there is no record of this machine being flown by anyone about this time to that base; “A” had only been flown to Bally on detachment on the 18th or 19th, piloted by F/L D.L. Bennett. In any case, on the 21st S/L Harrold - with an entirely different crew (which nevertheless included three RCAF officers - F/L D.L. Bennett, F/O D. Arondeus, F/O W.F. Wiltshire) - undertook the following: “At 211726 aircraft ‘A’ was airborne at Cocanada and set course Preparis. Preparis was reached at 220032 and while circling the aircraft received a message from the party landed the previous day indicating that they were ready to be taken off. At 0100 hours the aircraft landed and at 0315 the entire party were aboard. The aircraft was airborne Preparis at 0355 for Cocanada where it was waterborne at 1013.”

26 February 1945: Catalina Mk.IV, JX325, G/212 - Captain F/L C.R. Harrold, Navigator F/L N. Levitin, Second Pilot F/L J.N. Barry, Flight Sergeant S. Hunnable, S. Page, J. Cartwright, A. Semple, A. Hayes. Described as “Special Operation, land passengers on Narcondam Islands”. Times given as 1705Z (26 February 1945) to 0949Z (27 February 1945). The detailed entry then reads: “At 1705 on 26th aircraft ‘G’ was airborne Cocanada and set course Preparis Island. At 0001 on 27th in position 1448N 9334E the aircraft set course Narcondam Island which it reached at 0048 and was waterborne there at 0055. The landing party and freight were off loaded and the aircraft was airborne again at 0206. Preparis Island was reached at 0316 and course set for Cocanada where aircraft was waterborne at 0949. Weather: 262221 1533N 9124E Clouds 7/10 cu. at 4,000 feet . Visibility 2-4 miles. Wind 045/9 knots. Sea moderate. Height of aircraft 500 feet. Temperature plus 25.”

27 February 1945: Catalina Mk.IV, JX325, G/212 - Captain F/L J.N. Barry, Navigator F/L N. Levitin, Second Pilot F/O J.K. Dickson (RCAF), Flight Sergeant S. Hunnable, S. Page, J. Cartwright, A. Semple, A. Hay. Described as “Special Duty Operation, pick up beach party at Narcondam.” Times given as 1703Z (27 February 1945) to 0920Z (28 February 1945). The detailed entry then reads: “At 173 on 27th aircraft ‘G’ ” was airborne at Cocanada and set course Preparis Island which was pinpointed at 2359. Narcondam Island was reached at 0100 on the 28th and the aircraft was waterborne there at 0105. The landing party delivered there on the previous day were taken aboard and the aircraft was airborne again at 0206. From Preparis course was set at 0305 for Cocanada where aircraft ‘G’ landed at 0920. Weather: 280205 Narcondam, wind 090/11. Height of aircraft 100 feet. Temperature plus 30.”

The Form 540 has the following under date 27/28 February 1945: “Catalina G/212 (F/L Barry,

J.N.) carried out the last of the series of special operations from Cocanada. All these operations were carried out successfully.”

Levitin is subsequently reported as being posted on 8 March 1945 to No.222 Group.

Note: On 24 October 1941, Catalina Z2134 (No.11 Squadron Detachment) made a hard landing at Botwood on return from a patrol. Pilot F/L W.G. Egan uninjured. P/O N. Levitin (navigator) uninjured; Sergeant R.J. Jones (second pilot) badly bruised and slight shock; Sergeant R.E. McCormack (air gunner) uninjured; Corporal J.L. Earl, First Fitter uninjured; AC2 R. Smith, Second Fitter, uninjured.

Application for Operational Wing dated 19 May 1945 stated he had flown 42 sorties (600 operational hours), 19 December 1943 to 8 March 1945. An earlier document (30 November 1944) claimed 98 sorties (920 hours 55 minutes) with No.116 Squadron, July 1941 to December 1942. What is probably an incomplete list of sorties in No.212 Squadron follows:

18 March 1944 - search (16.35)
26 April 1944 - S.O.B. patrol (4.40)
27 April 1944 - S.O.B. patrol (6.10)
30 April 1944 - S.O.B. patrol (4.50)
10 May 1944 - Convoy escort (19.35)
13 May 1944 - Convoy escort (18.00)
21 May 1944 - Convoy escort (9.45)
14 June 1944 - Convoy escort (17.50)
17 June 1944 - Convoy escort (18.00)
23 June 1944 - Convoy escort (13.10)
7 July 1944 - Convoy escort (10.40)
12 July 1944 - Convoy escort (15.30)
16 July 1944 - Convoy escort (16.45)
17 July 1944 - Convoy escort (17.30)
31 July 1944 - Convoy escort (10.05)
6 August 1944 - Convoy escort (5.40)
8 August 1944 - Convoy escort (6.45)
29 August 1944 - Convoy escort (7.20)
25 October 1944 - Convoy escort (13.00)
29 October 1944 - Convoy escort (16.30)
2 November 1944 - Convoy escort (12.10)
9 November 1944 - Convoy escort (6.00)
10 November 1944 - A.S.R. (13.05)
11 November 1944 - Convoy escort (18.55)

29 November 1944 - Convoy escort (13.50)
30 November 1944 - Convoy escort (11.30)
1 December 1944 - Convoy escort (19.45)
4 December 1944 - Convoy escort (15.45)
7 December 1944 - Convoy escort (13.25)
9 December 1944 - Convoy escort (14.25)
14 December 1944 - Convoy escort (13.40)
15 December 1944 - Convoy escort (18.00)
14 February 1944 - Convoy escort (11.05)
20 February 1944 - Special Duty (15.05)
26 February 1944 - Convoy escort (17,05)
27 February 1944 - Convoy escort (16.35)

Training: Interviewed in Ottawa, 22 April 1940. "Recommended as pilot or observer. Willing to take the assignment which will mean the earliest start. Prefers to be a pilot."

Attended No.1 ITS, 22 July to 14 September 1940. Courses in Mathematics (82/100), Armament, practical and oral (75/100), Drill (70/100) and Law and Discipline (96/100). Placed 128th in a class of 193. "Keen, aggressive, excellent material."

Attended No.4 EFTS, 7 October to 23 November 1940. Fleet Finch aircraft - 28.30 dual, 22.50 solo. "This pupil was somewhat slow throughout his training. Needs watching ." (W.S. Wrathall, CFI). Ground courses in Airmanship (154/200), Airframes (128/200), Aero Engines (139/200), Signals, practical (48/50), Theory of Flight (65/100), Air Navigation (155/200) and Armament , oral (161/200). Rated 160/200 in Qualities as an Officer. "This man has more than average ability and intelligence. He is quite keen and works hard. Personality and conduct good."

At No.6 SFTS, 25 November 1940 to 6 February 1941; training discontinued 17 December 1940. "Temperamentally unsuited for service pilot."

Selected Assessments: "This officer completed three seasons with 413 Squadron and as Senior Navigator has been responsible for Navigation Training on Canso and Dakota type aircraft. In this respect his role was very satisfactory. As a Navigator he displays, at all times, a reasonable and very conscientious attitude toward the subject, and as a Canso navigator his work leaves nothing to be desired, as it is painstaking and very effective indeed. For the past two seasons he has been a detachment commander and in this capacity his work was satisfactory though not outstanding. On these detachments, his personnel handling created a bit of adverse feeling though possibly because his disadvantageous position as a Navigator in charge of pilots. Flight Lieutenant Levitin is fond of people, is affable though on occasion can be strongly opinionated and argumentative. Normally speaking, he is highly thought of and well regarded by his associates. This officer is recommended for promotion to the rank of Squadron Leader." (S/L A.B.C. Weatherwax, No.413 Squadron, 11 February 1950).

“Squadron Leader Levitin is a dynamic type of officer with an aggressive personality. When first under my command he was rather too argumentative and was reluctant to accept another point of view. However, he has improved remarkably in this regard and is now much more tolerant, co-operative and popular. He has attained Special Navigator standard in navigation and is a very experienced practical navigator. He has been employed as an instructor, section head and programming officer during his tour in the Air Navigation School and is rated high average in all. He has a high sense of duty and pursues his duties conscientiously. An excellent athlete, he takes an active interest in station sports. He is well adjusted socially and his personal affairs are in good order.” (W/C L.C. Dilworth, Station Summerside, 24 July 1953).

“Squadron Leader Levitin is a responsible, aggressive officer with a positive personality and a quick sense of humour. He has a keen searching mind and a capable enthusiastic approach to the various problems in his work. However, his good points are often nullified by stubbornness and a tendency to argue in a dogmatic fashion. He must be completely convinced before he will change his mind - not an unhealthy trait but often most annoying. He takes an active interest in activities outside his work, particularly in church life and he is well liked by most people with whom he associates. He is a very conscientious navigator and works hard to keep his aircrew status up to date.” (W/C E.L. Kenny, AFHQ, 8 January 1959).

“Levitin was well known to many of the Intelligence staff here before he came to his present post, because of his previous appointment in aircraft production Intelligence in the Royal Canadian Air Force. In that capacity his ability was respected which helped him a great deal to establish his liaison position quickly once he had arrived. He performs his present duties well, showing initiative and a co-operative spirit. He is always quick to take up matters of mutual interest between the staffs in Ottawa and London to our benefit here. He gets on well with the RAF officers at his own level. I am glad to have him on my staff. I have been asked to add to the above statement as to the promotion suitability of Squadron Leader Levitin. Although there are certain Wing Commander posts which Squadron Leader Levitin might fill satisfactorily, I would not regard him as an outstanding candidate for promotion.” (A/V/M A. Foord-Kelcey, Assistant Chief of the Air Staff, 21 June 1962).

Newspaper Stories Found in DHH Files (transcribed by Huguette Oates):

F/L N. LEVITIN ARRIVES IN INDIA TO FIGHT IN EAST (Ottawa Journal, February 3, 1944)

A WEST COAST INDIAN PORT, FEBRUARY 3: -- Weathering sustained air attacks en route by sea, a detachment of R.C.A.F. aircrew officers and radio mechanics has arrived to take up the battle against the Axis in Southeast Asia command.

Nine fliers, members of R.C.A.F. flying boat crews, who served previously with Coastal Command in the United Kingdom, told of their experiences when their convoy was subjected to two attacks by German bombers. One lasted two hours. The Germans used their new glider bomb in the attacks, the fliers said, but the closest the enemy came to the ship in which they were travelling was 200 yards. In both attacks, the enemy was driven off with a tremendous ack-ack barrage.

During the first raid, the fliers, all of whom ferried flying boats across the Atlantic from Newfoundland, were on deck and "saw quite a bit of the surprise show before they hustled us below." They had to be content to watch the second attack through the port-holes. Telling of these attacks, the flying boat officers said the first lasted two hours and the enemy came in three waves. They came over a second time in a one-wave affair that lasted less than a half-hour. Fliers who made the trip included F/L Nathan Levitin, 13 Nelson Street, Ottawa, Ontario.

Flight Lieutenant Nathan Levitin is a son of Mr. and Mrs. M. Levitin, 13 Nelson Street, Ottawa, Ontario. A graduate of Lisgar Collegiate, he attended Queen's University for two years and enlisted in 1940. He received his air observer's wing at Toronto in June, 1941, and went to Britain a few months later. He has been serving recently with the RAF transport command. A telephone call from The Evening Citizen gave Mr. and Mrs. Levitin the first news that their son had reached India.

OTTAWA AIRMAN SERVING IN INDIA HAS SERVANT PROBLEM OF HIS OWN (Ottawa Journal, Friday June 16, 1944)

The "servant problem" is not confined to ladies in swishing skirts these days. Canadian airmen serving in India have their troubles, too, according to F/L Nathan Levitin, who told his mother, Mrs. M. Levitin, 13 Nelson Street, Ottawa, Ontario, his sister Rose, and others of the family about it in his letters home.

"My Indian servant loses my shirts and handkerchiefs by getting them mixed up with the laundry of others in the camp. I have lost three shirts and some handkerchiefs this way, but I haven't the heart to fire him." F/L Levitin wrote. "I charge them up to him but the poor beggar always ends up owing more than he makes, so I just go out and buy new ones."

The servant takes good care of him, nevertheless, he says. Each day, he lays out

his clothes, draws his bath, carries water and puts it in a tin wash tub, and "bullies" him into taking a bath whether he feels like it or not. "If I don't feel like having one, he looks so hurt that I usually end by having it," he wrote.

F/L Levitin's last letter, written June 3, arrived from India in about ten days by airmail. In it, he said the temperature was 105 degrees in the shade. He couldn't imagine coming back to Canada where the temperature in winter is often 30 below zero, he said. Off hours are spent playing tennis, softball, football, rugby, and bridge, or swimming, sun bathing and sailing, the young officer told his family. His first experience at sailing went well until his teacher left him alone and the rudder came off. "Then there was all sorts of panic," he commented. "I had to be towed in. The indignity of it all! The boys really got a laugh out of it."

As senior Canadian officer of the RCAF in that part of India, F/L Levitin was asked to organize a Canada club, he said. In spite of the fact that distances are great and there will be a ten-mile ride over the bumpy desert road for some of the members, plans are going ahead with himself as chairman. However, owing to the difficulties, he doesn't expect more than five or ten Canadians to visit the club each evening, he said, when it is opened. "I was offered a navigator's course by my CO. but turned it down," the airman wrote. "I don't want anything to interfere with my tour of ops. It probably would have meant more money, and a promotion, but I'm all right as I am."

A former Lisgar Collegiate and Queen's University student, F/L Levitin enlisted in 1940 and after receiving his observer's wing in June, 1941, he went to Britain in September, 1942. After serving with the R.A.F. transport command, he went to India last January.

NATHAN LEVITIN LIKES OCEAN-HOPPING ROLE (Ottawa Journal 1 September 1944)

F/O Nathan Levitin, of the RCAF serving with the RAF transport command, likes the constant changing of scenery he encounters as an ocean-hopper, he tells his parents, Mrs. M. Levitin, of 13 Nelson Street, Ottawa, Ontario, in letters from various points on both sides of the Atlantic Ocean.

Recently, F/O Levitin was in North Carolina where he said the southern drawl and the negroes fascinated him. The other day, a cable was received from him from a Caribbean island where he said he was having a "picnic" of a time. He was lolling around between hops. F/O Levitin was a former Lisgar Collegiate

student and also attended Queen's University for two years before enlisting in 1940. He received his air observer's wings at Toronto in June, 1941, and went to Britain early last December.

OTTAWAN ENJOYS CITIZEN IN INDIA (Ottawa Citizen November 28, 1944)

In spite of hot days, cold nights, cyclones and other disadvantages of life in India, there is one bright spot in the routine for F/L Nathan Levitin serving there with the R.C.A.F. – reading his copies of the Evening Citizen, he wrote his sister, Miss Rose Levitin, 13 Nelson, Ottawa, Ontario.

“There are more ‘Citizens’ coming in and I enjoy them, all except the casualty lists, he told her. Every so often, he sees a name he knows and it makes him feel sad, he says. Copies of his Citizen bring vivid pictures of Ottawa and he is looking forward to the time – which he hopes will be next summer – when he will return home. “The parks, the Driveway and its flowers, Confederation Square, Hog’s Back, Brighton Beach, the Tremblay Concerts – I can hardly wait to enjoy them all... but of course, more important, the people who make home, home,” he wrote.

A recent leave provided a chance to see India and he visited the Himalayas, Madras, and the beautiful gardens of the Shalamar. He lived on a houseboat on Lake Nagin Bagh, lay in the sun, swam, golfed and played tennis – or lay on the verandah of a houseboat listening to his radio.

A former student of Lisgar Collegiate and Queen's University, F/L Levitin enlisted in 1940 and went overseas in January, 1942.

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LEWINGTON, W/C Arthur James (J3484) - **Distinguished Flying Cross** - No.433 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 21 June 1908 in Oshawa. His first job was as an office boy at General Motors. After two years there he went to Ithaca, New York and Los Angeles to learn the trade of radio operator. While in the United States he first encountered aircraft through a JN-4 barnstormer. Returned to Canada in 1928. Worked on the Great Lakes for Canadian Marconi and then in Kirkland Lake with a radio station owned by Roy Thompson. Became a radio operator for the Ontario Provincial Air Service. In 1937 he joined the federal Department of Transport in Winnipeg as a radio Operator/Technician, worked on the installation and calibration of radio range stations across the Prairies. These were the stations that delineated

the airways across Canada and were necessary for the startup of Trans Canada Airlines that same year. At the same time, he took more flying instruction and qualified for a first flying license. In 1939 he was sent to St. Hubert, Quebec to join the first group in training as traffic controllers and obtained the ATC License No.6. Returned to Winnipeg to open the first traffic control tower there. Enlisted in Winnipeg, 3 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 20 July 1940, having been posted the previous day to No.1 EFTS; graduated 13 September 1940 and posted to No.4 SFTS; graduated and commissioned 5 January 1941. To No.3 SFTS, 22 March 1941 to instruct. To "Y" Depot, 11 October 1942. To RAF overseas, 27 October 1942. Attained rank of Wing Commander, 5 June 1944. Repatriated 22 August 1945. To No.1 Air Command, 1 September 1945. To No.4 Release Centre, 24 September 1945. Retired 3 October 1945. He spent the winter of 1945-46 flying in the bush of northern Quebec and in the spring he was engaged in ferrying Dakota aircraft from the southern United States to Canadair in Montreal and conversion for Trans Canada Airlines. Reported that he flew one of the last DC-3s, manufactured by Douglas from Montreal to Paris for Air France, making a refueling stop at Goose Bay, Labrador - his first acquaintance with Newfoundland and Labrador. Rejoined the federal Department of Transport, Ottawa, in 1947, as an inspector of airways, airports and ground aids. Among other things duties included calibrating radio range stations and ferrying government VIPs around the country. He thus came into further contact with Gander - in 1949 he flew members of the Air Transport Board, under chairman, John Baldwin, to Gander for hearings on an application by Carl Burke and Eric Blackwood. Left DOT in 1951 to go with building contractor, Fraser Brace, which was engaged by the U.S. Corps of Engineers to build Pinetree Line radar stations. In Gander he became Transportation and Communications Manager for the Company. During this stay in Gander that he became acquainted with the late Ches Crosbie, who owned Eastern Provincial Airways, and was invited to join EPA, which he did and spent the summer and fall flying the first Otter the company owned, operating out of Goose Bay under contract to the Bell Telephone. Left the province for a short while he came back and rejoined EPA in 1954 as Managing Director. The company was formed by Eric Blackwood in 1949, being incorporated in March of that year. Among original employees were Marsh Jones and Bill Harris, who stayed with EPA until it was sold to Harry Steele. Lewington said that in spite of valiant efforts by Mr. Blackwood to raise funds by selling shares to businessmen and others at outports around Newfoundland, the company was having financial difficulties from the very beginning and eventually Mr. Blackwood approached Ches Crosbie, a businessman with "some romance in his soul," as former Premier J.R. Smallwood put it. Crosbie took keen interest in the fledging company, then purchased it by gathering around him Phil Lewis, Edgar Hickman, Charlie Bell, F.M. O'Leary and Bernard Parsons, a group of St. John's businessmen. Thus the creditworthiness of the company was well established and there was no difficulty in purchasing the first Beaver to carry out a contract for the provincial Department of Health. In 1953 the company had moved its main base of operations from St. John's to Gander in order to escape adverse weather that severely hampered flying from St. John's. At Gander EPA was established in a round roof hangar with a large door, which served as a

landmark for many years. Progress for the company was astronomical. On first coming to Gander, revenue was just less than one half million dollars and 30 years later it would be more than 70 million. The number of employees would go from 70 to 900. In the mid 1950s the main sources of revenue were government contracts for mail and health-care services as well as from construction companies involved in building the Pinetree and Mid-Canada defense systems. There was also considerable activity in transporting geological, timber and hydro crews throughout the province, in carrying out surveys. EPA lost out to Maritime Central Airways in its first application for a class two specific point, unit toll air service between Carol Lake, Goose Bay, Gander and St. John's, so it carried on under a lesser license while managing to compete in some degree with the larger airline, MCA. The first airplane EPA acquired, which was not in the bush type category, was a Lockheed 10 but the company was not successful in establishing a viable air service across the island, however, this aircraft did perform well on a St. Pierre service and until it was replaced by a DC-3. The iron ore developments in Western Labrador, which brought on the communities of Wabush and Labrador City; the hydro development at Twin Falls, then Churchill Falls kept the company fully occupied. The fleet included DC-3s, C-46's, Convairs, Canso aircraft as well as single engine bush type machines. In one winter operation more than 6,000 pounds of mail was carried to outports, Wareham, Wesleyville, Lumsden and Musgrave Harbour, which are now just a nice drive away, were isolated and were points of call. In 1960, the company commissioned Knox Hawkshaw of Field Aviation to convert a Canso into a water bomber. The conversion was a great success although not available for the wide spread forest fires in the Gander area that year. EPA had a fleet of six when they eventually sold to the provincial government. It was that year that the Danish government approached EPA to do ice reconnaissance on the east coast of Greenland for the Danish ships making their annual voyage to pick up since ores from the home markets. Captain Benny Rivard made such an impression in his handling of the Canso in ice-filled waters that it led to a five year operation on the west coast of Greenland carrying passengers, mail and goods between the various communities. The Danish government then formed their own airline to these services. At the beginning of the '60s MCA and EPA were flying almost wing tip to wing tip in serving the Labrador communities and it was obvious to all concerned that there was not room for two carriers at that time in that area, recalled Lewington. Discussions took place between Ches Crosbie and Carol Burke on several occasions with a view to reconciling their interests. Discussions also took place between Quebecair and EPA with the same objectives in mind. Ches Crosbie died in December of 1962 and after his son, Andrew Crosbie took over as chairman, the two companies got together and to the surprise of many people EPA bought MCA, Lewington recalled. EPA had already committed itself to buy two Dart Heralds from the Handley Page Company and acquired a third in the deal. About the same time, the Hon. J.W. Pickersgill, as Minister of Transport, brought out a new Transportation Act and a regional air policy which eventually designated EPA as the regional carrier for the Atlantic region. Pickersgill took "as very keen interest in all things in Newfoundland and this included the struggling airline. His sympathy, solace and support were freely offered whenever they were sought." Substantial sums of

money were necessary for aircraft purchases and Smallwood persuaded his government to endorse a bond issue put out by the company. At the inaugural of the Herald service in Wabush, the premier said that "If there had been no EPA, his government would have had to form one to maintain communications within the province," said Lewington. Subsequently, the company went to the public with a share offering to raise further funds. It became apparent that the small bush type aircraft and the larger twin engine aircraft were making conflicting demands on operations, administration, engineering and maintenance to the detriment of the service as a whole. The decision was made to sell the entire bush operation to company employees who moved it all to Goose Bay and set up as Labrador Airways. Other regional carriers in Canada began to acquire jet aircraft and it became obvious that public service in Atlantic Canada demanded the performance that these new aircraft could deliver. The first Boeing 737 arrived in Gander in 1969 and the fleet was increased to six of that type plus three Handley Page Heralds, serving all of the Atlantic area and Montreal and finally Toronto. The company moved its base of operations from the old round-roof hangar to Hangar 23 when the passenger facilities in that building were moved to the present terminal building in 1959. Under the direction of B.G. Jones, that hangar was turned into a first class maintenance and engineering facility with commodious administrative offices and staffed with well trained technicians. All of these activities were centered on Gander International Airport now celebrating its 50th anniversary. The airport has many highlights to celebrate but among them must be the EPA story. "From the frosty-fingered joes out in the bush to the smiling girls who trod the aisles of the jets all the way from Gander to Montreal, every last man and woman took a personal pride and interest in the activities, the ambitions and the successes of the airline. The feelings were reciprocated in a very large measure by the Newfoundland public. "To those who spent so much in tears and sweat it was a sad day when the airline faded from the Gander scene. The highly professional skills in administration, maintenance and aircraft operations that went with it are a loss that the Newfoundland community could ill afford. In the words of Jack Pickersgill "It wasn't supposed to happen that way," said Mr. Lewington. Nevertheless, there is inevitability in the evolution of global economics that reaches down to the smallest enterprise. The universal demand is for the highest product at the least cost in order to survive, he noted. The demand is spurred on by consumer advocates insisting on lower prices, especially in air fares. From the very early days, bureaucrats and others were urging EPA to move its base in the name of efficiency and now deregulation for greater competition is speeding up the process. "It seems to be compete or perish," he said. "Gander International Airport is not likely to see another EPA but there are bound to be other enterprises, including the new commuter airlines just getting airborne. Although the loss of Air Canada overseas flights was another economic blow to the town there are business opportunities with other carriers, especially in air freight," he felt. Lewington retired in 1976 as President of EPA. Photo PL-15977 (ex UK-3845 dated 21 May 1943) shows F/L A.J. Lewington (Oshawa), Sergeant E.M. Carey (Mount Gambia, South Australia), Sergeant J.A. Stewart (Malvern Victoria, B.C.), Sergeant R.C. Bloomfield (Stradbroke, Suffolk), and P/O P/J. Hammond (Toowoomba,

Queensland). Photo PL-32299 (ex UK-14578 dated 6 September 1944) shows him. Photo PL-36369 is a wartime portrait. Photo PL-44002 (ex-UK-21353, 15 May 1945) shows him presenting a trophy to Ernest Grant, band leader (Angus, Ontario) on occasion of a competition for the best dance band in East Yorkshire; PL-44003 (ex UK-21354) shows him looking over the pennant; PL-44004 (ex UK-21355) shows him presenting individual trophies.

This officer is now on his second tour of operational duty. As a flight and squadron commander he has displayed outstanding leadership, courage and resolution. He has taken part in a large number of operational sorties as captain of aircraft; many of these have achieved exceptional success and, during them, many excellent photographs have been obtained. Wing Commander Lewington has, throughout his long and successful career, displayed unsurpassed efficient energy and perseverance.

DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Vol.20627 has the original recommendation by G/C F.R. Miller dated 23 July 1944 which notes he had flown 39 sorties (226 hours 40 minutes) with sortie list covering 26 April 1943 to 28 June 1944 (included and extended in Bar to DFC submission). The text of the DFC recommendation was as follows:

Wing Commander Lewington has completed one tour of bomber operations in the African and Italian theatres and is now started on his second tour, after a period of instructional duties. His qualities of determination and energy have marked him in all his duties as an outstanding leader whose example is an inspiration to all in his squadron.

His long career, fine leadership and example merit the highest commendation and I strongly recommend Wing Commander Lewington for the award of the Distinguished Flying Cross.

LEWINGTON, W/C Arthur James, DFC (J3484) - **Mention in Despatches** - Dishforth - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. It is perhaps speculation to link this to a recommendation dated 1 August 1944 for an American DFC (found in DHH file 181.009 D.2611 (Library and Archives Canada RG.24 Vol.20627). He had flown 41 sorties (241 hours) at the time of this submission:

Wing Commander Lewington has had a long and distinguished operational career on heavy bombers in two theatres of war. His outstanding skill as captain of aircraft has resulted in many successful attacks against the most heavily defended enemy targets. His courage, determination and high qualities of leadership have marked him as an outstanding Flight Commander and later

Squadron Commander.

I strongly recommend this officer for the award of the Distinguished Flying Cross (United States of America) in recognition of his fine service as an operational bomber pilot and his skill and leadership in furthering the Allied offensive.

LEWINGTON, W/C Arthur James, DFC (J3484) - **Bar to Distinguished Flying Cross** - No.433 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945.

This officer has completed two tours of operational duty. He is a keen and efficient flight commander and under his fine leadership the squadron has attained a high standard of operational efficiency.

NOTE: DHH file 181.009 D.1552 (National Archives of Canada RG. 24 Volume 12601) has the original recommendation by G/C J.G. Kerr dated 27 November 1944 when he had flown 53 sorties (338 hours 50 minutes). . First tour (No.420 Squadron) was 33 trips (201 hours 35 minutes), 26 April to 4 October 1943 (one attack on Duisburg followed by Italian targets); second tour was 20 trips, 2 June to 2 November 1944. Between tours he had been a Flight Commander at an HCU. Sortie list and submission as follows:

No.420 Squadron

26 April 1943 - Duisburg (5.10, as second pilot)
1 May 1943 - To Res Elma, French Morocco (10.50)
26 June 1943 - Sciacca (4.10)
29 June 1943 - Messina (5.00)
2 July 1943 - Olbia (5.50)
7 July 1943 - Catonia (5.05)
9 July 1943 - Syracuse (4.50)
12 July 1943 - Enna (5.10)
15 July 1943 - San Giovanni (5.45)
19 July 1943 - Naples (5.45)
21 July 1943 - Capodichino (6.30)
2 August 1943 - Naples (5.20)
5 August 1943 - Messina (5.25)
8 August 1943 - Messina (5.05)
11 August 1943 - Pisa, Nickels (8.00)
16 August 1943 - Cape Sarrao (5.55)
19 August 1943 - Foggia (7.00)

21 August 1943 - Battapaglia (6.20)
24 August 1943 - Torris Annunziato (6.15)
27 August 1943 - Salerno (5.25)
29 August 1943 - Torris Annunziato (5.30)
1 September 1943 - Aversa (5.50)
4 September 1943 - Grazzanise (6.50)
6 September 1943 - Viterbo (7.00)
10 September 1943 - Formia (6.25)
12 September 1943 - Castel Nuovo (6.35)
14 September 1943 - Battapaglia-Eboli (6.45)
16 September 1943 - Cisterna-Littoria (6.25)
22 September 1943 - Basta (6.30)
23 September 1943 - Pisa (6.55)
24 September 1943 - Leghorn (6.45)
1 October 1943 - Formia (5.45)
4 October 1943 - Formia (5.10)

TOTAL FIRST TOUR - 33 trips (201 hours 35 minutes)

2 June 1944 - Ijmuiden, Gardening (3.20)
6 June 1944 - Conde sur Noireau (5.40)
12 June 1944 - Arras (4.35)
16 June 1944 - Sautrecourt (4.10)
24 June 1944 - Bonnetot (3.55, daylight)
28 June 1944 - Lorient, Gardening (5.05)
23 July 1944 - Dagnes (5.55)
25 July 1944 - Stuttgart (8.25)
1 August 1944 - L'Hey (2.50)
4 August 1944 - Bois de Cassair (4.30)
7 August 1944 - La Hague (5.10)
27 August 1944 - Moyecques (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 (3.30)
15 October 1944 - Wilhelmshaven (4.30)
30 October 1944 - Cologne (6.00)
1 November 1944 - Oberhausen (5.50)
2 November 1944 - Dusseldorf (5.55)

Wing Commander Lewington has now completed two very successful tours of operations. During his first tour, comprised of 33 sorties, he, as Captain of an aircraft, set an individual example that was an inspiration to all his squadron. His personal courage and determination to press home his attacks was of the highest order. By his inherent qualities of leadership, he formed his crew into an exceptionally fine fighting team.

On being screened after his first tour, he was employed as an instructor and later as flight commander at a Heavy Conversion Unit. Here his ability to instruct and his operational knowledge combined to make him a most valuable asset to the unit.

In June 1944, he commenced his second tour of operations as Squadron Commander of No.433 (RCAF) Squadron. His mature judgement coupled with a high standard of individual courage soon marked him as an unmistakable leader. Now, with much wider scope, his remarkable talent for leadership and direction resulted in a most definite improvement in the organisation, morale and operational results of his squadron. He completed twenty sorties in this tour.

This officer's contribution to the conduct of the war has been far above that expected of any one man. He has given cheerfully and unstintingly of his ability and energy with the highest ideals in mind at all times. I have no hesitation in recommending the award of a Bar to his Distinguished Flying Cross.

RCAF Press Release No.4400 dated 31 March 1944 from Sergeant John Badger reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- The trouble with Squadron Leader Jim Lewington, Kingston Road West, Oshawa, Ontario, is that he's too good an instructor. The 35-year-old pilot joined the RCAF to fly the fighting way. That's what he still wants, with one tour of operations behind him. But the authorities think so highly of his talent as a winged schoolteacher that he has earned rapid advancement in this field – and no apparent prospect of returning to operations. After Lewington left his job as radio technician with the Federal Department of Transport, joined up and won his wings, he put in a spell of almost two years as an instructor at Calgary.

Posted overseas at last, he took his operational training in Britain, joined the Snowy Owl Squadron in the RCAF Bomber Group overseas. After just one flight to a Continental target, Duisburg, he and the Squadron left for Africa. Lewington flew as a captain of aircraft from the beginning of his operational career. From

Africa, the Snowy Owl fliers ranged over Sicily during the invasion of that island, and covered the Italian landings including the bitter fighting at the Salerno beach-head. Though Lewington's bomber, "G for George" or "Gorgeous" as he called it, was hit by flak several times, it never suffered more than slight damage. Lewington loved that aircraft. He talks about its beauty, and the skill of his ground-crew in Africa, with the interest of a connoisseur.

Once, over Naples, searchlights coned the aircraft for about six minutes. Flak pounded in the wake of the twisting bomber as Lewington used all his skill to slip out of that blinding fatal glare. The plane bounced and rocked from the impact of nearby flak-bursts. But Lewington's touch at the controls was too much for the searchlight operators in the end.

Similarly, he shook off night-fighters on three occasions. He never allowed their approaches to develop into battles. In the air, Jim Lewington knows exactly what he is doing. He gives that impression on the ground too. His manner is natural and modest, but there is something in the calm intensity of his blue eyes which is almost startling. Student pilots treat him with more than formal respect. He gets through work quickly, without fuss, argues intelligently, usually gets his way.

His present station is a heavy bomber conversion unit of RCAF Bomber Group overseas. He arrived there about the first of the year, has already become acting chief instructor. So Jim Lewington finds himself once again teaching others how to fly, instead of doing it himself. He only gets in the air occasionally nowadays. With 1000 hours of flying time as an instructor behind him, Lewington finds little pleasure in that kind of flying any more. His main consolation is that the Snowy Owl Squadron is now stationed a few miles away and he manages to see his old aircrew pals fairly often, especially the C.O., Wing Commander Dan McIntosh, D.F.C. 16 Williamson Apartments, Regina.

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LEWIS, G/C Alexander (C82) - **Air Force Cross** - No.1 General Reconnaissance School - 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 Bristol, England, 15 July 1899 (RCAF Press Release 4907 reporting award). Joined RFC as a Cadet, 22 August 1917. Commissioned February 1918 and saw service in Flanders. Released from RAF, September 1919. Took up civil flying as a pilot and instructor with Edwards Aviation. In August 1920 took up service with Royal Irish Constabulary, serving as a District Inspector until January 1922. Further service with Palestine Police (1922-1924). Enlisted in Montreal, 8 January 1925 (Pilot

Officer, Non-Permanent List). Training that year included a parachute course with a live jump. Subsequently at Vancouver and High River. To be Flying Officer, Permanent List, 1 April 1926. On command to Hudson Strait Expedition, 1 April 1927 (and went missing during that expedition, 17 February 1928; reported safe to Port Burwell, 1 March 1928). To AFHQ, 7 September 1928. Attached to RCAF Liaison Office, London, 11 December 1928. On Command to RAF School of Army Cooperation, Old Sarum, 28 January 1929. Ceases to be on Courses Abroad, 6 May 1929 and posted to AFHQ. To Camp Borden that same date. To be Flight Lieutenant while so employed, 1 April 1929. Confirmed as Flight Lieutenant, 1 April 1932. Posted to Ottawa Air Station, 15 May 1932; to Dartmouth, 17 May 1932 for RCMP Preventative Detachment duties. To Trenton, 30 November 1933. To Courses Abroad, 24 February 1935 and placed on exchange to RAF with bomber squadrons. Returned to Trenton, 31 March 1937. To Ottawa Air Station, 16 June 1937. Promoted Squadron Leader, 1 April 1938. To No.3 Squadron, Calgary, 18 October 1938. Promoted Wing Commander, 1 May 1940. Promoted Group Captain, 14 April 1941. Wartime duties included anti-submarine patrols (1939-1940 with Nos.3 and 11 Squadrons). To Atlantic Ferry Organization, 16 January 1941. A press release stated he was the first to fly a Catalina from Bermuda to Scotland in mid-winter, 27 hours ten minutes). Ferry Command crew cards show him departing Montreal, 16 January 1941 in Catalina AM267 to Bermuda; departed there for Britain, 2 February 1941, arriving in Britain 3 February 1941. Returned to Bermuda and departed there 19 March 1941, delivering Catalina AH537 to Britain. To No.1 ANS, 4 July 1941. To No.1 CNS, 11 May 1942. To No.1 GRS, 13 January 1943. To uncertain posting, 4 February 1945. To Station Greenwood, 9 January 1946. To Station Dartmouth, 8 March 1946. To Station Trenton, 8 December 1948. Retired 26 December 1949. As of award had flown 4,680 hours - 800 as instructor. Uniform and logbook displayed at RCAF Memorial Museum, Trenton, Ontario.

This officer is an exceptional pilot and by his personal example and ability to fly on all occasions in all kinds of weather is an inspiration to all those serving under him. He has successfully carried out many hazardous flights in a long flying career. His flying ability, devotion to duty, energy and leadership have been in a large measure responsible for the completion of the heavy monthly flying commitments at the station he commands.

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LEWIS, F/L Arthur Donald (J18443) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1558/45 dated 5 October 1945. Born 27 March 1916 at Hardieville, Alberta; home in Lethbridge (meat cutter). Enlisted in Calgary, 14 February 1941 as Wireless Operator/Air Gunner and posted that date to No.2 Manning Depot. To No.2 WS, 27 April 1941. Promoted LAC, 28 May 1941. Posted elsewhere, 13 October 1941 on remustering to straight Air Gunner. To No.8 BGS, 8 November

1941. Graduated and promoted Sergeant, 8 December 1941. To "Y" Depot, 9 December 1941. To RAF overseas, 7 January 1942. To No.158 Squadron, July 1942, flying with them from 31 July to 14 October 1942 (see below). Joined No.434 Squadron in June 1943 with Wing Commander Harris' crew. Commissioned 1 July 1943. Promoted Flying Officer, 1 January 1944. Promoted Flight Lieutenant and appointed squadron gunnery leader, 28 June 1944. Repatriated 14 May 1945. To No.2 Air Command, 27 May 1945. To Release Centre, 14 July 1945. Released 20 July 1945. RCAF photo PL-31959 (ex UK-14213 dated 24 August 1944) shows P/O Bev Stevens (left, Saint John, New Brunswick), P/O R.R. Lunn (centre, Millbrook, Ontario) and F/L A.D. Lewis (gunnery leader, Lethbridge), on return from mission to Kiel by Bluenose 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.1941 (RG.24 Vol.20612) has recommendation dated 24 March 1945 when he had flown 30 sorties (183 hours), 31 July 1942 to 27 February 1945. This tour has many interruptions, with no sorties between 13 October 1942-26 January 1943, 5 August 1943-25 November 1943, 25 November 1943-25 June 1944, 17 November 1944-1 February 1945. Medal presented 14 June 1947.

Flight Lieutenant Lewis has completed a tour of operations, the majority of which were attacks against such major German targets as Berlin, Frankfurt and Stuttgart. He has at all times displayed devotion to duty and courage of a very high order. As gunnery leader he has proven himself a tower of strength to the squadron, commanding the respect and admiration of all those under him.

The sortie list was as follows:

31 July 1942 - Dusseldorf (2.20)
8 September 1942 - Frankfurt (7.10)
10 September 1942 - Dusseldorf (5.10)
5 October 1942 - Aachen (6.05)
6 October 1942 - Osnabruck (5.50)
13 October 1942 - Kiel (6.20)
26 January 1943 - Bordeaux (10.10)
11 March 1943 - Stuttgart (3.55, duty not carried out, wireless unserviceable)
12 March 1943 - Essen (1.55, duty not carried out, both port engines cuty)
26 March 1943 - Duisburg (4.50)
27 March 1943 - Berlin (8,15, returned on three engines)
29 March 1943 - Berlin (2.40, icing)
13 May 1943 - Bochum (5.30)
23 May 1943 - Dortmund (5.25)
27 May 1943 - Essen (5.15)
11 June 1943 - Dusseldorf (5.25, hit by flak)

5 August 1943 - Ludwigshaven (7.55, hit by flak)
12 August 1943 - Milan (9.30)
25 November 1943 - Frankfurt (8.00)
25 June 1944 - Gorenflos (4.00)
3 August 1944 - Foret de Nieppe (3.45)
10 September 1944 - Le Havre (4.40)
26 September 1944 - Calais (4.25)
6 November 1944 - Gelsenkirchen (5.15)
17 November 1944 - Neuss (5.45)
1 February 1945 - Mannheim (7.35)
2 February 1945 - Weisbaden (6.50)
4 February 1945 - Bonn (6.15)
7 February 1945 - Goch (6.50)
21 February 1945 - Duisburg (6.45)
23 February 1945 - Pforzheim (8.25)
27 February 1945 - Mainz (6.50)

An incident in his career is described on a website of Yorkshire air accidents, <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york42/w7766.html>, as follows:

Halifax W7766 at East Moor Airfield

On 14th October 1942 this 158 Squadron Halifax took off from East Moor to attack Kiel but whilst over the Selenter Sea the port inner engine was hit by flak, the bomb load was jettisoned and the pilot turned the aircraft around and returned home. During the final stages of coming into land at East Moor in poor visibility the aircraft was barely controllable and it stalled whilst on the final approach. The aircraft caught fire on crashing at 00.50hrs and burnt out in the area of Thrush House Farm, just to the north of East Moor airfield. The resulting crash caused injury to all seven airmen on board to some extent, the pilot and at least four other airmen were admitted to York Military Hospital, where one later died. The crash was also blamed on inexperience of the aircrew generally. The crew:

Bomb Aimer - Sgt James Sangster Anderson RCAF (R/92560), aged 22, of Craigmyle, Alberta, Canada. Buried Fulford Cemetery, York. Died of injuries on 17th October 1942.

Pilot - Sgt William James McAlpine RCAF (R/93277), of Elmira, Ontario, Canada. Injured.

Flight Engineer - Sgt Harold D Ellerby RAF (569530?). Injured.

Navigator - Sgt Arthur Edmund SurrIDGE RAFVR (1389368). Injured.

Wireless Operator - Sgt Thomas Campbell RAF (1068311). Injured.

Mid Upper Gunner - Sgt Ernest Bradley RCAF (R/108578?). Injured.

Rear Gunner - F/Sgt Arthur Donald Lewis RCAF (R/92577). Injured.

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LEWIS, F/L Chrysostom John (C8335) - **Mention in Despatches** - Station Dishforth - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 15 May 1913. Home in Cookstown, Ontario; enlisted Saskatoon, 16 May 1941 and posted to No.2. Manning Depot. To No.7 Equipment Depot, 20 June 1941. To No.4 ITS, 13 July 1941. To Trenton, 21 August 1941. To No.2 ANS, 28 September 1941. Commissioned 28 October 1941 in Flying Control Branch. To "Y" Depot, 31 October 1941. To RAF overseas, 12 November 1941. Promoted Flying Officer, 8 April 1942. Promoted Flight Lieutenant, 1 November 1943. Repatriated 21 January 1946. Retired 22 February 1946. DHist file 181.009 D.2619 (RG.24 Vol.20628) has recommendation for MBE dated 4 May 1945. Certificate sent 17 August 1948. Died in Mississauga, Ontario, 1980.

This officer showed admirable fortitude and courage in that while in the vicinity of an aircraft that had crashed and caught fire with a full bomb load in York on the 5th of March 1945, he immediately proceeded to the scene of the crash and succeeded in guiding a number of civilians away from the danger area. While Flight Lieutenant Lewis was carrying out this good work, part of the bomb load exploded, killing several people around him. Notwithstanding the risk of further explosions this officer continued to assist in removing injured civilians from the immediate vicinity.

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LEWIS, F/O Earl Benjamin (C37324) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 17 September 1907. Home in Sault Ste.Marie; enlisted Toronto 18 April 1942 as Tradesman and posted to No.1 Manning Depot. Classified as Physical Training Instructor, 10 October 1942. To No.1 Composite Training School, 30 October 1942. Posted to No.1 ITS and promoted Corporal, 7 January 1943. Promoted Sergeant, 28 September 1943 when posted to No.10 EFTS. Commissioned 30 September 1943 in Special Services Branch. Promoted Flying Officer, 1 January 1944. To "Y" Depot, 26 February 1944. To Trenton, 5 March 1944. To "Y" Depot again, 27 April 1944. Taken on strength of No.3 PRC, Bournemouth, 8 May 1944. Promoted Flight Lieutenant, 1 October 1945. Repatriated 29 January 1946. Retired 21 March 1946.

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LEWIS, F/O Frank Edward (J10317) - **Distinguished Flying Cross** - No.7 Squadron - Award effective 25 May 1943 as per **London Gazette** dated 4 June 1943 and AFRO 1187/43 dated 25

June 1943. Born 6 January 1922 in Toronto; home in St. James, Manitoba but was working as a clerk when he enlisted in Toronto, 9 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 26 December 1940. To "K", 11 January 1941. To No.3 ITS, 9 April 1941; graduated and promoted LAC, 16 May 1941 when posted to No.11 EFTS; posted on 3 July 1941 to No.8 SFTS; ceased pilot training, 17 July 1941 when posted to Trenton; to No.7 AOS, 31 August 1941; graduated 6 December 1941 when posted to No.3 BGS; graduated and promoted Sergeant, 17 January 1942 when posted to No.1 ANS; graduated and commissioned 22 February 1942. To No.31 GRS, 24 February 1942. To "Y" Depot, 16 March 1942. To RAF overseas, 20 March 1942. Promoted Flying Officer, 1 October 1942. Killed in action 3 September 1943 (Lancaster JA854. No.7 Squadron). Medal presented to next of kin, 12 December 1944. RCAF photo PL-34567 taken at Government House, Ottawa following presentation to Mrs. B.E. Lewis (widow, right) and Miss C. Finlayson.

In air operations this member of aircraft crew displayed exemplary conduct and gallantry worthy of the highest praise.

Public Record Office WO 208/3312 has MI.9 report based on interview of 28 March 1943. He had left Gibraltar on 27 March 1943, arriving at Portreath on 28 March 1943.

I was navigator of a Short Stirling aircraft which left Oakington (Cambridgeshire) about 1700 hours on 21 December 1942 to bomb Munich. On the return flight we were attacked near Rheims by two night fighters (ME.110). So far as I know three members of the crew baled out. The crew was:-

F/O Duro, captain (believed killed)
Sergeant McBeath, bombardier (in Spain)
Sergeant Ross, wireless operator (believed killed)
Sergeant Ingham-Boddy, flight engineer (en route for United Kingdom)
Sergeant Carpenter, rear gunner (believed killed before the aircraft went down)
The mid-upper gunner (name not known; also believed killed before the aircraft went down.

I came down about 2330 hours in a ploughed field north of Fraillicourt about 15 miles northwest of Rethel (Sheet 5, Northwest Europe 1:150,000). I gathered up my parachute and, carrying it, ran over to Sergeant Ingham-Boddy who had come down about 400 yards from me. We hid our parachutes and Mae Wests in a haystack in a field and, using one of our escape-aids compasses, headed due west for six or eight kilometres across country. We then filled our water bottles and went to sleep in a haystack.

At dawn (22 December) we went to the nearest farm house, but the people explained to me that they were working under the control of the Germans on the farm, and advised us to get away. They were quite friendly and directed us to another farm about two kilometres away (about two kilometres north of Rozoy) where we could get food. On the way we met two youths who took us to the farm. The people there gave us breakfast and told us to wait in the barn till night when the patron [boss], who might be able to get us civilian clothes, but told us we could stay in the barn for at least that night.

Next morning (23 December), as the farm people were obviously getting frightened, we decided to set out. After we had gone only a short distance a ploughman from the farm stopped us and sent us back to the barn, telling us to stay there till night, when he would bring us food and civilian clothes. We had got about 100 yards when a truck full of German soldiers came along. We hid behind a haystack and could see them searching the farm for us. After about 20 minutes the Germans left, but we decided to avoid the farm and found a hiding place about one kilometre away on top of a roofed haystack on a hill. From our hiding place we watched the farm and surrounding district for some hours.

In the early afternoon a heavy fog came down under cover of which we made our way back towards the farm. After a time we met another of the farm workers and on his advice set off (about 1400 hours) across country. By dusk we had reached the neighbourhood of Montcornet. We had removed all our badges and RAF buttons, and I had cut the fur collar from my Irvin jacket, while Sergeant Ingham-Boddy had put a high-necked sweater over his battledress jacket. We had also dirtied our uniform trousers to make them less conspicuous. We were both still wearing flying boots.

At a small farm near Montcornet we were given bread and meat and, though the people were terrified of the Germans, they allowed us to sleep in a barn.

Next morning (24 December), we set off southwest and walked all day, mostly on side roads, making use of our compass and the "escape map" from one of our purses. The map showed Montcornet and Sissonne, which we reached in the evening. During the day we passed two German soldiers. Being unable to avoid them, we followed the advice we had received in lectures and walked boldly past them. They paid no attention to us. In the evening as we were going through Sissonne to St. Erme a French boy ran after us and asked if we were British. We said we were, and he took us to his home in Sissonne. They gave us a good dinner and a night's shelter, then discussed with us how we could best get to

Spain. The route they suggested was via Paris, Toulouse and Foix, and the boy said he would go with us as far as Rheims.

On Christmas Day we left Sissonne with the boy. His parents provided us with bread and biscuits and bread ration tickets. We had no identity cards. With our guide we walked from Sissonnes to St. Erme and got the train for Rheims, he buying the tickets with our money. We travelled third class and had no difficulty on the journey. We arrived in Rheims about 1130 hours, and the boy took us to his sister's home for our Christmas dinner. We found in Rheims that identity cards were necessary for crossing the Line of Demarcation by train south of Orleans, as we had intended, so we decided to alter our plans and to take tickets to Orleans instead of direct to Toulouse.

We left the house of our helpers in Rheims about 1430 hours, some time before our train left, because there were pro-German people living in the same building. Our friends gave us a suitcase with food, and scarves to cover the collars of our uniform shirts which we were still wearing. The boy from Sissonne took us to the station and bought our tickets to Paris. We had a wait of about three hours alone at the station, but about half an hour before the train left our helpers came to see us off. The train left about 1730 hours Sergeant Ingham-Boddy and I travelled in the same compartment (third class) and avoided conversation by pretending to be asleep. Two girls asked Sergeant Ingham-Boddy the time. He could not reply and I told them he was Dutch and did not speak French (I myself know enough French for simple conversations).

There was no control on the platform at the Gare de l'Est when we arrived and, on the advice of a porter travelled by metro to the Gare d'Austerlitz. There I bought tickets as far as Orleans. We caught the Paris-Bordeaux express between 2100 and 2130 hours. We again travelled third class.

On the train we got into a lavatory and discussed plans, deciding to continue to Bordeaux. After we had passed Orleans I bought supplementary tickets from the ticket collector.

We reached Bordeaux about 0730 hours on 26 December, and began to walk. We decided to avoid Bayonne and walked southeast by road to Cadillac, which we reached in the evening. We noticed that people in the south of France were much less friendly than in the north, and in general we kept out of their way. At this stage of our journey in France we slept in haystacks and empty barns. Near Cadillac we met some young Frenchmen and learned from them that the Line of

Demarcation at Langon, where we had intended crossing, was heavily patrolled. We decided to keep south instead of southeast, so avoiding the Line.

We slept the night of 26-27 December in an empty shack and next day (27 December) reached St. Syephorien (Sheet 34m France 1:250,000). On the road between St. Stephorien and Sore we were arrested by two French gendarmes on bicycles. They had revolvers and, after making us put up our hands, handcuffed us. I explained to them that we were British. They said they had taken us for tramps, and, first making sure there was no one in sight, they marched us off the road, took off our handcuffs, and shook hands with us. They advised us to keep off the road and walk along the railway track to Sore. South of St. Syephorien, between the road and the railway, we had passed a camp occupied by French North African troops under German control. The gendarmes warned us there was another similar camp north of Sore, again between the road and the railway.

After leaving the gendarmes we walked along the railway, leaving it for the woods before Sore and joining it again south of the town. We continued to Luxey, where we spent the night in a deserted farmhouse in the woods. During our walk from Bordeaux we used the food we had brought from Rheims.

After Luxey we saw an omnibus bound for Mont-de-Marsam standing in the road and I enquired when it left in the morning. We caught this bus about 0830 hours on 27 December and arrived at Mont-de-Marsan about 1130 hours. After a wait of about two hours there we got another bus to Dax, which we left on foot in the late afternoon. It was raining heavily, and after we had walked about two kilometres we went to a farm house where we were given supper and slept in a barn.

On 28 December we walked on side-roads to Peyrehorade (Sheet 39, France 1:250,000) where we bought bread, using the coupons we had been given in Sissonne. That night we had got as far as Bidache. We spent the night at a farm outside the town, being allowed to sleep in a byre with the cows.

Next morning we continued to Oregue. On the way we were again stopped by French gendarmes, who took us to the gendarmerie and introduced us to the captain in charge. The gendarmes gave us a postal and railway map of the Basses-Pyrenees and mapped out a route for us which touched only small towns and avoided places where there were Germans. The route was Oregue-Meharin-Helette-Louhossoa and thence to Bidarray or Itxassou. By that night we had reached Meharin.

On 30 December we got to Bidarray, five kilometres from the Spanish frontier. By now our feet were badly cut, as we were wearing French Army boots which did not fit. About 1300 hours we saw two German sentries come down from a track which led into the mountains in the direction of the frontier. We immediately set off up this path. We met no one except a shepherd who seemed slightly mad and was of no use to us as a guide. In the afternoon, because of rain and sleet, we sheltered till dusk in a shepherd's hut. We then decided that in such weather the frontier would be less well guarded than usual and decided to cross. We went on the the junction of the river Buhumba and a tributary. This junction is just over the frontier (Sheet 34A, France 1:250,000). Following a track, we eventually found a bridge across the main river, and then followed the tributary westwards, upstream. By this time the storm had so increased in violence that we could not go on. About three to five kilometres over the border we found a number of stacks of ferns and, tearing one of them apart, sheltered in it. Visibility was then about two feet, and it had taken us four hours to walk about three kilometres. We took shelter about 2330 hours, and remained in the stack till a stream of water forced us to move behind a wall.

At dawn on 1 January we found there was a farm house about 200 yards from where we had been sheltering. The farm people gave us bread and milk, but would not let us stay even until we had dried our clothes. We then set off over the mountains, making for Maya. We had eaten all our food, and Sergeant Ingham-Boddy's feet were cut and festering, though mine were not so bad. About 1400 hours, on reaching Maya, we decided to give ourselves up. We went to the Guardia Civil and told them, as we told everyone else, that we had been captured by the Germans and had escaped before we could be interrogated and sent to a camp. The civil guards took our personal details. They seemed quite friendly, and gave us tobacco and cigarette papers. When we asked for the British Consul, they said we would be sent to Elizondo and sleep in a "big house" and see the Consul next day. The "big house" turned out to be the gaol in Elizondo, which was flea-ridden and without light or heating. We were brought a dish of potatoes about 2100 hours.

We saw no one until about 1500 hours on 2 January. On the remaining four days we were in gaol in Elizondo we saw no one except at meal times, which were at 1500 and 2200 hours.

We left Elizondo on 7 January. We were told we were being taken to the British Consul, but actually we were moved to Irun prison. We were told we would be

only one night there, but we were kept for five days. The food was worse than in Elizondo, and we had brought our fleas with us.

On 12 January we were taken to Miranda concentration camp. Here we were visited by the Military Attache.

On 9 March we were taken to Alhama by a Spanish Air Force officer who treated us extremely well. We were interned in a hotel in Alhama with other RAF personnel from 10 March to 23 March. I was then released for repatriation and travelled to Gibraltar (arrived 25 March) via Madrid and Seville.

The website "Lost Bombers" has the following on the mission when has downed but evaded. Stirling R9262, No.7 Squadron (MG-A), target Munich, 21/22 December 1942. Aircraft was delivered to No.7 Squadron on 22 November 1942. It was one of three No.7 Squadron Stirlings lost on this operation; the others were W7632 and BF358. Airborne at 1709 hours, 21 December 1942 from Oakington. Shot down by an Me110 and crashed at Seraincourt (Ardennes) 16 km NW of Rethel, France. Crew were F/O H.Durp (killed); Sergeant T.I.Boddy (evaded); P/O F.E.Lewis, RCAF (evaded); Sergeant H.L.McBeath, RCAF (evaded); Sergeant P.G.E.Ross (POW); Sergeant G.R.Dickenson (killed); Sergeant A.T.Carpenter (killed).

The website "Lost Bombers" has the following on his last sortie. Lancaster JA854, No.7 Squadron (MG-X), target Berlin, 3/4 September 1943. This aircraft was issued to No.7 Squadron from No.32 Maintenance Unit in July 1943 and had a total of 50 hrs when lost. It took part in operation against Peenemunde, 17/18 August 1943. This aircraft was one of two No.7 Squadron Lancasters lost on this operation; the other was JA929. Airborne at 2012 hours of 3 September 1943 from Oakington. Cause of loss and crash- site not established. Crew were F/L R.O.French, DFC, RNZAF (killed); Sergeant M.J.Selby (killed); F/O F.E.Lewis, DFC, RCAF (killed); Sergeant A.R.Fraser (killed); Flight Sergeant B.E.Thighe (POW); Flight Sergeant B.E.Lindsay, RCAF (killed); Flight Sergeant R.Lawson (killed).

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LEWIS, F/L Homer Sturr (J15863) - **Mention in Despatches** - No.55 PTS - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. American, born 13 June 1913 in Kansas City, Kansas (RCAF press release 4910 announcing award). Home in Albuquerque, New Mexico. Enlisted in Hamilton, Ontario, 20 May 1941 and posted to No.1 Manning Depot. To No.4 BGS, 30 June 1941 (guard). To No.1 ITS, 15 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.20 EFTS; graduated 10 October 1941 when posted to No.6 SFTS; graduated and promoted Sergeant, 31 December 1941. To RAF overseas, 21 January 1942. Commissioned 8 September 1942. Promoted Flying

Officer, 8 March 1943. Promoted Flight Lieutenant, 11 February 1944. Repatriated August 1945. Released 12 September 1945. No citation. Award sent by registered mail, 2 February 1949.

LEWIS, F/L Homer Sturr (J15863) - **Air Force Cross** - No.114 Maintenance Unit (AFRO gives unit as "Headquarters, MAAF") - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. No citation in Canadian sources. Public Records Office Air 2/9036 has recommended citation drafted when he had flown 1,000 hours, of which 214 were in previous six months.

This officer has been employed on testing duties since June 1943 and has carried out a great number of tests on Spitfire aircraft with great keenness and skill. On several occasions he has been faced with difficult situations in the air but has always managed to land his aircraft undamaged. He is an outstanding test pilot who has contributed much to the output of aircraft from his Group.

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LEWIS, Sergeant Jack Alexander (R99617) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 16 June 1911. Home in Sarnia, Ontario; enlisted in London, Ontario, 19 April 1941 as Radar Mechanic and posted to No.1 Manning Depot. To McGill University, 4 June 1941. Promoted LAC, 12 November 1941. To No.1 Manning Depot, 20 November 1941. To No.31 Radio School, 4 December 1941. To "Y" Depot, date uncertain; to RAF overseas, 9 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 July 1943. Repatriated 21 August 1945. Retired 21 October 1945. Certificate despatched 27 September 1948.

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LEWIS, F/L John Anson (J6212) - **Air Force Cross** - No.15 Service Flying Training School - Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Toronto, 22 April 1920 (RCAF Press Release 4907 reporting award); educated there and Alliston. Enlisted in Toronto, 23 October 1940. To No.2 Manning Depot, 4 December 1940. To No.4 SFTS as guard, 11 December 1940. To No.2 ITS, 4 January 1941; graduated and promoted LAC, 21 February 1941 when posted to No.15 EFTS; may have graduated 22 April 1941 but not posted to No.32 SFTS until 4 May 1941; graduated and commissioned, 15 July 1941, To Trenton, 16 July 1941. To No.15 SFTS, 21 October 1941. Promoted Flying Officer, 9 May 1942. Promoted Flight Lieutenant, 1 March 1943. To No.6 OTU, 15 April 1945. To "Y" Depot, 25 August 1945. To United Kingdom, 5 September 1945. Repatriated 28 December 1945. Retired 3 February 1946. Hardware merchant after the war.

Died in Alliston, 12 May 2012. Had completed 1,939 flying hours to date of recommendation, 1,401 hours as instructor, 369 hours in previous six months.

This officer has been an instructor at this unit for the past three years and has at all times displayed outstanding ability as a pilot and instructor. He has been an excellent flight commander, who has organized and directed a very smoothly running flight. He is a most energetic, capable leader and has been a great inspiration to all personnel associated with him.

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LEWIS, F/O John Frederick (J11224) - **Distinguished Flying Cross** - No.426 Squadron - Award effective 1 September 1943 as per **London Gazette** dated 14 September 1943 and AFRO 2322/43 dated 12 November 1943. Born in London, Ontario, 26 December 1922; home there. Enlisted in London, Ontario, 5 April 1941 and posted to No.1 Manning Depot. To No.14 SFTS, 16 July 1941 (guard). To No.1 ITS, 20 August 1941; graduated and promoted LAC, 8 October 1941 when posted to No.1 Manning Depot. To No.4 AOS, 26 October 1941; to No.4 BGS, 31 January 1942; promoted Sergeant and posted to No.1 ANS, 14 March 1942; graduated and commissioned 13 April 1942. To RAF overseas, 8 May 1942. Promoted Flying Officer, 13 October 1942. Reported to No.426 Squadron from No.23 OTU, 22 October 1942 (on formation). With S/L Davill on 14 January 1943 as first crew to bomb enemy; later navigator to P/O Millward. Promoted Flight Lieutenant, 25 March 1944. Repatriated 25 January 1945. To No.1 AOS, 21 February 1945. Retired 3 May 1945. Award presented 29 May 1947. Died in Ottawa, 29 August 1998.

In spite of continuous air sickness, the navigational ability displayed by Flying Officer Lewis has been of the highest order. He has participated in attacks on all the major targets in Germany, including several on the Ruhr Valley. One night in February 1943, his aircraft was badly damaged over Hamburg and due to this officer's navigational skill the long journey home, at reduced speed, was successfully completed. He has at all times displayed coolness and determination.

DHH file 181.009 D.2624 (Library and Archives Canada RG.24 Volume 20628) has recommendation by W/C L.Crooks drafted 18 July 1943 when he had flown 22 ½ sorties (131 hours 50 minutes). Sortie list (almost identical to that of P/O William M. Maxwell) and submission as follows:

14 January 1943 - Lorient (5.31)
15 January 1943 - Lorient (5.00)

3 February 1943 - Hamburg (6.15)
7 February 1943 - Lorient (6.35)
12 February 1943 - Gardening (5.00)
13 February 1943 - Lorient (6.50)
16 February 1943 - Lorient (6.50)
18 February 1943 - Gardening (3.55)
24 February 1943 - Wilhelmshaven (4.15)
26 February 1943 - Cologne (6.15)
3 March 1943 - Hamburg (6.15)
5 March 1943 - Essen (5.30)
4 April 1943 - Kiel (6.45)
8 April 1943 - Duisburg (5.25)
11 April 1943 - Gardening (3.25)
14 April 1943 - Stuttgart (7.45)
16 April 1943 - Mannheim (7.20)
27 April 1943 - Gardening (6.25)
4 May 1943 - Dortmund (4.35)
13 May 1943 - Bochum (5.20)
23 May 1943 - Air-Sea Rescue (5.55, counted as one-half sortie)
25 May 1943 - Dusseldorf (5.05)
29 May 1943 - Wuppertal (5.39)

In spite of continuous air sickness the navigational ability displayed by Flying Officer Lewis has been of the highest order. He has taken part in attacks on some of the most heavily defended targets in the Ruhr Valley.

One night in February his aircraft was badly damaged over Hamburg but the long journey home at a reduced speed was accomplished without further incident due to the navigational skill displayed.

He has at all times displayed courage and determination. I recommend the award of the Distinguished Flying Cross.

LEWIS, F/L John Frederick (J11224) - **Bar to Distinguished Flying Cross** - No.405 Squadron - Award effective 5 August 1944 as per **London Gazette** dated 15 August 1944 and AFRO 2101/44 dated 29 September 1944.

This officer has flown on a great number of sorties against strongly fortified targets in Germany. His technical skill and keenness for operational flying has set a fine example to the rest of his crew.

NOTE: Public Record Office Air 2/9632 has recommendation by W/C R.J. Lane dated 22 May 1944 when he had flown 46 sorties (264 hours 45 minutes) of which 23 sorties (136 hours 35 minutes) had been flown since his previous award. The sortie list and text add to the record.

First Tour

14 January 1943 - Lorient (5.30)
15 January 1943 - Lorient (5.00)
3 February 1943 - Hamburg (6.15)
7 February 1943 - Lorient (6.35)
12 February 1943 - GARDENING (5.00)
13 February 1943 - Lorient (6.50)
15 February 1943 - Lorient (6.50)
18 February 1943 - GARDENING (3.55)
24 February 1943 - Wilhelmshaven (4.15)
26 February 1943 - Cologne (6.10)
3 March 1943 - Hamburg (6.20)
5 March 1943 - Essen (5.30)
9 March 1943 - GARDENING (2.10, no op)
4 April 1943 - Kiel (6.50)
8 April 1943 - Duisburg (5.30)
11 April 1943 - GARDENING (3.20)
14 April 1943 - Stuttgart (7.50)
16 April 1943 - Mannheim (7.20)
29 April 1943 - GARDENING (6.20)
4 May 1943 - Dortmund (4.45)
13 May 1943 - Bochum (5.20)
25 May 1943 - Dusseldorf (5.05)
29 May 1943 - Wuppertal (5.40)

Second Tour

18 November 1943 - Berlin (7.00)
2 December 1943 - Berlin (6.05)
24 December 1943 - Berlin (7.25)
29 December 1943 - Berlin (6.40)
20 January 1944 - Berlin (7.00)
21 January 1944 - Magdeburg (6.40)
27 January 1944 - Berlin (7.25)
29 January 1944 - Berlin (8.05)

30 January 1944 - Berlin (6.25)
15 February 1944 - Berlin (7.05)
20 February 1944 - Leipzig (6.35)
21 February 1944 - Stuttgart (6.15)
24 February 1944 - Schweinfurt (6.50)
15 March 1944 - Stuttgart (6.45)
18 March 1944 - Frankfurt (4.50)
22 March 1944 - Frankfurt (5.15)
24 March 1944 - Berlin (6.40)
30 March 1944 - Nuremburg (6.40)
26 April 1944 - Essen (4.05)
27 April 1944 - Montzen (3.10)
3 May 1944 - Montdidier (3.05)
9 May 1944 - Haine St.Pierre (2.30)
11 May 1944 - Boulogne (2.20)
19 May 1944 - Mount Couple (1.45)

This officer is a very keen and capable navigator, who has completed 46 operational sorties against such heavily defended enemy targets as Berlin, Dusseldorf and Essen. The skill, determination and devotion to duty displayed by this officer in the performance of his operational tasks has, undoubtedly, set a fine example not only to the rest of his crew, but to the squadron generally. Strongly recommended for the award of the Bar to the Distinguished Flying Cross.

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LEWIS, F/L John Henry Cobb (C52847) - **War Cross, 1939 (Czechoslovakia)** - AFHQ - Award effective 2 November 1946 as per **Canada Gazette** of that date and AFRO 1075/46 dated 15 November 1946. Born 10 September 1914. Home in Ottawa; ex-CAN/RAF; transferred from RAF to RCAF, 1 April 1945 in Nassau, Bahamas. To Canada, 10 May 1945. To No.2 Air Command, 18 May 1945. To RCAF Staff College, 1 July 1945. To AFHQ, 18 December 1945. Remained in postwar RCAF (20756), retaining rank of Flight Lieutenant. Promoted Squadron Leader, 1 June 1947. To Canadian Joint Staff, Washington, 2 February 1948. To No.426 Squadron, 13 May 1949. Promoted Wing Commander, 1 September 1951. Also awarded Honorary Czechoslovak Wings (AFRO 1042/46), "in recognition of services rendered to Czechoslovakian airmen during the War of 1939-1945."

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LEWIS, FS (now P/O) John Wentworth (R166930/J89990) - **Distinguished Flying Medal** - No.220 Squadron - Award effective 26 October as per **London Gazette** dated 7 November 1944 and AFRO 1/45 dated 5 January 1945. Born in South Kensington, London, 4 March 1916. Educated at King George High School, Vancouver. Employed as a masseur, Devonshire Hotel, Vancouver (1935-1936) and at Harrison Hot Springs Hotel, 1936-1941; Physiotherapist and male nurse, YMCA, Vancouver, 1941-1942; home in Vancouver. Enlisted Vancouver, 10 June 1942. To No.3 Manning Depot, 30 June 1942. To No.2 WS, Calgary, 15 August 1942; promoted LAC, 17 September 1942; graduated 1 April 1943 and posted No.5 BGS, Dafoe; graduated and promoted Sergeant, 17 May 1943. To Lachine, 1 June 1943; to No.111 OTU, 12 June 1943. Embarked from New York, 8 October 1943. Disembarked in Britain, 16 October 1943 and posted to No.3 PRC, Bournemouth. To No.1674 Heavy Conversion Unit, 3 November 1943. To No.220 Squadron, 6 January 1944. Promoted Flight Sergeant, 17 February 1944. Promoted WO2, 17 August 1944. Commissioned 6 September 1944. Attached to St. Eval, 23 December 1944 to 17 February 1944. Promoted Flying Officer, 6 March 1945. To Station Gosport, 30 March 1945. To No.18 ACHU, 19 June 1945. Repatriated 2 August 1945. Retired 3 October 1945. Died in Sechell, British Columbia, 24 December 1986 as per British Columbia Vital Statistics. RCAF photo PL-44965 (ex UK-22340 dated 29 June 1945) shows F/O J.W. Lewis, DFC and F/L R.S. Harrison, DFC, both of Vancouver, awaiting repatriation.

Throughout many operational sorties Flight Sergeant Lewis has displayed most praiseworthy keenness, efficiency and courage. In August 1944 he was wireless operator of an aircraft detailed for an anti-submarine sortie by night. A U-boat was detected and largely due to this airman's technical skill his captain was able to make a determined attack on the enemy submarine.

Public Record Office Air 2/9643 has recommendation drafted 6 September 1944 when he had flown 30 sorties (500 operational hours) as Air Gunner; text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Flight Sergeant Lewis commenced training in July 1944 on a type of radar completely new to him. He immediately showed great aptitude and keenness and early in August, long before his training was complete, operational considerations necessitated the employment of his crew on a night sortie. A U-boat was detected on radar and owing to Flight Sergeant Lewis's promise as an Observer, he was detailed to carry out the radar homing. Despite his inexperience, his Captain's first attack on a dark night, Flight Sergeant Lewis held the contact right down to illumination range and gave correct range and bearings throughout. As a result of his radar operation, a promising attack was made against the U-boat (aircraft U/220 operating from the Azores). Flight Sergeant Lewis by his keenness and efficiency and his ability to pass on the

experience he has gained, is a very fine example to his squadron and I recommend him for the Distinguished Flying Medal.

Note: Notwithstanding the date in the citation as being "early in August", this appears to have been attacks on 29 July 1944 by Fortress U/220, piloted by one F/O Smith (4747" North, 2442" West) at 0159 and 0347 hours. RAF Coastal Command Intelligence Summaries give the following account:

Aircraft on A/U patrol obtained a radar contact and subsequently sighted, with the aid of flares, a fully surfaced U-boat. Aircraft attacked at 045 degrees green to U-boat's track with six 250-lb depth charges, spaced 95 feet, from 50 feet. Blue flashes seen on either side of the hull and aircraft felt a severe shuddering as it tracked over. Aircraft remained in the vicinity, radar contact being twice lost and regained. At 0342 hours the U-boat was again sighted apparently stationary, and aircraft made a second attack at 0347 hours at an angle of 090 degrees red to U-boat's track, with two 250-pound depth charges, spaced 90 feet, from 300 feet. Two flashes were seen but distance from U-boat not estimated. Spasmodic radar contact was maintained after the attack, on a stationary object. Flak was experienced during both attacks, to which aircraft replied.

Note: Application for Operational Wing covering period 1 January 1944 to 30 March 1945 stated he had flown 548 hours (no statement of sorties or number of operational hours).

Form dated 22 July 1945 stated he had flown 548 operational hours, 314.50 non-operational hours, total 862.50 hours, 46 sorties (last one on 28 March 1945). Time on types given as follows: Mitchell (Bahamas), 35 hours; Liberator (Bahamas), 54.55; Fortress II and III, 752.40; Liberator in transit, 5.15; Dakota in transit, 10.00; York in transit, 5.00. Stated he had been involved in three attacks on U-Boats.

Training: Course at No.2 WS was 14 September 1942 to 5 April 1943. Spent one hour ten minutes in flying classroom as First Operator, three hours 45 minutes on listening watch and 25 hours 50 minutes in two-seat aircraft as sole operator. Ground courses in Theory (35/50), Radio Equipment (149/250), Morse, buzzer and lamp (175/200), Procedure (175/200), DI and FF (40/50), Signals Organisation (102/150), Visual Intelligence (38/50), PT and Drill (44/50). Placed 122nd in a class of 35.

Course at No.5 BGS was 5 April to 17 May 1943 - Bolingbroke (11.45 day) and Anson (1.25 at night). Fired 300 rounds air to ground, 3,400 rounds air-to-air (300 tracer). Spent six hours on turret manipulation. Ground courses in Aircraft Recognition (83/100), written general test (59/100), Practical and Oral examination (74/100), Signals (80/100). "Very practical and

cooperative." Placed 12th in a class of 17.

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LEWIS, F/L Mervyn Francis (J24059) - **Mention in Despatches** - No.407 Squadron (AFRO says only "Overseas"; unit identified from photo caption below) - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 2 April 1911. Home in Grande Prairie, Alberta; enlisted Edmonton, 5 February 1941 as Clerk/Stenographer and posted to No.2 Manning Depot. To No.2 WS, 24 February 1941. Promoted AC1, 5 May 1941. To Trenton, 9 July 1941. Promoted LAC and Acting Corporal, 1 October 1941. To No.3 WS, 5 July 1942 on remuster to Wireless Operator/Air Gunner. To No.8 BGS, 22 January 1943; graduated and commissioned, 22 February 1943; to No.32 OTU, 5 March 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 22 August 1943. Promoted Flight Lieutenant, 22 February 1945. Repatriated 2 August 1945. Retired 10 September 1945. Died at Courtney, British Columbia, 27 November 2009 as per "Last Post", **Legion Magazine**, March/April 2010. RCAF photo PL-44158 (ex UK-21750 dated 31 May 1945) shows members of No.407 "Demon" Squadron examining gun of a U-Boat in British port; left to right: F/O Fred Lansdall, DFC, Saskatoon, F/O Eric Cameron, Three Rivers, F/L Hal Florence, Foam Lake, Saskatchewan, F/O 'Grubby' Laing, Windsor, F/L Merv Lewis, Grand Prairie. PL-44157 (ex UK-21749 dated 31 May 1945) shows members of No.407 Squadron listening as a Royal Navy officer describes the mechanism of a conning tower - F/O Ken Meyer (radio operator), F/L Merve Lewis (Grand Prairie), F/O Fred Lansdale, DFC (Saskatoon), F/O 'Grubby' Laing (Windsor), F/O Eric Cameron (Three Rivers), F/L Frank Bouey (Regina), F/L Hal Florence (Foam Lake, Saskatchewan). PL-44156 (ex UK-21748 dated 31 May 1945) also shows members of No.407 Squadron on conning tower of U-boat in British port - F/L Merve Lewis (Grand Prairie), F/L Frank Bouey (Regina), F/O Eric Cameron (Three Rivers), F/L Hal Florence (Foam Lake, Saskatchewan) F/O Ken Meyer (radio operator), F/O Fred Lansdale, DFC (Saskatoon), F/O 'Grubby' Laing (Windsor).

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LEWIS, P/O Peter Edward (J85597) - **see** LIWISKI, P/O Peter Edward (J85597).

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LEWIS, P/O Thomas William (J16111) - **Distinguished Flying Cross** - No.106 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. American in RCAF; born in Akron, Ohio, 15 July 1922; home there. Enlisted in Toronto, 9 October 1940. To No.2 SFTS (guard), 9 November 1940. To No.1 ITS, 3 January 1941; graduated and promoted LAC, 8 February 1941 when posted to No.3 EFTS; ceased training, 4

April 1941 and posted to No.1 Manning Depot; to No.1 BGS, 28 May 1941; graduated and promoted Sergeant, 23 June 1941. To Embarkation Depot, 24 June 1941. To RAF overseas, 8 August 1941. Commissioned 11 September 1942. Promoted Flying Officer, 26 March 1943. Promoted Flight Lieutenant, 2 April 1943. Reported missing, prisoner of war, 16 April 1943 (Lancaster R5484, No.83 Squadron). Reported safe, 9 May 1945. Repatriated 7 July 1945. To Composite Training School, 20 July 1945. To Release Centre, 15 October 1945. Retired 23 October 1945. Medal and Bar presented 6 August 1947.

Pilot Officer Lewis flew on his first operational sortie as air gunner and then qualified as an air bomber, in which capacity he has completed many more sorties achieving good results. This officer has participated in attacks against most of the heavily defended targets in the Ruhr, enemy naval ports and Italian targets, and has also flown on several mining sorties and in the daylight raid on Le Creusot. On all these occasions Pilot Officer Lewis has displayed consistent skill and courage. He has frequently brought back excellent photographs.

LEWIS, F/L Thomas William (J16111) - **Bar to Distinguished Flying Cross** - No.83 Squadron - Award effective 20 April 1943 as per **London Gazette** dated 1 October 1943 and AFRO 2258/43 dated 5 November 1943.

This officer has taken part in a large number of operational sorties. A very efficient bomb aimer, he has always shown great skill in map reading and on many occasions has successfully aided his pilot in evading heavy concentrations of anti-aircraft fire and searchlights. Flight Lieutenant Lewis, by his outstanding devotion to duty, courage and enthusiasm, has proved to be a most valuable member of his squadron.

NOTE: Public Record Office Air 2/8955 has recommendation drafted 20 April 1943 when he had flown 52 sorties (287 hours 40 minutes) of which 20 sorties (101 hours 40 minutes) had been since his previous award. Sortie list and submission as follows:

29 March 1942	GARDENING, Nectarines
4 May 1942	GARDENING, Rosemary
8 May 1942	Warnemunde
16 May 1942	GARDENING, Rosemary
30 May 1942	Cologne
1 June 1942	Essen
25 June 1942	Bremen
8 July 1942	Wilhelmshaven
11 July 1942	Danzig (daylight, mission abandoned)

13 July 1942	Duisburg
23 July 1942	Duisburg
31 July 1942	Dusseldorf
15 August 1942	Dusseldorf
16 August 1942	GARDENING, Danzig, successful
18 August 1942	Flensburg
24 August 1942	Frankfurt
1 September 1942	Saarbrücken
4 September 1942	Bremen
13 September 1942	Bremen
14 September 1942	Wilhelmshaven
16 September 1942	Essen
19 September 1942	Munich
23 September 1942	Wismar
1 October 1942	Wismar
5 October 1942	Aachen
13 October 1942	Kiel
15 October 1942	Cologne
17 October 1942	Le Creusot, daylight
7 November 1942	Genoa
9 November 1942	Hamburg
13 November 1942	Genoa
18 November 1942	Turin
28 November 1942	Turin
23 January 1943	Lorient
26 January 1943	Lorient
27 January 1943	Lorient
2 February 1943	Cologne
3 February 1943	Hamburg
7 February 1943	Lorient
11 February 1943	Wilhelmshaven
13 February 1943	Lorient
14 February 1943	Milan
16 February 1943	Lorient
18 February 1943	Wilhelmshaven
21 February 1943	Bremen
23 March 1943	St. Nazaire
27 March 1943	Berlin
29 March 1943	Berlin
2 April 1943	Lorient

3 April 1943	Essen
4 April 1943	Kiel
13 April 1943	Spezia
14 April 1943	Stuttgart

This officer has now completed 52 sorties, involving a total of 287.40 hours operational flying. When he had completed his first tour, in which he carried out 32 sorties, he volunteered with his crew to join the Path Finder Force, and as the Bomb Aimer in his crew he has been of the greatest value.

At all times in the air he has shown a high degree of efficiency in bomb aiming and map reading and has, on a number of occasions, successfully aided his pilot in evading heavy concentrations of flak and searchlights.

His devotion to duty and courage, coupled with a great keenness to fly, has made him a most valuable asset to the squadron. I consider that he is fully deserving of the award of the Distinguished Flying Cross.

The text that went to Air Ministry Awards Committee read:

This officer has invariably displayed a high degree of efficiency in bomb aiming and map reading and has, on a number of occasions, been of the utmost assistance to his pilot in evading heavy concentrations of anti-aircraft fire and searchlights. His devotion to duty and great enthusiasm for flying have made him a valuable asset to his squadron. He has almost completed a second tour of operational duty, during which he has taken part in attacks on many formidable targets displaying outstanding qualities of courage and endurance throughout.

Public Record Office Air 50/292 has the following Combat Reports bearing on his career.

16/17 September 1942 (Lewis as Air Bomber; the Mid-Upper Gunner was another member of the RCAF, Sergeant W.T. Merrick):

On 16th September 1942 at 2236 hours Lancaster V/106 Squadron was on course 195 - position about 20 miles S.W. of Bonn, A.S.I. 200 mph. Sergeant Newman, the Mid-Upper Gunner reported what he believed to be an aircraft at about 700 yards range. This was also observed by Flight Sergeant Merrick, the Rear Gunner. Evasive action was taken but the aircraft continued to shadow, varying its position from the port to starboard quarter. There was some cloud, but general visibility was good. Bombs had been dropped. There was no flak and no

searchlight activity. Shadowing continued for about three minutes, the range of the aircraft lessening to 500 yards. Neither of the gunners identified it beyond saying that it was single-engined. The range was not closed any more, so the Rear Gunner of our aircraft fired a long burst and the enemy aircraft was then lost to view and did not return. There was no danger to our aircraft or the crew. No claim is made.

Crew: Captain, F/L Hopgood; Navigator, Sergeant Bates, Air Bomber, Flight Sergeant Lewis; Flight Engineer, Sergeant Brennan; W/Op, Sergeant Hobson; Rear Gunner, Flight Sergeant Merrick; Mid-Upper Gunner, Sergeant Newman.

19/20 September 1942 (Lewis as Air Bomber; the Mid-Upper Gunner was another member of the RCAF, Sergeant W.T. Merrick); Lancaster M/106:

On 19th September 1942, at 2204 hours, when Lancaster M/106 was at Chalons-sur-Marne at 7,000 feet, 180 A.I.S. about to alter course for Munich, the pilot, F/L Hopgood, reported an aircraft which he could not identify in the dead ahead position, flying in the opposite direction to himself. Visibility at this time was excellent and as the aircraft came into view, Sergeant Newman (Mid-Upper Gunner) was able to identify it as a Ju.88. The aircraft veered away to port and was lost, next being seen by the Rear Gunner on the port beam at a range of about 100 yards, when it opened fire with machine guns. Its fire was immediately answered by Flight Sergeant Merrick, the Rear Gunner, and the Wireless Operator, Sergeant Hobson, and the Mid-Upper Gunner, Sergeant Newman; both say that they saw his tracer enter the enemy aircraft. Flight Sergeant Merrick fired in all about 300 rounds. The Ju.88 broke off the attack at very close range and was not seen again.

During the attack visibility was excellent, there was neither flak nor searchlight activity, the bombs had not been dropped, enemy aircraft was carrying no lights, there was no action with I.F.F.

The Ju.88 is claimed as damaged.

Crew: Captain, F/L Hopgood; Navigator, Sergeant Bates, Air Bomber, Flight Sergeant Lewis; Flight Engineer, Sergeant Brennan; W/Op, Sergeant Hobson; Rear Gunner, Flight Sergeant Merrick; Mid-Upper Gunner, Sergeant Newman.

15/16 October 1942 (Lewis as Air Bomber; the Mid-Upper Gunner was another member of the RCAF, Sergeant W.T. Merrick; aircraft was R5731 "M"):

The following is a report of the encounter with an enemy aircraft by Lancaster "C" of No.106 Squadron.

Captain, F/L Hopgood
Air Bomber, Flight Sergeant Lewis
Navigator, Flight Sergeant Bates
W/Op, Sergeant Hobson
Flight Engineer, Sergeant Brennan
Rear Gunner, Flight Sergeant Merrick
Mid-Upper Gunner, Sergeant Lewis.

On the night of 15/16th October 1942, Lancaster "M" was returning from target, Cologne, bombs having been dropped, flying at 15,000 feet, A.S.I. 200 and losing height, when about ten minutes from the Dutch coast it was attacked from a range of 150 yards from 200 feet below by a Ju.88 identified by both gunners and firing cannon and machine gun. Its fire was answered by the Rear Gunner (Flight Sergeant Merrick) and violent evasive action taken, steep diving turn was taken by the pilot. This attack was broken above and the Mid-Upper Gunner (Sergeant Lewis) fired about 100 rounds from each gun. Two more attacks were made, each from about 150 yards range and astern but these were broken below. The Ju.88 only fired on the second attack, but the evasive action taken by our aircraft on the third attack was so effective that the enemy aircraft did not open fire. Flight Sergeant Merrick the rear gunner states that he saw tracer from Sergeant Lewis's guns entering the fuselage of the enemy aircraft. The Ju.88 was firing short bursts and breaking away at very short range. Our gunners fired about 100 rounds per gun on each attack.

Visibility throughout was good. There were no searchlights, no flak, no action was taken with our I.F.F.; the enemy aircraft carried no lights and there was nothing that could be associated with shadowing. No casualties to our crew and no damage to aircraft. The Ju.88 is claimed as damaged.

The website "Lost Bombers" has details respecting his being shot down. Lancaster R5484 (OL-V) of No.83 Squadron, target Pilsen, 16/17 April 1943. R5484 was delivered to No.44 Squadron (KM-K) in March 1942 (no operations), joining No.83 Squadron on 28 March 1943. It took part in the following major operations with No 83 Squadron: Essen, 3/4 April 1943;Pilsen,16/17 April 1943 (lost). When lost this aircraft had a total of 67 hours. Airborne at 2117 hours, 16 April 1943 from Wyton. Last heard on W/T at 0411, 17 April 1943 advising that the Lancaster was trying to make base on two engines. Crashed at Pontavert (Aisne) 28 km SE of Laon, France.

Crew consisted of F/O G.A.McNichol, RCAF (killed), Warrant Officer G.C.Mott (POW), F/O H.H.F.Beaupre, RCAF (POW), F/O T.W.Lewis, RCAF (POW), Flight Sergeant G.S.MacFarlane (POW), Sergeant H.R.Willis (POW), Flight Sergeant C.W.Hobbs, RCAF (POW). Beaupre was interned in Camp L3, POW number 1253 with F/O Lewis, POW number 1270. US citizen serving in the RCAF. Flight Sergeant Hobbs (promoted WO1 during captivity) was held in Camps L1, L6 and 357, POW number 1071 with Flight Sergeant Willis, POW number 1113, Flight Sergeant MacFarlane, POW number 1079 and Warrant Officer Mott, POW number 1152.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" questionnaire, completed following interview on 12 May 1945. He stated he had flown 54 sorties. Narrative as follows:

Up to attacking the target at the Skoda works in Pilsen, the trip was uneventful. At the target we encountered some light flak, hit in fuselage, had to do several runs due to electrical circuit failure. Set course for base. Coming back we had to pass between Mannheim and Frankfurt and then descend to 4,000 feet - we started to let down and were immediately picked up and hit by flak - the first hit D/R compass unit and P.4 was unserviceable; in course of evasive action we ended up over Frankfurt. Coned by searchlights for 14 minutes, aircraft heavily hit, we managed to get out at roof top height, climbed to 8,000 feet on two engines (the engines were going at 2,650 revs, 10 Boost, Flight Engineer) for 2 ½ hours until fighter attacked at 6,000 feet - all guns and turrets up - hydraulic lines broken, damaged the aircraft and wounded other members of crew - made second attack at 1,500 feet, hit S.C.U. on starboard inner - received order to bale out, the hatch was jammed, eventually got out, baled out at 600 feet or less. Chute worked OK - rest of crew crashed - details from here are not clear.

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LEWIS, F/O Vernon Francis (J87691) - **Distinguished Flying Cross** - No.158 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 5 May 1923 on a farm at Salisbury, New Brunswick; home there (student). Enlisted in Moncton, 25 June 1942. Trained at No.6 ITS (graduated 22 January 1943), No.12 EFTS (graduated 16 April 1943) and No.9 SFTS (graduated 6 August 1943). Commissioned June 1944. Released 15 September 1945. Rejoined RCAF, 7 April 1951, serving to 28 December 1971 (postwar service number 39231). Obituary stated that he flew "birddog" for the Flying Fireman and as a commercial pilot for Northern Thunderbird until 1981. Died in Calgary, 3 October 2005. Photo PL-111962 is a portrait taken 1959. 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". Presented 17 August 1949. Public

Records Office Air 2/9059 has recommendation dated 15 January 1945 when he had flown 29 sorties (137 hours 28 minutes), 28 July 1944 to 6 January 1945.

28 July 1944 - Foret de Nieppe (3.56) - Bombed 19 miles NE
30 July 1944 - Battle Area "C" (4.31) - Recalled by Master Bomber
11 August 1944 - Etaples (3.51) - Bombed aiming point.
14 August 1944 - TRACTABLE 21A (4.07) - ditto.
16 August 1944 - Kiel (4.48) - Successful sortie.
18 August 1944 - Sterkrade (4.49) - Duty carried out.
27 August 1944 - Homberg (4.20) - Bombed aiming point
31 August 1944 - La Pouchinte (3.25) - Recalled by Master Bomber
3 September 1944 - Soesterburg (2.55) - Bombed through clouds.
12 September 1944 - Le Havre (4.27) - Recalled over target.
13 September 1944 - Gelsenkirchen-Nordstern (4.39) - Good attack.
15 September 1944 - Kiel (5.00) - Heavy attack.
7 October 1944 - Cleve (4.25) - Bombed aiming point.
14 October 1944 - Duisburg (5.25) - Bombed through clouds.
15 October 1944 - Duisburg (5.25) - Successful.
28 October 1944 - Domberg (2.58) - Successful.
29 October 1944 - Zoutelande (3.03) - Aiming point bombed.
30 October 1944 - Cologne (6.10) - Cloud; bombed target.
2 November 1944 - Dusseldorf (5.31) - Concentrated bombing.
4 November 1944 - Bochum (4.55) - Successful.
6 November 1944 - Gelsenkirchen (4.29) - Aiming point bombed.
28 December 1944 - Opladen (5.26) - Bombed through cloud.
29 December 1944 - Koblenz (5.56) - Bombed aiming point.
30 December 1944 - Cologne (6.21) - Successful.
1 January 1945 - Dortmund (4.27) - Successful attack.
2 January 1945 - Ludwigshaven (6.09) - Bombed aiming point.
5 January 1945 - Hanover (5.10) - Bombed in cloud.
6 January 1945 - Hanau (6.23) - ditto.

One of the most able pilots on this squadron, Flying Officer Lewis has completed 29 operational sorties and has never failed to take off and to complete any mission for which he has been detailed.

Capable, keen and courageous, he has carried out attacks on such highly defended targets as Hanau, Hanover, Ludwigshaven, Dortmund, Coblenz, Duisburg, Gelsenkirchen and Kiel and on vital objectives in battle areas and occupied territories. Against all these targets he has pressed home his attack,

whatever the defences, and he has shown a complete disregard for his own personal safety.

An officer with excellent qualities of leadership, Flying Officer Lewis has inspired keenness and efficiency in the members of his crew, and has welded them into one of the best crews in the squadron.

It is strongly recommended that this officer's exceptional record of efficiency, keenness, courage and leadership throughout an outstanding tour be recognized by the award of the Distinguished Flying Cross.

Crew were J87691 Vernon France Lewis (pilot, awarded DFC), 1078967 James John Bromfield, 1897460 Cyril L. Cook, R196577 Eugene Walter Erickson (air gunner, awarded DFC), R198938 Edward Earl Moore, J92661 George Arnold Routledge (BA, awarded DFC) and 1494005 James Matterson Stephenson (awarded DFM).

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LEWIS, S/L William Howard (C2141) - **Member, Order of the British Empire** - No.9 (Transport) Group - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Montreal, 17 January 1913. Educated at Lower Canada College, St.Albans (Brockville), and Montreal Technical (Electrical Engineering Diploma and Metal Aircraft Construction Diploma). Manager of a flying school before the war. Enlisted in Ottawa, 4 June 1940. To No.8 SFTS, 21 January 1941. Promoted Flight Lieutenant, 15 August 1941. To No.114 Squadron, 15 August 1942. To No.149 Squadron, 9 August 1943. To Boundary Bay, 18 September 1943. To No.168 (Heavy Transport) Squadron, 5 January 1944. Promoted Squadron Leader, 1 March 1944. Was unit engineer to No.168 Squadron. To No.9 (Transport) Group Headquarters, 15 May 1945. Remained with postwar RCAF (24015), retaining rank of Squadron Leader. To Air Transport Command Headquarters, 1 April 1948 as Senior Technical Staff Officer. Promoted Wing Commander, 1 January 1949. To Canadian Joint Staff, Washington, 24 July 1949; to Air Transport Command Headquarters again, 20 November 1951. Retired 30 September 1953. Awarded Queen's Coronation Medal, 25 October 1953.

This officer had, for the year prior to being posted to Group Headquarters, been employed as Senior Engineering Officer of a heavy transport squadron, during which period his devotion to duty, his exceptionally long working hours, and his consistent cheerfulness in the face of difficult technical and administrative problems has helped to make the operations of this squadron both possible and successful.

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LEWIS, FS William Thomas (R56328) - **Distinguished Flying Medal** - No.101 Squadron - Award effective 3 February 1943 as per **London gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Montreal, 1 June 1917; home there (businessman). Enlisted in Montreal, 20 August 1940. To No1 Manning Depot, 31 August 1940. To No.1 Equipment Depot, 9 December 1940. To No.2 WS, 31 January 1941; promoted LAC, 3 March 1941; graduated 20 June 1941 when posted to No.7 BGS; graduated and promoted Sergeant, 21 July 1941. To Embarkation Depot, 22 July 1941. To RAF overseas, 14 August 1941. Posted from No.420 Squadron, RCAF, 25 June 1942; first operation that date with Warrant Officer Leonard Ollier in Wellington III X3754, R/101. It appears he flew with Ollier (who was later awarded a DFC) until being posted to 1659 Conversion Flight 4 November 1942. Commissioned 14 October 1942. Returned to No.101 Squadron following commissioning. Promoted Flying Officer, 14 April 1943. Killed in action 4/5 May 1943. Award presented to next of kin, 12 December 1944. RCAF photo PL-34536 taken on occasion of presentation - Mrs. J. Tootle (aunt), Mrs. M. Lewis (mother) and Lieutenant A.F. Lewis (brother), all of Montreal.

Flight Sergeant Lewis, as wireless operator air gunner, has always shown outstanding confidence and ability and his efficiency has proved a great asset to his crew. In August 1942 he was a member of a crew which did exceptionally fine work in a daylight raid on Emden. This airman has always displayed coolness and courage under difficult conditions while his devotion to duty has been a fine example to all.

NOTE: Public Records Office Air 2/8934 has recommendation dated 22 November 1942 when he had flown 30 sorties (155 hours) as follows:

25 June 1942 - Bremen (5.45)
26 June 1942 - GARDENING (5.30)
29 June 1942 - Bremen (5.00)
2 July 42 - Bremen (5.30)
7 July 42 - GARDENING (5.15)
8 July 42 - Wilhelmshaven (5.00)
11 July 42 - GARDENING (5.15)
21 July 42 - Duisburg (4.10)
26 July 42 - Hamburg (6.30)
28 July 42 - Hamburg (5.45)
31 July 42 - Dusseldorf (3.30)
13 August 1942 - GARDENING (5.15)
17 August 1942 - Osnabruck (6.05)
23 August 1942 - Emden (4.00)

24 August 1942 - Frankfurt (2.10, DNCO)
1 Sept 1942 - Saarbrucken (5.45)
2 Sept 1942 - Karlsruhe (5.30)
4 Sept 1942 - Bremen (6.00)
6 Sept 1942 - Duisburg (3.45)
9 Sept 1942 - GARDENING (5.35)
10 Sept 1942 - Dusseldorf (4.15)
13 Sept 1942 - Bremen (5.30)
14 Sept 1942 - Wilhelmshaven (5.30)
16 Sept 1942 - Essen (5.00)
26 Sept 1942 - GARDENING (5.10)
2 October 1942 - Krefeld (4.45)
5 October 1942 - Aachen (6.20)
6 October 1942 - Osnabruck (5.30)
14 October 1942 - GARDENING (6.00)
15 October 1942 - Cologne (5.45)

This Canadian Non-Commissioned Officer who has carried out his tour of operations on Wellington aircraft with this squadron has always shown great confidence and ability, and his efficiency as a Wireless Operator has proved a great asset to the crew. A very steady and reliable type with an eagerness for operational flying, who on all occasions has displayed coolness and courage under difficult conditions. Sergeant Lewis was a member of a crew who carried out an exceptionally fine performance in a daylight raid on Emden on the 23rd August, 1942 and his keenness and devotion to duty has at all times been a fine example to the squadron.

The website "Lost Bombers" has details of his last sortie. Lancaster W4888, No.101 Squadron (coded SR-P), target Dortmund, 4/5 May 1943. W4888 was delivered to No.101 Squadron on 13 February 1943. At various times it was coded SR-Z, SR-P and SR-E. It took part in the following operations: As SR-Z, Essen, 3/4 April 1943; Pilsen, 16/17 April 1943; as SR-P, Dortmund, 4/5 May 1943 (lost). When lost this aircraft had a total of 102 hours. It was one of six No.101 Squadron Lancasters lost during this operation, the others being W4784, W4863, ED776, ED830 and ED835. Airborne at 2140 hours, 4 May 1943 from Holme-on-Spalding Moor. Shot down by a night-fighter (Oblt Lothar Linke, 1V./NJG1) and crashed 0140 5 May 1943 at Workum (Friesland), 15 km SW of Sneek, Holland. Crew were F/O N.J.Stanford (killed), Sergeant A.H.Clark (killed); P/O R.D.Paterson (POW); Sergeant A.J.L.Lyon (killed); P/O W.T.Lewis, DFM, RCAF (killed); Sergeant G.W.F.Reynolds, RCAF (killed); Sergeant J.M. Hadfield (killed).

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LEYDON, F/L James Patrick (J25201) - **Distinguished Flying Cross** - No.35 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945. Born 2 June 1923 in Regina; home in Estevan, Saskatchewan; enlisted Regina, 11 April 1942. To No.2 Manning Depot, 3 July 1942. To No.2 ITS, 25 September 1942; graduated and promoted LAC, 5 December 1942 when posted to No.5 AOS; graduated and commissioned, 2 April 1943. To "Y" Depot, 16 April 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 2 October 1943. Promoted Flight Lieutenant, 1 November 1944. Repatriated 8 June 1945. To No.2 Air Command, 20 June 1945. Retired 18 October 1945. Living in Toronto as of May 1950. Medal sent by registered mail, 4 April 1950. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty." Public Records Office Air 2/9060 has recommendation dated 17 January 1945 when he had flown 38 sorties (151 hours), 23 July 1944 to 2 January 1945.

23 July 1944 - Kiel
25 July 1944 - Stuttgart
30 July 1944 - Caen
3 August 1944 - Bois de Casson
4 August 1944 - Trossy
5 August 1944 - Acquet
6 August 1944 - Foret de Nieppe
14 August 1944 - Falaise area
15 August 1944 - Le Culot
16 August 1944 - Stettin
6 Sept 1944 - Emden
10 Sept 1944 - Le Havre
11 Sept 1944 - Le Havre
12 Sept 1944 - Wanne Eickel
15 Sept 1944 - Kiel
20 Sept 1944 - Calais
25 Sept 1944 - Calais
26 Sept 1944 - Calais area
6 October 1944 - Dortmund
14 October 1944 - Duisburg
15 October 1944 - Wilhelmshaven
23 October 1944 - Essen
25 October 1944 - Essen
28 October 1944 - Walcheren
29 October 1944 - Walcheren

1 November 1944 - Oberhausen
6 November 1944 - Gelsenkirchen
27 November 1944 - Frieberg
29 November 1944 - Dortmund
4 December 1944 - Urst
6 December 1944 - Merseburg Leuna
18 December 1944 - Ulm
23 December 1944 - Cologne
26 December 1944 - St.Vith
27 December 1944 - Ryhdt
28 December 1944 - Bonn
29 December 1944 - Buer
2 January 1945 - Ludwigshaven

Flight Lieutenant Leydon has always maintained a very high standard of efficiency as a navigator. He has now taken part in 38 bombing attacks against the enemy. At all times, Flight Lieutenant Leydon has displayed initiative and determination of a very high order and there can be no doubt that he has been largely responsible for the successful conclusion of his attacks.

This officer continues to show the most praiseworthy determination to fly in action whenever possible, and in recognition of his record of service, he is recommended for the non-immediate award of the Distinguished Flying Cross.

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LICQUORISH, F/O Stanley John (J22941) - **Croix de Guerre (France)** - No.101 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 15 September 1910. Enlisted in Vancouver, 21 April 1942 and posted to No.3 Manning Depot. To Calgary, 5 June 1942. To No.4 ITS, 1 August 1942; graduated and promoted LAC, 25 September 1942; posted next day to No.2 AOS; graduated and commissioned, 22 January 1943. To "Y" Depot, 5 February 1943. To RAF overseas, 8 March 1943. Promoted Flying Officer, 22 July 1943. Promoted Flight Lieutenant, 22 January 1945. Retired 31 October 1945, apparently while still overseas. Public Records Office Air 2/9645 has citation.

Flying Officer Licquorish completed a very successful tour, comprising 31 sorties, a number of which have been against some of the most heavily defended targets in France. He has, at all times, displayed a fine offensive spirit, by his superb skill, cheerfulness and outstanding determination in the face of the enemy, and

has been a splendid example to the crew. He has always navigated his aircraft to the most difficult of targets with unerring skill and complete disregard of all danger.

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LIDKEA, F/L William Rupert (C7357) - **Mention in Despatches** - RCAF Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 418/46 dated 18 April 1946. Home in North Bay, Ontario (bank clerk). Enlisted in Toronto, 12 September 1941 in Accounting Branch; commissioned that date. At No.31 Radio School as of 13 October 1941. Promoted Flying Officer, 24 October 1941. To RAF overseas, 12 April 1942. Promoted Flight Lieutenant, 10 September 1943. Repatriated 27 September 1945. Retired 8 November 1945. Certificate sent 16 August 1948. RCAF photo PL-45362 "(ex UK-22157 dated 16 June 1945) is captioned as follows "The only Canadian Field cashier in the Second TAF is F/L W.R. Lidkea of North Bay and Sault Ste. Marie, and he is a busy man these days. He has his office in the municipal airport at Copenhagen and his chief customers are crews of the RCAF transport squadrons who hand him currency in six exchanges to change for them into Kronen, the Danish money. He is seen here paying an RAF satellite unit."

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LIGGINS, Corporal Ernest Frank (R71101) - **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 May 1920. Home in Winnipeg; enlisted there 12 September 1940 as Armourer. To Trenton, 30 November 1940. Promoted AC1, 26 January 1941. To No.3 BGS, 25 February 1941. To No.5 BGS, 9 May 1941. To "Y" Depot, 11 February 1942. To RAF overseas, 27 February 1942. Promoted Corporal, 31 December 1942. Repatriated 7 June 1945. Retired 5 August 1945.

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LIGHTBOURN, G/C Gilbert Ord (C1871) - **Officer, Order of the British Empire** - RCAF Overseas Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Toronto, 13 March 1894. Attended St. Andrew's College, 1903-1909 and University of Toronto, 1911-1914. Enlisted in 180th Battalion, CEF, 22 February 1916. Attached to 208th Battalion, CEF, 14-30 September 1916. Attended School of Military Aeronautics, Oxford, 1916. Appointed Probationary Flight Officer, RNAS, 19 August 1917. To Kite Balloon School, Roehampton, 1917. To be Flight Sub-Lieutenant, 8 October 1917 with seniority from 19 August 1917. To be Lieutenant, Kite Balloons, RAF, 1 April 1918. To be Captain, Kite Balloons, 9 July 1918. Served at Plymouth and then to No.1 Balloon Base, Malta (Captain and Second in Command). Transferred to Unemployed List, 13 April 1919. Relinquished commission and permitted to retain rank of Captain, 1 September 1921. Returned to University of Toronto, 1919-1922. Clergyman at St, Thomas Church, St.John's, Newfoundland, St Paul's Church, Toronto and St.Paul's Cathedral, London, Ontario, 1922-1930; Rector of Trinity Church, Aurora, Ontario, 1930 to enlistment. Enlisted in Toronto, 13 April

1940 and appointed Honorary Flight Lieutenant. Promoted Honorary Squadron Leader, 1 March 1941. To No.1 Training Command, 21 March 1941. Posted overseas 19 September 1941; taken on strength of RCAF Overseas Headquarters, 18 September 1941.. Promoted Honorary Wing Commander, 1 June 1942. Promoted Acting Honorary Group Captain, 1 March 1943. Confirmed as Honorary Group Captain, 1 November 1943. Repatriated 2 September 1945. To No.1 Air Command, 8 September 1945. To No.4 Release Centre, 28 October 1945. Released 6 November 1945. Died in Shanty Bay, Ontario, 1985. Insignia sent by registered mail. RCAF photos PL-32226 (ex UK-14815) and PL-32227 (ex UK-14816), both dated 18 September 1944 show the following: G/C G.O. Lightbourn (Aurora, Ontario, chief Protestant Chaplain) visiting No.143 Wing; shown with an abandoned FW.190; at left is H/S/L Herb Ashford (Calgary); at right is Padre Hadley Perkins (St.Thomas, Ontario); LAC Vernon Clippingdale (Vernon, British Columbia, intending to enter the ministry after demobilization) shows them a belt of machine gun ammunition removed from the fighter. RCAF photo PL-41428 (ex UK-17911 dated 6 January 1945) taken on occasion of anniversary service, Yorkminster Cathedral, for No.6 Group - Lightbourn at left. RCAF photo PL-45522 (ex UK-24060 dated 13 August 1945) at Repatriation Depot, Torquay - G/C Lightborne with Corporal George Watters (Fredericton and Toronto, PR photographer at depot) and Corporal Dan Watters on left (also of Fredericton but no relation).

This officer has been Senior Protestant Chaplain of Royal Canadian Air Force Overseas for the past three and one half years. He started off with a small nucleus of chaplains and has built up his branch until it now consists of over seventy chaplains. He has them placed at strategic positions where they can best look after the welfare of the Protestant personnel overseas. Group Captain Lightbourn has not spared himself and has travelled many thousands of miles in the interest of the service and the work which has to be done. He has set an example of a very high standard and due to the policy of two-year repatriation has lost many excellent key men who have been hard to replace. His work has been endless in the training of new personnel to fulfil their difficult task. He has contributed greatly to the goodwill and high morale of the personnel with whom he came in contact wherever he served.

Recommendation raised 8 June 1945 by G/C G.E.M, Smith.

Selected Assessments: "This officer performs his duties as Command Chaplain (P) in a satisfactory manner. He is zealous and is liked by all ranks. He has much to learn of Service procedure." (W/C J.W. Jackson, No.1 Training Command, 28 May 1941).

"Conscientious. He worries about little things. Not really suitable for overseas chaplain duties." (G/C W.A. Curtis, RCAF Overseas Headquarters, 15 December 1941).

"This officer is the studious type of Minister. Inclined to labour details and be stubborn. Should improve from a service angle with time." (W/C J.W. Jackson, RCAF Overseas Headquarters, 9 June 1942).

“Keeps his Brach running smoothly and efficiently. Has cleared up many misunderstandings amongst the Protestant Chaplains.” (Air Commodore G.E. Wait, 2 August 1943).

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LIGHTBOWN, F/O James Ray (J86649, name also rendered as James Roy) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 15 March 1945 as per **London Gazette** dated 27 March 1945 and AFRO 1127/45 dated 6 July 1945. Born 2 May 1922 in Stanley, Alberta; home in Vancouver; enlisted there 15 October 1941 as an aero engine mechanic. To School of Technical Training, St. Thomas, 28 November 1941. To No.7 SFTS, 8 April 1942; remustered for aircrew, and posted to No.4 ITS on 24 October 1942; to No.5 EFTS, 23 January 1943; may have graduated 19 March 1943 but not posted to No.3 SFTS until 3 April 1943; graduated and promoted Sergeant, 17 September 1943. To “Y” Depot, Halifax, 1 October 1943; to No.3 Personnel Reception Centre overseas, 8 October 1943. Commissioned 24 May 1944. Promoted Flying Officer, 24 November 1944. Repatriated 4 September 1945. Released 24 October 1945, retiring to Abbotsford, British Columbia. Died in Abbotsford in 1997 as per Royal Canadian Legion “Last Post” website and **Legion Magazine** of September/October 1997. No citation other than "completed ...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 15 December 1944 when he had flown 28 sorties (138 hours 30 minutes), 14 August to 6 December 1944.

Pilot Officer Lightbown is a fearless and reliable pilot, who has successfully captained his aircraft on twenty-eight sorties against the enemy. His determination and fine offensive spirit has served his crew well in attacks on such heavily defended areas as the Ruhr, Bremen and Kiel. This officer's courage, enthusiasm and devotion to duty has tempered his crew into an efficient fighting unit.

I strongly recommend that Pilot Officer Lightbown's gallantry and skill be recognized by the award of the Distinguished Flying Cross.

The sortie list was as follows:

14 August 1944 - Falaise (4.20, second pilot)
15 August 1944 - Soesterburg (3.55)
18 August 1944 - Bremen (5.55)
27 August 1944 - Mimoyecques (3.45)
28 August 1944 - Brest (4.55)
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 (3.15)
20 September 1944 - Calais (3.20)
6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (5.55)
14 October 1944 - Duisburg (5.40)
14 October 1944 - Duisburg (5.50)
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)
21 November 1944 - Castrop (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)

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LIGHTFOOT, FS Douglas George (R155760) - **Distinguished Flying Medal** - No.57 Squadron - Award effective 21 March 1944 as per **London Gazette** dated 28 March 1944 and AFRO 921/44 dated 28 April 1944. Born in Burnham, Saskatchewan, 3 July 1918; home there (farmer). Enlisted in Regina, 17 March 1942 and posted to No.2 Manning Depot. To No.3 BGS, 22 June 1942. To No.2 ITS, 1 August 1942; graduated 13 September 1942 when posted to No.3 BGS although he was not promoted LAC until 26 October 1942; graduated as Air Gunner and promoted Sergeant, 4 December 1942. To RAF overseas, 4 January 1943. Commissioned 12 October 1944. (J90402) Repatriated 22 October 1944. Released 13 March 1945. Died 7 February 2006 in Swift Current, Saskatchewan as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2006.

As rear gunner this airman has participated in a large number of sorties and has displayed great keenness and devotion to duty throughout. His constant vigilance has enabled his pilot to avoid combat on many occasions. On two occasions whilst over Berlin his aircraft was attacked by fighters but his good shooting and sound knowledge of tactics were mainly responsible for frustrating the attackers. His coolness and confidence in the face of the enemy have set a fine example.

Public Record Office Air 2/9259 has recommendation drafted 25 February 1944 when he had flown 23 sorties (175 22 hours operationally); text reproduced in Ian Tavender, **The Distinguished Flying Medal Register: Second World War** (London, Savannah, 2000).

Flight Sergeant Lightfoot has now completed 23 successful sorties against

powerfully defended targets in Germany, including twelve attacks on Berlin. He is a reliable Ai Gunner whose constant vigilance has enabled his pilot to avoid combat on many occasions. On the 31st January and 15th/16th February 1944, while carrying out attacks on Berlin, he engaged enemy aircraft with cool and accurate fire and jointly with the mid-upper gunner has damaged one and probably destroyed another. He displayed on these occasions a sound knowledge of tactics and his coolness and courage undoubtedly saved his aircraft. I strongly recommend the immediate award of the Distinguished Flying Medal.

Public Record Office Air 50/190 has the following Combat Reports:

27/28 August 1943:

Lancaster "D" (E308) of No.57 Squadron outward bound to Nuremburg on night of 27/28th August 1943, at 0001 hours, 49.44 N 06.20 E and at 18,000 feet.

No moon, patches of cloud, no searchlights or other unusual phenomena.

The Rear Gunner [Lightfoot] reported single-engined enemy aircraft (identified as an ME.109) carrying white light in nose, 800 yards dead astern and level.

The Rear Gunner ordered the pilot to corkscrew and simultaneously the Rear Gunner and Mid-Upper Gunner opened fire (firing approximately 800 rounds) and hits were observed to enter the enemy aircraft cockpit. After a few seconds burst enemy aircraft's cockpit was seen to be on fire, and it broke away in a steep dive obviously out of control. The Rear Gunner, Mid-Upper Gunner and Flight Engineer (who was in the starboard blister) all saw enemy aircraft dive down through the cloud and burning fiercely. A few seconds later a red glow was seen through the cloud. The enemy aircraft is definitely claimed as destroyed/ The enemy aircraft did not return the fire throughout the combat.

The Lancaster continued on course and bombed the target at at 0102 hours northwest of the target and at 16,500 feet the Mid-Upper reported twin-engined enemy aircraft (identified as a Ju.88) on port quarter level at 400 yards. Enemy aircraft had just attacked another Lancaster which was seen to dive to the ground in flames.

The Mid-Upper ordered the pilot to turn to port and dive and at the same time the Mid-Upper and Rear Gunner opened fire (firing approximately 800 rounds) and enemy aircraft was literally seen to disintegrate and fall to the ground in flames. The Mid-Upper, Rear Gunner and Bomb Aimer all confirm that the enemy aircraft was destroyed.

The Lancaster continued on course and at 0144 hours over Mannheim searchlights at 16,000 feet the Mid Upper reported two twin-engined enemy aircraft (identified as Ju,88s) dead astern and at 500 yards. Searchlights blinded the Rear Gunner but the Mid-Upper opened fire at both enemy aircraft as they were flying close together, but hits were not observed. The Lancaster was corkscrewing at the time of the attack to avoid the searchlights, but immediately after the Mid-Upper Gunner opened fire both enemy aircraft (which carried no lights) disappeared and were not seen again. Neither enemy aircraft returned fire.

Sergeant [Stanley] Bradford was the Mid-Upper Gunner (No.7 AGS, Stormy Down, No.14 OTU, Cottesmore, No.1660 Conversion Unit, Swinderby).

Flight Sergeant Lightfoot was the Rear Gunner (No.3 BGS, Macdonald, Manitoba, No.7 AGS, Stormy Down, No.14 OTU, Cottesmore, No.1660 Conversion Unit, Swinderby).

31 August/1 September 1943 (report dated 2 September 1943):

Lancaster "H" (JA910) of No.57 Squadron on way out to Berlin.

No moon, 9/10ths clouds, no searchlights, no unusual phenomena.

"Monica" started and immediately afterwards the Rear Gunner [Lightfoot] saw single-engined enemy aircraft (identified as a FW.190) climbing up to attack Lancaster from beneath.

The Rear Gunner immediately told the pilot to corkscrew and tried to open fire but all four guns were unserviceable (it has now been ascertained that there was air in the system).

The Mid Upper Gunner [Sergeant Bradford, as above] opened fire at 380 yards range (approximately 150 rounds) and hits were observed.

The enemy aircraft then turned over and broke away in a roll to port and was not seen again.

5/6 September 1943:

Lancaster "U" of No.57 Squadron on the night of 5/6 September 1943 over target area, Mannheim at 19,000 feet and at 2324 hours.

No moon, cone of searchlights, no other unusual phenomena.

The Mid-Upper [Sergeant Bradford, as above] reported twin-engine enemy aircraft (identified as a Ju.88) carrying light in nose, on port beam below. Simultaneously the Mid-Upper reported two single engine enemy aircraft (identified as Me.109) on port quarter up.

The Mid Upper immediately ordered the pilot to turn to port and corkscrew, and at the same time opened fire on twin engine enemy aircraft (firing burst of 150 rounds). Enemy aircraft did not reply, and no hits were observed. The Mid Upper then turned his guns to port and opened fire on both single engine enemy aircraft on port beam, firing a short burst. Neither enemy aircraft replied to the Mid Upper's fire. On coming out of the searchlight area there was no sign of any enemy aircraft.

"Monica" gave warning of the attack.

The Rear Gunner [Sergeant Lightfoot, as above] could not get his guns to bear throughout the combat.

23/24 September 1943:

Lancaster "Y" (ED944) on way to target Mannheim on night of 23/24th September 1943 at 2215 hours, 18,000 feet and over target area..

Rear Gunner [Lightfoot] reported twin-engined enemy aircraft (identified as Ju.88 carrying no lights) starboard quarter below, 700 yards.

As enemy aircraft came in to attack, Rear Gunner ordered pilot to dive to starboard and simultaneously opened fire on enemy aircraft at 500 yards.

No hits were observed; enemy aircraft broke away to starboard and was not seen again.

No claim,

"Monica" gave no identification of enemy aircraft.

Lancaster then bombed target and at 2315 hours, 18,000 feet and still over target area. Mid-Upper [Sergeant Badford] reported twin-engine enemy aircraft (identified as Ju.88) on port beam with white lights in nose at 500 yards. Mid Upper opened fire and at 350 yards enemy aircraft switched off light. Hits were observed. Enemy aircraft claimed as damaged.

As enemy aircraft came in to attack Mid Upper ordered pilot to turn to port and dive, and a red and white light was seen to appear in enemy aircraft. After

enemy aircraft broke away in dive to port and was not seen again.

Gunners in above given as Sergeant Bradford (Mid-Upper) and Sergeant Lightfoot (Rear Gunner).

* * * * *

LINCOLN, P/O George Edward (J89171) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 2 October 1921 in Teulon, Manitoba; educated there and home there (piano teacher). Enlisted in Winnipeg, 8 July 1942. To No.2 Manning Depot, 28 July 1942. To No.10 SFTS (guard), 25 September 1942. To No.2 ITS, 28 October 1942; graduated and promoted LAC, 31 December 1942 but not posted to No.2 AOS until 23 January 1943; graduated and promoted Sergeant, 14 May 1943. To "Y" Depot, 28 May 1943. Embarked from Canada, 22 June 1943. Disembarked in Britain, 1 July 1943. To No.2 (Observer) AFU, 2 November 1943. To No.10 OTU, 18 January 1944. Promoted Flight Sergeant, 14 February 1944. To No.41 Base, 14 April 1944 and attached to No.4 Group Battle School. Attached to No.1652 Conversion Unit, 3 May to 15 June 1944. To No.76 Squadron, 15 June 1944. Promoted WO2, 14 August 1944. Commissioned 2 September 1944. To RCAF Overseas Headquarters, 15 January 1945. Promoted Flying Officer, 2 March 1945. Repatriated 2 August 1945. Released 28 September 1945. Pre-war he had studied music (awarded Aikins Memorial Trophy at the 1939 Manitoba Music Competition Festival). Postwar he continued studies and performed on the BBC and CBC plus many concerts in Montreal, Winnipeg, Edmonton and Grand Forks, North Dakota. He began teaching at the University of Alberta in 1966, when he also became the Alberta director of the Western Board of Music; edited the publication **Horizons** (Waterloo 1973). In 1974 he became the first director of the board's central administration, a post which he held until his retirement from the University of Alberta in 1982. Died 10 June 1995. 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 13 January 1945 when he had flown 35 sorties (158 hours ten minutes), 25 March to 18 December 1944.

25 March 1944 - Diversion (5.15)
4 July 1944 - St.Martin (4.05)
6 July 1944 - St.Martin (3.15)
7 July 1944 - Croixdale (4.20)
9 July 1944 - Chateau Bernapre (4.10)
12 July 1944 - Thiverny (4.25)
15 July 1944 - Nucourt (4.35)
18 July 1944 - Acquet (4.05)
18 July 1944 - Manneville (4.00)
20 July 1944 - Bottrop (4.20)
30 July 1944 - Villers Bocage (3.55), returned as ordered
3 August 1944 - Bois de Casson (3.55)

5 August 1944 - Foret de Nieppe (3.15)
9 August 1944 - Foret de Mormal (3.35)
12 August 1944 - Russelsheim (5.40)
14 August 1944 - TRACTABLE (3.55)
17 August 1944 - Brest (4.55)
18 August 1944 - Sterkrade (4.35)
1 Sept 1944 - La Pourchinte (3.10)
12 Sept 1944 - Gelsenkirchen (4.05)
15 Sept 1944 - Kiel (5.25)
20 Sept 1944 - Calais (3.35)
23 Sept 1944 - Neuss (4.50)
6 October 1944 - Scholven (4.30)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (4.55)
25 October 1944 - Essen (5.05)
29 October 1944 - Walcheren (2.55)
31 October 1944 - Cologne (5.20)
4 November 1944 - Bochum (5.00)
29 November 1944 - Essen (5.30)
2 December 1944 - Hagen (4.50)
6 December 1944 - Osnabruk (5.30)
12 December 1944 - Essen (5.45)
18 December 1944 - Duisburg (6.10)

This officer has participated in a large number of varied sorties. He is an extremely capable navigator and has shown great determination to guide his pilot to the target. he has at all times displayed great coolness and good judgement and his efforts have contributed materially to the success achieved. It is felt that his excellent record merits the award of the Distinguished Flying Cross.

Notes: Application for Operational Wing dated 24 March 1945 stated he had flown 34 sorties (160 hours), June to December 1944.

Repatriation form dated 16 May 1945 stated he had flown 34 sorties (150 hours) on operations (the last on 18 December 1944) plus 100 non-operational hours. Types experienced overseas were Anson (40 hours), Whitley (60 hours) and Halifax (150) hours).

He held three music degree when enlisting and took furrher music training in England. He confined his spare time activities to chess and bridge.

Training: Attended No.2 ITS, 25 October 1942 to 2 January 1943. Courses in Mathematics (137/150), Law and Discipline (90/100), Navigation (110/150), General Studies (79/100), Anti-Gas (33/50), Armament, practical and oral (42/50), Aircraft Recognition (67/100), Drill (70/100), Signals (129/150) and Meteorology (46/50).. Placed 48th in a class of 115. "This airman showed keen interest in the course at ITS. His father has been quite ill for some time and the family have been in financial difficulties, which matters preyed on his mind somewhat. He plays the piano very well and has cooperated well in station activities as a pianist. Although his preference was pilot he was quite reconciled to become a Navigator and should do well on the course."

Attended No.2 AOS, 24 March to 14 May 1943. Anson aircraft - 43.20 as first navigator by day, 20.25 as second navigator by day, 24.25 as first navigator by night, 15.50 as second navigator by night. Graded in following areas - Navigation air work (486/700), Photography air work (84/100), Elements of Navigation (380/500), Magnetism and Compasses(83/100), Instruments (35/50), Signals, practical (100/100), Signals, written (40/50), Maps and Charts (44/50), Meteorology (56/100), Photography (44/50), Reconnaissance (44/50), Aircraft Recognition (79/100) and Armament (40/50). Placed 15th in a class of 23. "Rather slow but industrious and determined worker. Very neat worker."

Course at No.2 (Observer) AFU was 2 November to 28 December 1943. Anson aircraft - 13.00 as first navigator by day, 3.50 as second navigator by day, 14.35 as first navigator by night, 1.35 as second navigator by night, Air Work graded as follows - Air Navigation, Day (266/350), Air Navigation, Night (266/350), Air Navigation, Map Reading (146/200). Ground work assessed as follows - Air Navigation Exercises (280/350)

Attended No.10 OTU, 18 January to 31 March 1944. Whitley aircraft - 38.40 as navigator by day and 42.25 as navigator by night. One Bullseye exercise. "A slightly above average navigator who works hard in the air but doesn't always use aids found adequately. Timing needs improvement, though he has checked his ETA's more frequently of late. Is capable pf sound work if he tries. Gee average."

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LINDO, F/L Harold Lester (J4762) - **Distinguished Flying Cross** - No.103 Squadron - Award effective 16 June 1942 as per **London Gazette** dated 22 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Kingston, Jamaica, 6 July 1917. Educated at Munro College, Jamaica, 1927-1931 and Sedburgh School, Yorkshire, 1931-1934. OTC Cadet at Sedburgh School, 1931-1934 (Lance Corporal). Occupations given as "Field Overseer, 1934-1936", "Factory Manager, 1936-1937" and "General Manager, Factory and Fields, 1937-1940", all with a surgar

plantation and factory owned by his father in Jamaica. home given as Northwood, Middlesex (not sure why). Enlisted in Ottawa, 20 June 1940. To No.1 Manning Depot, Toronto, 21 June 1940; to No.2 ITS, Regina, 30 June 1940; graduated and promoted LAC, 15 August 1940; to No.8 EFTS, Vancouver, 17 August 1940. Ceased training and posted to No.3 AOS, Regina, 14 October 1940; graduated 4 January 1941 and posted on 7 January 1941 to, No.2 BGS; Mossbank; graduated and promoted Sergeant, 16 February 1941; posted next day to No.1 ANS, Rivers; graduated and commissioned 18 March 1941. To Embarkation Pool, Debert, 27 March 1941. To "Elsewhere", 5 April 1941. Taken on strength of RAF overseas, 20 April 1941. To No.23 OTU, 26 April 1941. To No.103 Squadron, 22 June 1941. Forced down and missing in 1941 but returned to Britain. Attached to Aircraft and Armament Experimental Establishment, Boscombe Down, 22 January to 17 February 1942. Promoted Flying Officer, 16 February 1942 and granted unpaid rank of Flight Lieutenant. To No.103 Squadron again, 17 February 1942. To Station Holme, 29 August 1942 and confirmed that day as Flight Lieutenant (paid). Promoted Squadron Leader, 9 September 1942. To Headquarters, No.1 Group, 7 November 1942. Invested at Buckingham Palace, 4 December 1942. To No.105 Squadron, 18 December 1942 but then reposted same date to No.103 Squadron. Attached to No.1656 Conversion Unit, dates uncertain. To No.103 Squadron, date uncertain. Killed in action, 15 February 1944 (Lancaster ND363), while serving with No.103 Squadron and holding Squadron Leader rank. Photo PL-22730 (ex UK-7546 dated 27 January 1944) taken on return from a raid on Magdeburg. Photo PL-34096 shows him with S/L H.J. Dowding.

Flight Lieutenant Lindo is a most experienced and dependable navigator. His efficiency and coolness in action have a fine influence on his comrades. During the many operational sorties on which he has been engaged he has faced bad weather and enemy opposition with an unconquerable spirit of determination to complete his allotted task.

NOTE: Public Records Office Air 2/9598 has recommendation dated 24 July 1942. He had flown 21 sorties (120 hours 54 minutes) and the text gave a remarkable account of his tour that the published citation only hints at:

10 July 1941 - Boulogne (4.20)
20 July 1941 - Cologne (6.10)
2 August 1941 - Hamburg (8.36)
8 August 1941 - Duisburg (3.45)
18 August 1941 - Duisburg (4.37)
22 August 1941 - Mannheim (6.55)
27 August 1941 - Mannheim (7.30)
29 August 1941 - Mannheim (5.00)
13 October 1941 - Dusseldorf (4.16)

22 October 1941 - Mannheim (4.03)
16 December 1941 - Wilhelmshaven (5.43)
28 December 1941 - Wilhelmshaven (5.55)
6 January 1942 - Brest (6.29)
21 January 1942 - Bremen (7.26)
3 March 1942 - Paris (6.00)
10 April 1942 - Essen (5.00)
25 April 1942 - Rostock (7.33)
30 May 1942 - Cologne (6.00)
1 June 1942 - Essen (5.00)
6 June 1942 - Emden (5.36)
25 June 1942 - Bremen (5.36)

This officer joined the squadron a year ago. Throughout that time he has proved himself to be an observer of outstanding merit. His consistent, exemplary navigation and accurate bombing have set a high example which the other observers have been inspired to reach for.

Being recognised as unquestionably the best observer in the squadron, he was appointed Squadron Bombing Leader, which post he has filled with enthusiasm and increasing efficiency for five months.

Although this has given him 'little opportunity to go on raids he has continually asked to take part and has flown as observer with various pilots, producing extremely good results and being involved in many dangerous situations. His cheerfulness and efficiency in the face of danger and while under heavy fire from flak have been largely responsible for bringing these sorties to a successful conclusion. All his captains have spoken most highly of him and every captain is keen to have him as observer.

Early on in his operational tour, Flight Lieutenant Lindo, with his crew, landed in the sea. His dinghy was depth-charged by an enemy aircraft before they were rescued. His coolness and cheerfulness under most trying conditions set a fine example to the rest of his crew.

On another occasion his aircraft collided with high tension cables and caught fire. Flight Lieutenant Lindo acted with great coolness, helping the rest of the crew. Despite these two unnerving incidents, occurring at the start of his tour, he has remained most enthusiastic and keen to take part in as many raids as possible.

More recently, when bombing Essen, the port engine of his aircraft failed over the target and the pilot was forced down to extremely low altitude by flak and searchlights. In spite of intense flak and great difficulties, Flight Lieutenant Lindo skilfully navigated his aircraft safely back to the nearest aerodrome in England, greatly assisting his captain to steer clear of defended areas by his skilful map reading on a very dark night. His skill, confidence and high example did much to encourage his crew and bring them and their aircraft safely out of an extremely dangerous situation.

This officer's fine operational record, magnificent example and unshakable enthusiasm and spirit fully merit the award of the Distinguished Flying Cross for which I strongly recommend him.

This was refined to the following text for Air Ministry Honours and Awards Committee (shorter than the original submission but much longer than the published citation).

Flight Lieutenant Lindo is an experienced and dependable navigator. His efficiency and coolness in action have had a fine influence on his comrades. During the many operational sorties on which he has been engaged he has faced bad weather and enemy opposition with an unconquerable spirit of determination to complete his allotted task. He has acted as Squadron Bombing Leader for five months. Although this has diminished his opportunity to go on sorties, he has continually asked to take part and has flown as observer with various pilots, producing extremely good results and being involved in many dangerous situations. Early during his operational tour, Flight Lieutenant Lindo was compelled to alight [with] his aircraft on the sea. Whilst afloat in the dinghy with his crew it was depth-charged by enemy aircraft before they were eventually rescued. On this occasion his conduct under most trying conditions was of great benefit to his comrades. On another occasion his aircraft collided with high tension cables and caught fire. Flight Lieutenant Lindo acted with great coolness helping the rest of the crew. Despite these two unnerving incidents, occurring at the beginning of his tour, his enthusiasm for operations remained undiminished.

LINDO, S/L Harold Lester, DFC (J4762) - **Mention in Despatches** - No.103 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944.

Medical report dated 12 September 1941 (Station Rauceby) describes injuries as concussion and lacerated forehead:

Machine crashed into H.T. cables on landing at Elsham Wolds on 1 September 1941 returning from an operational trip. Caught fire and burnt out....His confidence for flying has not been undermined by his experience."

Assessed 7 September 1942 for work as Squadron Bombing Leader (reported as having joined No.103 Squadron, 22 June 1941 and left 25 July 1942. He was reported as having flown 408 hours 45 minutes (97.30 in previous six months). "This officer's method of doing his duty has had a very steadying influence on his subordinates and brother officers. His tact has been very pronounced. A quiet and unassuming officer who has gone about his duties in a thorough and most efficient way, which has made him a real asset to his squadron. He is a most loyal and willing officer who can be thoroughly relied upon on all occasions. His knowledge and pleasant manner should make him a useful addition to any unit." (W/C J.F.H. Du Boulay)

Assessed 5 August 1943 when he was Staff Navigator (B) at Headquarters, No.1 Group as "A likeable and efficient officer who carries out his duties conscientiously and well. He has initiative and sound ideas and has proved himself to be an able and popular officer." (A/C H.A. Constantine).

The website "Lost Bombers" has the following on his last sortie. Lancaster ND363, No.103 Squadron (PM-A), target Berlin, 15/16 February 1944. ND363 was delivered to No.103 Squadron on 29 December 1943. It took part in the raid against Stettin, 5/6 January 1944. When lost this aircraft had a total of 28 hours. Airborne at 1710 hours, 15 February 1944 from Elsham Wolds; shot down by a night-fighter, crashing at 2258 hours 15 February 1944 into the Waddenzee off Texel. Crew (all killed) were F/L K.H.Berry, DFM (aged 20 and on his second tour with No.103 Squadron); P/O K.Wilcock; S/L H.L.Lindo, DFC, RCAF; F/O K.L.Atkins; W/O W.E.Mitton; Flight Sergeant J.J.Peacock; F/O J.C.Southey. Lindo was Squadron Nav.Leader making a "familiarisation' flight".

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LINDO, WO Wilfred Alexander (R182122) - **Distinguished Flying Cross** - No.76 Squadron - Award effective 19 June 1944 as per **London Gazette** dated 27 June 1944 and AFRO 1861/44 dated 25 August 1944. Born 1 October 1914 in Toronto; home there (milk salesman). Enlisted in Toronto, 23 July 1942 and posted to No.5 Manning Depot. To No.9 BGS, 26 September 1942; promoted LAC, 7 November 1942; graduated and promoted Sergeant, 18 December 1942. To "Y" Depot, 1 January 1943; to RAF overseas, 25 January 1943. Promoted Flight Sergeant, 18 June 1943. Commissioned 2 September 1944 (J89856). Repatriated 30 January 1945. Retired 22 February 1945. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Presented with

award 27 January 1946. Public Records Office Air 2/8780 has recommendation for a DFM (he was still a Flight Sergeant) dated 18 March 1944 when he had flown 28 sorties (181 hours 35 minutes). Promoted to Warrant Officer by Overseas Order dated 3 March 1944 (with effect from 18 December 1943) he thus became eligible for the DFC. Mid-upper gunner.

29 May 1943 - Wuppertal (5.15)
11 June 1943 - Dusseldorf (6.15)
12 June 1943 - Bochum (5.50)
26 June 1943 - Gelsenkirchen (3.40)
28 June 1943 - Cologne (4.40)
3 July 1943 - Cologne (6.30)
15 July 1943 - Montbeliard (7.30)
24 July 1943 - Hamburg (5.15)
27 July 1943 - Hamburg (5.30)
29 July 1943 - Hamburg (5.25)
30 July 1943 - Remscheid (5.45)
2 August 1943 - Hamburg (5.10)
17 August 1943 - Peenemunde (7.10)
22 August 1943 - L'Edsen (5.40)
23 August 1943 - Berlin (8.10)
30 August 1943 - Munchen (6.10)
5 Sept 1943 - Mannheim (7.25)
22 Sept 1943 - Hanover (7.00)
23 Sept 1943 - Mannheim (7.15)
27 Sept 1943 - Hanover (7.20)
8 October 1943 - Hanover (7.10)
11 November 1943 - Cannes (8.00)
22 November 1943 - Berlin (6.55)
26 November 1943 - Stuttgart (8.00)
29 December 1943 - Berlin (7.50)
28 January 1944 - Berlin (7.45)
24 February 1944 - Cobourg (7.40)
13 March 1944 - Le Mans (5.20)

This Non-Commissioned Officer has completed 28 sorties as Air Gunner and flown a total of 182 operational hours. He has carried out attacks against many of the heaviest defended of targets, including four to Berlin, three to Hanover and four to Hamburg.

This Non-Commissioned Officer has always handled his guns with cool

determination and marked ability, and under a calm and quiet manner has shown a fine offensive spirit in action which has inspired complete confidence in his crew.

He possesses a complete disregard of personal safety, commendable courage and an exceptional tenacity of purpose. It is considered that his fine record of achievement merits the award of the Distinguished Flying Medal.

Public Record Office Air 50/193 has the following Combat Report for 11/12 June 1943:

Aircraft DK167 "F" of No.76 Squadron, whilst flying to Dusseldorf on the night of the 11th/12th June 1943, at 0128 hours, and at a height of 18,000 feet, position 51.32N 03.59 E on a heading of 110 sighted an unidentified aircraft slightly above and at a range of 800 yards on the port quarter. This aircraft came straight in to range of 600 yards and the Halifax took evasive action by corkscrewing to port. The unidentified aircraft continued to come in to a range of 500 yards and the Tail Gunner opened fire with a short burst at this range. The fighter turned away to starboard from 500 yards and was lost. Visibility was good but the Gunners were unable to identify the fighter, because it approached from the dark side of the sky. There was no searchlight activity.

Tail Gunner: Sergeant Pursglove, No.931517 - 4 AGS, 24 OTU, 1658 CU

Top Gunner: Sergeant Lindo, R.182122, No.9 (Canada), 7 AGS and 1658 CU.

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LINDSAY, Nursing Sister Davina Clark (C6352) - **Associate, Royal Red Cross** - RCAF Overseas Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born as Davina Clark Pitkethly in Dundee, Scotland, 13 November 1911 (RCAF press release announcing award). Educated in Ottawa schools (Glashan Public School, Glebe Collegiate) and Ottawa Civic Hospital. Supervisor at Alexandria Hospital, Montreal before enlisting in that city, 24 May 1941. To No.3 ITS, 19 January 1942. To "Y" Depot, 15 August 1942. Overseas as of 20 August 1942. Repatriated to Canada, 8 June 1945. To No.1 Air Command, 20 June 1945. To Release Centre, 1 August 1945. Released 11 August 1945. Married to S/L E.J.A. Lindsay, GM, which see for photo caption information. Also, RCAF photo PL-42189 (ex UK-18855 dated 8 February 1945, showing Matron M.T. Montgomery, ARRC, Nursing Sister D.I. Mulholland, RRC, and Nursing Sister D.C. Lindsay in courtyard of Buckingham Palace following investiture.

This Nursing Sister has been overseas since August 1942, serving with distinction on

various stations, including No.6 (Royal Canadian Air Force) Group. She was one of the two Nursing Sisters attached to No.52 (Royal Canadian Air Force) Mobile Field Hospital arriving in Normandy on D plus 12 and has served with that unit until recently. A most capable and conscientious officer she has, by her constant efficiency and devotion to duty, contributed a great deal to maintain the high standards of the Royal Canadian Air Force Nursing Service overseas.

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LINDSAY, F/L Ewart John Adyn (C8721) - **George Medal** - No.424 Squadron - Award effective 12 November 1943 as per **London Gazette** of that date and AFRO 2558/43 dated 10 December 1943. Born in North Bay, Ontario; home in Drayton, Ontario. A Lieutenant in Royal Canadian Engineers before being commissioned in RCAF Medical Branch, 10 October 1941. To No.6 ITS, 2 March 1942; to No.5 SFTS, 29 March 1942; to No.1 Training Command, 1 April 1942; to "Y" Depot, 27 September 1942; to RAF overseas, 2 October 1942. Attained rank of Squadron Leader, 18 November 1944. Repatriated to Canada, 9 July 1945. Released 16 November 1945 and subsequently settled in Noranda, Quebec. Cited with F/O R.J.O. Doehler (MBE), F/L R.J. McCombe (GM), Sergeant J.A. Campbell (BEM), LAC C.A.G. Snelling (BEM) and LAC P.P. Wilkinson (BEM). Presented with George Medal at Buckingham Palace, 1 May 1945. RCAF photo PL-43692 (ex UK-21138 dated 3 May 1945) is captioned as follows: "S/L Ewart J.A. Lindsay, GM, of Noranda, Quebec has an admiring audience for his new decoration, the George Medal, which he received at the Investiture ceremony May 1st at Buckingham Palace in the presence of his wife, Nursing Sister Lindsay, who is also serving overseas. He is in charge of the depot where RCAF prisoners of war are cared for after coming to Britain. She is the former N/S D.C. Pitkethely of Ottawa who was one of the first Canadian nursing sisters to land in France after D Day last year." Photo PL-43691 (ex UK-21137 dated 3 May 1945) shows S/L E.J.A. Lindsay, GM and G/C A.R. Tilley, OBE on the grounds of Buckingham Palace after investiture. Photo PL-43689 (ex UK-21135 dated 3 May 1945) taken after investiture; left to right are S/L J.A. Lindsay (described in caption as being in charge of depot where liberated Canadian POWs were processed), Nursing Sister D.C. Lindsay (formerly D.C. Pitkethley of Ottawa), Matron Marjorie Jackson (Brandon, staff of Queen Victoria Hospital), G/C Ross Tilley and S/L Norman Park (Toronto, staff of Queen Victoria Hospital).

One night in July 1943, the bomb load of an aircraft, which was standing in the dispersal area, detonated and the wreckage caught fire. Soon a second aircraft caught fire and its bomb load also exploded.

Flying Officer Doehler was proceeding to the scene immediately after the first aircraft had exploded, when the second aircraft blew up and he was thrown to the ground. He immediately got up and went towards an aircraft which had not

caught fire and taxied it to safety.

Assistance to injured personnel was rendered by Flight Lieutenant McCombe, an armament officer who had, on a previous occasion, displayed great calmness in directing fire fighting operations on an aircraft which was blazing near to a 4,000-pound bomb and by Flight Lieutenant Lindsay, a medical officer, who had previously displayed great courage in dragging the body of an air gunner from a blazing turret. Flight Lieutenants McCombe and Lindsay proceeded to the first aircraft after it had exploded and found that several airmen, who had been standing under the wing, had been seriously injured and burned. During their successful efforts in rescuing two airmen, both officers were thrown to the ground by an explosion in the second aircraft. Flight Lieutenant Lindsay then took the rescued airmen to hospital, while his companion remained and took the remaining injured personnel into his own car. While the car was being drawn away, a bomb exploded and two large fragments were hurled through the doors of the car. Flight Lieutenant McCombe remained unperturbed, only thinking of the safety of those he had rescued.

Sergeant Campbell was proceeding to the scene of the first explosion when the second aircraft blew up and he was thrown to the ground. Undaunted, he went on and helped to start the engines of a nearby bomber which had not been caught by the flames and while this aircraft was being taxied away he went to a second aircraft and after its engines had been started assisted the pilot in negotiating obstructions while the aircraft was being taxied to safety. During this time an explosion occurred and Sergeant Campbell was knocked down again. Still undeterred, he helped to put out fires on the runway.

Leading Aircraftman Snelling was thrown to the ground by the explosion in the second aircraft while he was proceeding to render assistance at the first aircraft when it had blown up. Regaining his feet, he ran to an aircraft which was untouched by fire and taxied it away after having started its engines himself.

Leading Aircraftman Wilkinson proceeded to the scene when he heard the first explosion and helped a wounded man to safety. The fire had spread to the second aircraft and, disdaining the risk of explosion of its bombs, this airmen led three other men to rescue another injured man lying near the first aircraft. As the party were leading the rescued man away from the conflagration the second aircraft exploded and all were thrown to the ground but they were able to save their comrade and reached safety as a third explosion occurred.

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LINDSAY, WO George Alexander (R79065, later J86316) - **Distinguished Flying Cross** - No.156 Squadron - Award effective 28 October 1943 as per **London Gazette** dated 12 November 1943 and AFRO 166/43 dated 28 January 1944. Born in New Brunswick, 26 December 1918; home in Quebec (craftsman). Enlisted in Montreal, 22 January 1941 and posted to No.1 Manning Depot that day. To No.14 SFTS (guard duty), 6 March 1941; to No.3 Wireless School, 12 April 1941; promoted LAC, 14 May 1941; to No.2 BGS, 31 August 1941; graduated and promoted Sergeant, 30 September 1941 Posted that date to Embarkation Depot; to RAF overseas, 22 October 1941; promoted WO2, 1 November 1942; promoted WO1, 1 May 1943; commissioned 24 May 1944. Promoted Flying Officer, 24 November 1944. Repatriated to Canada, date uncertain, but to No.9 AOS, 20 July 1944. To No.9 BGS, 27 September 1944. To St. Hubert, 13 April 1945. Released 26 July 1945.

This Warrant Officer was a mid-upper gunner of an aircraft detailed to attack Oldenburg one night in September 1943. Shortly after the take-off, Warrant Officer Lindsay discovered that his electrically heated clothing was unserviceable and that his oxygen supply was not functioning properly. Displaying exceptional devotion to duty, Warrant Officer Lindsay refrained from disclosing these mishaps to his captain. At great personal discomfort he remained at his post, alert to any threat to his aircraft, until the operation was almost completed. Not until the English coast was crossed on the homeward flight did he disclose his plight. His conduct was typical of the determination he has shown throughout many sorties in which he has taken part.

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LINDSAY, F/L James Douglas (J9081) - **Distinguished Flying Cross** - No.403 Squadron - Award effective 8 August 1944 as per **London Gazette** of that date and AFRO 2052/44 dated 22 September 1944. Home in Arnprior, Ontario; enlisted in Ottawa, 11 February 1941. Trained at No.3 ITS (graduated 3 July 1941), No.21 EFTS (graduated 1 September 1941) and No.9 SFTS (graduated 21 November 1941). Commissioned November 1941. Remained in Canada as an instructor for some time. Overseas with No.403 Squadron (8 October 1943 to 3 August 1944 and again from 2 April 1945 to 20 April 1945; with No.416 Squadron, 20 April 1945 to 15 March 1946. Aerial victories as follows: **7 May 1944** - one Bf.109 destroyed, one FW.190 damaged; **19 May 1944** - one FW.190 destroyed (shared with F/O R.H. Smith); **26 June 1944** - one Bf.109 destroyed; **29 June 1944** - one FW.190 destroyed west of Lisieux; **2 July 1945** - the Bf.109s destroyed; **5 July 1944** - one FW.190 damaged; **3 August 1944** - one Bf.109 destroyed, one Bf.109 damaged; **17 April 1945** - one FW.190 damaged. Served in postwar RCAF and was awarded US DFC for services in Korea. See also entry for Postwar (Korea) awards. Awarded

Queen's Coronation Medal, 23 October 1953 while with No.1 (F) Wing. Photos PL-26564 (standing in door); PL-26643 (in Spitfire); PL-5400 (in flying gear, No.413 Squadron, postwar); PL-104986 (studio portrait, 1958). RCAF photo PL-40342 (ex UK-17454 dated 12 December 1944 shows Flight Officer Ruth McJannet (Toronto) listening to F/O S.B. Lindsay (Rossburn, Manitoba) who sports a wound stripe on left forearm and a tape on scratched forehead.

In July 1944, this officer took in an engagement against a large formation of enemy fighters, three of which he shot down. Flight Lieutenant Lindsay has invariably displayed praiseworthy courage and skill and his keenness to engage the enemy has always been apparent. He has destroyed six enemy aircraft.

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

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LINDSAY, F/O Jeffrey Burland (J28735) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 20 July 1945 and AFRO 1619/45 dated 19 October 1945. Born 12 June 1924 in Montreal; home there. Enlisted in Montreal, 26 June 1942 and posted to No.5 Manning Depot. To No.6 ITS, 24 October 1942; graduated and promoted LAC, 30 December 1942; to No.12 EFTS, 26 January 1943; may have graduated 26 March 1943 but not taken on strength of No.1 SFTS until 3 April 1943; graduated and commissioned 23 July 1943. To No.1 GRS, 6 August 1943. To "Y" Depot, 23 October 1943; taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Promoted Flying Officer, 23 January 1944. Repatriated to Canada, 5 August 1945; released 10 September 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9083 has recommendation dated 23 March 1945 when he had flown 33 sorties (205 hours 15 minutes), 6 October 1944 to 20 March 1945.

6 October 1944 - Dortmund (7.00)
28 October 1944 - Cologne (6.45)
30 October 1944 - Cologne (6.20)
1 November 1944 - Aberhausen (6.55)
2 November 1944 - Dusseldorf (6.05)
4 November 1944 - Bochum (6.10)
6 November 1944 - Gelsenkirchen (5.15)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (7.05)
27 November 1944 - Neuss (6.00)

30 November 1944 - Duisburg (6.10)
4 December 1944 - Karlsruhe (7.25)
5 December 1944 - Soest (7.10)
6 December 1944 - Osnabruck (6.25)
22 December 1944 - Hagen (6.30)
5 January 1945 - Hanover (3.40)
7 January 1945 - Munich (7.10)
14 January 1945 - Saarbrucken (4.45)
22 January 1945 - Sterkrade (4.05)
28 January 1945 - Stuttgart (6.10)
8 February 1945 - Politz (8.15)
8 February 1945 - Cleve (4.15)
13 February 1945 - Dresden (8.05)
14 February 1945 - Chemnitz (7.10)
23 February 1945 - Essen (4.10)
7 March 1945 - Dessau (8.05)
8 March 1945 - Hamburg (5.50)
11 March 1945 - Essen (4.35)
12 March 1945 - Dortmund (7.00)
15 March 1945 - Misburg (6.30)
16 March 1945 - Nuremburg (7.15)
18 March 1945 - Witten (5.25)
20 March 1945 - Heide (5.20)

Flying Officer Lindsay is an extremely capable and efficient captain who has almost completed one tour of operations. He is an excellent leader and organizer, with a high sense of responsibility and devotion to duty. The skill, courage and determination invariably displayed by him has been an inspiration to his crew. He has shown a very high standard of efficiency which it will be difficult to surpass.

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LINDSAY, LAC Robert Caldwell (R134937) - **Mention in Despatches** - No.424 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born 27 October 1919. Home in Winnipeg; enlisted there 5 November 1941. Enlisted 4 November 1941 as "Tradesman" and posted to No.1 Manning Depot. To Air Armament School, 19 December 1941. To Boundary Bay, 27 January 1942. Promoted AC1, 5 February 1942. Promoted LAC, 1 September 1942. To "Y" Depot, 1 February 1943; to RAF overseas, 8 March 1943. Repatriated 23 October 1945; released 4 December 1945. . DHist file 181.009 D.1762

(RG.24 Vol.20609) has recommendation for a later MiD dated 17 July 1944 at which time he had been 16 months in Canada, six months in UK and 10½ months overseas; had joined No.424 in March 1943. Armourer/Bombs.

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LINDSAY, F/O Samuel Blair (J38181) - **Distinguished Flying Cross** - No.419 Squadron - Award effective 16 February 1945 as per **London Gazette** of that date and AFRO 563/45 dated 29 March 1945. See **Field of Honour**, (Bank of Montreal, c.1950). Born 17 February 1923 in Rosburn, Manitoba; home there. Former Bank of Montreal employee; enlisted in Winnipeg, 19 August 1942. Granted Leave Without Pay until 9 September 1942 when posted to No.2 Manning Depot. To No.10 SFTS (non-flying duty), 19 November 1942. To No.7 ITS, 23 January 1943. Graduated and promoted LAC, 2 April 1943; to No.6 BGS, Mountain View, 1 May 1943; graduated 25 June 1943) and posted next day to No.10 AOS; graduated and commissioned 12 November 1943. To No.1 GRS, 26 November 1943; to "Y" Depot, Lachine, 29 January 1944. Taken on strength of No.3 PRC, Bournemouth, 14 February 1944. Promoted Flying Officer, 12 May 1944. Apparently had wanted to be a pilot but obituary notice stated he had been thwarted by eyesight. Repatriated with No.419 Squadron, 10 June 1945; to Release Centre, 4 September 1945; retired 8 September 1945, receiving \$118.75 from the Department of National Defence - 25 cents for each of 475 days overseas service. Award presented 13 September 1947. Employed postwar by Bank of Montreal in many communities including Reston, Regina, Neepawa, Nipawin, Saskatoon, Winnipeg, Ottawa, Montreal, the NATO base in Marville, France, Kingston, Jamaica and Nassau, Bahamas. During his career he held many senior positions with the Bank. Retired in 1986 and moved to Nanaimo. Died in Victoria, 4 February 2007. Photo PL-35884 is a portrait.

This officer was the navigator in an aircraft which attacked Oberhausen. Shortly after leaving the target the aircraft was attacked by a fighter. Extensive damage was sustained. Three of the crew were wounded including Flying Officer Lindsay who was hit in the back; his face was also badly lacerated by fragments of shrapnel. A fire had started in the compartment but he was able to quell it by means of an extinguisher. He afterwards put out another fire which had started in the root of the starboard wing. In so doing his hands were badly burned. Soon afterwards Flying Officer Lindsay fainted through shock. He soon revived when his injuries had been attended to and resumed his duties. Much of his equipment had been destroyed in the fight. Nevertheless, he navigated the aircraft to base. In the face of most harassing circumstances this officer displayed great courage, fortitude and resource.

NOTE: Public Record Office Air 2/9044 has recommendation drafted by W/C D.C. Hagerman,

Commanding Officer, No.419 Squadron, 7 December 1944 when he had flown ten sorties (57 hours 25 minutes). He recommended a DSO (and this was supported by G/C H.T. Miles, Officer Commanding, Middleton St.George) but the final disposition was a DFC. Sortie list and submission as follows:

25 September 1944	Calais (4.50, day)
27 September 1944	Bottrop (6.00, day)
28 September 1944	Cap Gris Nez (4.10, day)
4 October 1944	Bergen (6.05, day)
19 October 1944	Stuttgart (6.40)
23 October 1944	Essen (5.55)
25 October 1944	Essen (6.10, day)
28 October 1944	Cologne (6.10, day)
30 October 1944	Cologne (6.15)
1 November 1944	Oberhausen (5.10)

On the night of November 1st, 1944, Flying Officer Lindsay was detailed as Navigator of an aircraft to attack Oberhausen. Shortly after leaving the target his aircraft was attacked by a night fighter and very severely damaged. The two inboard engines were put out of action, the hydraulics were rendered unserviceable, the H2S equipment was blown up by a cannon shell, three of the crew were wounded, including Flying Officer Lindsay, who was hit in the back and his face was very badly lacerated by flak fragments. The fuselage of the aircraft was riddled and a fire started in the navigator's compartment. Flying Officer Lindsay immediately seized a fire extinguisher and succeeded in putting out the fire in his compartment, and he noticed through a large hole in the fuselage that the starboard wing root was also blazing. He immediately directed an extinguisher through a large hole in the fuselage to play on this fire which he also succeeded in extinguishing. In the course of doing this, his hands were badly burnt. When the immediate danger had passed, Flying Officer Lindsay fainted from exertion [and] shock, but came to when his wounds had been dressed by the Air Bomber and he immediately took up his duties as navigator.

The navigational equipment, with the exception of the Gee, had either been lost or destroyed in the course of these attacks, but this officer proceeded to take Gee fixes and from these worked out courses for home. These changes of course had to be pointed out to the pilot by indicating direction as the intercom was also unserviceable.

Flying Officer Lindsay has taken part in ten sorties against the enemy and has

proved himself to be an above average navigator, his high standard of work in the air and his attitude and example on the ground, has proved an inspiration to all who have come in contact with him.

I consider that the exceptional courage, disregard of personal danger and all-round high degree of efficiency shown by this officer fully merits the immediate award of the Distinguished Service Order.

RCAF Press Release No. 5003, November 1944, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP IN BRITAIN: -- On the return from a successful attack on Oberhausen, every man of a Moose squadron crew lived up to the RCAF motto: "Through Adversity to the Stars". Despite wounds and a severely damaged aircraft, they turned in what the Squadron C.O., W/C Dough Hagerman, DFC, of (624-12th Street East) Saskatoon, termed "one of the finest examples of crew cooperation and faith in one another I've ever seen".

The first indication anyone had that a Nazi fighter or fighters were attacking was when the pilot, F/O R.L. Cox of (Box 182), Shelburne CO., N.S., saw tracers zinging past his cockpit. The next instant, cannon shells and their splinters were riddling the big Canadian-built Lancaster. Then the attack was over as suddenly and inexplicably as it began.

The rear-gunner and the wireless operator were wounded, while the navigator, F/O S.B. Lindsay of Rossburn, Manitoba suffered superficial injuries. Two of the Lancaster's four engines were knocked out, one on each wing. The intercom system and the rear turret were so damaged that they could not be used. The knocked-out hydraulic system permitted one wheel to hang down. Both tires were blown, and almost all instruments smashed. The starboard wing was burning as were the blackout curtains in the pilot's cockpit. One cannon shell pierced the bomb bay and failed to explode.

At the moment of attack, one explosion blew the mid-upper gunner out of his turret down into the fuselage corridor without hurting him. Still dazed, he staggered down to the rear turret to see how his fellow-gunner was. Unable to rotate the damaged turret so that he could get the tail man out, the mid-upper returned to ask the flight engineer's help. He found that flier dressing the wireless operator's wounds. The latter refused morphia and went back to his work.

In the meantime, Navigator Lindsay, despite injuries that were painful though not serious, was fighting the flames of the blackout curtains. That done, he forced an extinguisher through a shell hole in the side of the fuselage and somehow managed to put out the fire in the starboard wing. The bomb-aimer and the flight engineer began dressing Lindsay's face. He fainted but, on reviving, returned to his duties and guided the aircraft to an emergency 'drome on the British coast despite the fact that he had to work almost without instruments.

Pilot Cox also has his troubles. First he found himself in cloud after re-organizing the crew. Lacking instruments, it was impossible to tell where they were. Then the crippled bomber nosed over in a spiral dive on his own accord. Cox fought his giant aircraft out of that, nursed it back to Britain. For all the blown tires, he managed to land all right until the undercarriage on one side collapsed and the Lancaster spun around on one wingtip. The crew helped one another out hurriedly, fearing fire. Navigator Lindsay has since completely recovered, and the rear-gunner and wireless operator are mending rapidly.

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LINDSAY, WO2 Thomas (R76262, later J47544) - **Air Force Cross** - No.8 Squadron (Canada) - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in England, 9 March 1918. Home in Sydney Forks, Nova Scotia; educated at Sydney Academy. Garage mechanic.; clerk in Dominion Steel, Sydney Enlisted in Halifax, 3 December 1940 and posted to No.2 Manning Depot, Brandon. To No.4 SFTS, Saskatoon (guard duty), 4 January 1941. To No.2 ITS, Regina, 21 February 1941; graduated and promoted LAC, 8 April 1941; posted that date to No.4 EFTS, Windsor Mills; graduated 28 May 1941 when posted to No.8 SFTS, Moncton; graduated and promoted Sergeant, 20 August 1941. To Eastern Air Command, 21 August 1941. To No.8 (BR) Squadron, Sydney, 4 September 1941, eventually proceeding with it to Annette Island, June 1942, Sea Island, February 1943, Port Hardy, December 1943 and Patricia Bay, March 1944. Promoted Flight Sergeant, 20 February 1942. Promoted WO2, 20 August 1942. Commissioned 6 June 1944 (J47544). To Pennfield Ridge, 23 August 1944. To "Y" Depot, 21 September 1944. Embarked from Canada, 4 October 1944; disembarked in Britain, 12 October 1944. To No.107 OTU, 28 October 1944. Promoted Flying Officer, 6 December 1944. To No.437 Squadron, 17 December 1944. Attached to No.5 ACRS (whatever that is) and to to Hanworth, 12 February to 3 March 1945, course of instruction. Participated in Rhine Crossing. Attached to No.1521 BAT Flight, July 1945. To Station Down Ampney, 24 August 1945. Repatriated 3 December 1945. Released 19 January 1946. Award presented 16 April 1943. Died in Maple Ridge, British Columbia, 8 March 1987 as per Royal Canadian Legion "Last Post" website, **Legion Magazine** of February 1988 and British Columbia

Vital Statistics. These reported him as J47544 Lindsay Thomas.

In a short period this Warrant Officer has flown 300 hours in 60 operational sorties on off-shore reconnaissance patrols from a far northern base, most of which have been carried out under adverse weather conditions. The unceasing efforts and devotion to duty whilst flying, displayed by this Warrant Officer, have been, in no small part, responsible for the excellent showing made by his squadron.

Recommendation raised 8 December 1942 by G/C A.D. Hull as follows:

Acting Warrant Officer Lindsay has carried out sixty sorties in past year totalling 300 hours of operational flying on off-shore bombing reconnaissance patrols. A considerable proportion of this flying was carried out under adverse conditions while operating from far northern base. This Warrant Officer has at all times shown outstanding enthusiasm and devotion to duty.

Approved at Western Air Command Headquarters, 8 December 1942 and by the Chief of the Air Staff, 22 January 1943. This is very peculiar, given that gazetting and AFRO action had been taken even before that date.

Notes: Forced landing, 4 May 1941, Finch 4487. Motor failed on takeoff at 200 feet. No injury,

Assessed 5 May 1944 - "One of the most popular NCO's in the squadron. Is very hard working and dependable at all times, I recommend him for commissioned rank." (S/L H.M. Lay, No.8 Squadron, Patricia Bay).

Application for Operational Wing dated 9 February 1945 claimed 164 sorties (520 hours) with No.8 (BR) Squadron, 6 September 1941 to 28 August 1944.

On repatriation form dated 18 October 1945 he stated he had 1,000 operational hours (about 300 sorties) and 850 non-operational hours. This clearly includes both Canadian and overseas time. He had flown about 600 hours on Bolingbroke and 530 on Dakotas; last sortie with No.437 Squadron was 9 October 1945.

Training: Interviewed in Halifax, 3 December 1940. "Suitable WAG type. Formerly in garage four months and clerk in steel company two months." (F/L A.A. Harcourt-Vernon).

Course at No.2 ITS was 21 February to 26 March 1941. Courses in Mathematics (68/100), Armament, practical and oral (57/100), Signals (50/100), Hygiene and Sanitation (33/40), Drill (71/100) and Law and Discipline (55/60). Scored 85 percent in Visual Link. Placed 125th in a

class of 163. "A variety of employment after leaving school including drill man and powder man in mine and finally clerk, Dominion Steel. Energetic, alert, responsible. Quite active in sports including team sports."

Course at No.4 EFTS was 10 April to 25 May 1941. Fleet Finch aircraft - 29.45 dual, 32.35 solo' 5.15 on instruments. Logged ten hours in Link. "Good fighter material, Learned quickly. Reactions good." Ground courses in Airmanship (174/200), Airframes (53/100), Aero Engines (86/100), Signals, practical (100/100), Theory of Flight (72/100), Air Navigation (118/200), and Armament, oral (190/200). Rated 145/200 in Qualities as an NCO. Placed eighth in a class of 25. "Conduct good, neat appearance, average ability, keen and conscientious, good NCO material, ground school average, willing worker."

Course at No.8 SFTS was 28 May to 20 August 1941. Anson I aircraft - 39.50 day dual, 32.20 day solo, 1.20 night dual, 9.00 night solo. Was 20.35 on instruments; logged 20 hours in Link. "Progress was slow but steady. Displayed good airmanship. Had some difficulty flying owing to short legs," Ground courses in Airmanship and Maintenance (13852/200), Armament, written (84/100), Armament, practical (82/100), Air Navigation (151/200), Armament, written (93/100), Armament, practical (80/1000, Navigation and Meteorology (180/200), Signals, written (100/100) and Signals. practical (49/50). Placed 16th in a class of 46. "A capable and willing pupil."

Course at No.107 OTU was 28 October to 16 December 1944. Dakota aircraft - 28.35 day solo and 19.45 night solo. Flew 4.45 in formation. Logged six hours in Link. Rated in General Flying (282/400), Applied Flying (146/200), Instrument Flying (181/250), Night Flying (70/100) and Link (31/50). Ground examinations in Airmanship (210/300), Armament (260/300), Meteorology (75/100) and Signals (87/100). "Very keen and competent pilot who will do well in a squadron." (W/C T.A. Jefferson, 2 January 1945).

Course at No.5 ACRS was 13 February to 3 March 1945. Marked in Drill and Discipline (66 percent), Administration and Law (76 percent), Flying Regulations and Flying Control (90 percent) and Leadership (69 percent). "Has worked very hard all round and shown much improvement."

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LINDSAY, Corporal Willa Zitella (W304333) - **Mention in Despatches** - RCAF Overseas Headquarters - award effective 1 January 1946 as per **London Gazette** dated 1 February 1949 and AFRO 80/49 dated 25 February 1949. Teletype operator. Born in Welland, Ontario, 30 January 1913. Enlisted 15 July 1942. To No.6 Manning Depot, 31 July 1942. To No.5 SFTS, 5 September 1942. Promoted AW1, 1 November 1942. Promoted LAW, 1 February 1943. To "Y" Depot, 11 February 1943. To overseas, 7 April 1943 and posted to Overseas Headquarters, 8

April 1943, reporting 26 April 1943. Repatriated to Canada, 16 November 1945. Released 17 September 1945. RCAF photo PL-26802 (ex UK-7385 dated 20 January 1944) taken on occasion of marriage of Flight Sergeant Duncan McArthur (WOP at a Heavy Conversion Unit, from Milton, Ontario) to LAW Betty Winter (telephone operator, No.6 Group Headquarters, from Toronto); ceremony performed by S/L I.A. Morris (Brandon, Manitoba). Sergeant Art Reed (Portage la Prairie) gave the bride away; LAW "Billy" Lindsay (Ridgeway, Ontario, probably Willa Z. Lindsay) was bridesmaid; Sergeant Ted Robertson (Winnipeg) was best man. Photo PL-26803 repeats this subject.

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LINSELL, S/L Richard Campbell (J4816) - **Distinguished Flying Cross** - No.60 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 15 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 24 February 1916 in Buenos Aires, Argentina; home in Worthing, Sussex. Travelled to Canada in the transport ship SS **Uruguay**. Among the passengers other volunteers travelled to join the fight against the Axis we can find Frankie Bell who flew with Lindsell in 139 Sqn in 1941 and after flying support missions for the Chindits had a career at the RCAF after the war, Gerry Pryor who died in a Blenheim in Malta, Dick Hughes who died in 1942 over Germany in a Halifax, Bernardo de Larminat who flew Hurricanes in 1942 in North Africa. Enlisted in Ottawa, 17 October 1940. To No.1 ITS, 1 November 1940; graduated and promoted LAC, 10 December 1940; posted that date to No.10 EFTS; graduated 28 January 1941 and posted to No.5 SFTS; graduated and commissioned 10 April 1941. To RAF overseas, 16 May 1941. Attended No.13 OTU before posting to No.139 Squadron. Served in Malta, then back to England, December 1941 for posting to No.110 Squadron. To Malta again 18-21 March 1942 and then on to India, arriving Karachi, 1 April 1942 and Delhi on 8 April 1942. Promoted Flying Officer, 11 April 1942. Promoted Flight Lieutenant, 15 July 1942. Promoted Squadron Leader, 30 March 1943 and transferred to No.60 Squadron. To England, June 1944. Repatriated January 1945; to No.1 Air Command, 21 February 1945. To Release Centre, 2 May 1945. Retired 26 May 1945. Tried to return to Argentina hitchhiking by plane. After several hops through the United States, Mexico and Central America he contracted hepatitis. Sent urgently to a hospital in Canada where he recovered and finally again by plane this time he made it to Argentina in late 1945. In September he returned to his old work at Alpargatas; worked there for almost two years and then returned to the UK where he worked for nine years. Then he went to live in 1955 to Venezuela, in 1967 back to the UK, and then Spain. Decoration presented 20 December 1946. Also reported to have been with Federation of British Industries, London, England. Died in West Hoathly, West Sussex, October 1998. RCAF Photo PL-4315 (ex UK-32) shows a group of Argentine flyers, trained in Canada and now in Britain: Front row is P/O R.C. Lindsell, P/O R.P. Hughes, P/O D.P. Joyce, P/O A.B. Wheeler; Back row is P/O J.F.K. Sandys, P/O J.F.M. Bell, P/O G.C. Pruyer, P/O D.S. King.

Squadron Leader Lindsell has led his squadron on many hazardous and successful sorties. He has also been responsible for the training and efficiency of his squadron on operations after conversion from Blenheim aircraft to Hurricane bombers. In one month in 1944 his squadron completed 728 sorties and as the result of the accuracy of their bombing received many congratulatory signals from the forward Army units. Throughout this officer has displayed outstanding leadership and devotion to duty.

Public Records Office Air 2/9276 has detailed recommendation dated 5 June 1944. He was reported as having flown the following operations:

No.2 Group, United Kingdom, September 1941 to February 1942

Circus operations (France, occupied territory) - 3 hours
Shipping sweeps (Dutch coast, etc.) - 12 hours 25 minutes
Night intruder sorties to Holland - 2 hours 50 minutes
Scharnhorst and **Gneisenau** ops, 12 Feb 42 - 3 hours 15 minutes

Mediterranean Area, November 1941 and March 1942

Detachment, special long range operations with Naval "H" Force from Gibraltar and Malta, escorting Hurricane and Spitfires to Malta from **Ark Royal, Eagle**, etc. - 38 hours 50 minutes

Middle East and India, March and April 1942

Escort duties to Hurricane air convoy - - 20 hours 10 minutes

Vultee Vengeance, India, No.110 Squadron, on anti-submarine patrols
2 hours 30 minutes

India, No.60 Squadron, Arakan Front (Blenheim IVs), March to May 1943

Close support bombing operations - - 16 hours 40 minutes
Long-range strategic bombing (airfields, etc.) - 9 hours 35 minutes
Offensive bomber and road reconnaissance ops. - 3 hours 35 minutes

India, No.60 Squadron (Hurricane IIc aircraft), November 1943 to May 1944
Scrambles and searches - - 7 hours 15 minutes
Bomber and transport escorts - - 40 hours 15 minutes

Day long-range rharbs - - 6 hours 55 minutes
Night long-range rharbs - - 3 hours 35 minutes
A.S.C. Strafing (Arakan) - - 3 hours 5 minutes
A.S.C. Hurri-bombing and strafing, Imphal and Chindwin - 69 hours 40 minutes
TOTAL - 243 hours 35 minutes

The Commanding Officer of No.189 Wing (W/C P.K. Devitt) wrote on 5 June 1944:

Squadron Leader Lindsell has been responsible for the training and extreme efficiency of his squadron on operations after re-equipping from Blenheim aircraft to Hurricane bombers. Through his energy and leadership his squadron carried out 728 sorties from the 1st April to 2nd May 1944, during which time many congratulatory signals were received from the forward army units, on the accuracy of their bombing, who were on occasions only 100 feet away from the target. This officer has shown exceptional keenness for operations and his powers of command, leadership and devotion to duty are outstanding.

The Air Commodore commanding No.221 Group added (21 June 1944):

The manner in which Squadron Leader Lindsell converted his squadron to a remarkably reliable and accurate Hurri-bomber squadron in a very short space of time on joining this Group was worthy of the highest recognition. His personal keenness and powers of leadership have made the squadron into a really good one, both from the point of view of operational results and aircraft serviceability. He has personally led the squadron on many extremely dangerous and successful sorties. Strongly recommended for the award of the Distinguished Flying Cross.

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LINDSEY, WO2 (now F/O) Harry Craig (R102173/J41889) - **Mention in Despatches** - No.10 Squadron (Canada) - now No.45 Group - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 5 June 1919 in Saskatchewan (Ferry Command records). Home in Qu'Appelle, Saskatchewan. Enlisted in Regina, 9 May 1941. Granted Leave Without Pay until 27 May 1941 when posted to No.2 Manning Depot. To No.2 ITS, 14 July 1942; graduated and promoted LAC, 13 September 1941 when posted to No.15 EFTS; ceased training, 14 October 1941 and posted elsewhere; to No.7 AOS, 21 November 1941; to No.3 BGS, 24 February 1942; graduated and promoted Sergeant, 11 April 1942 when posted to No.1 ANS; graduated 11 May 1942. To "Y" Depot, 12 May 1942; to Eastern Air Command, 30 May 1942; to No.119 (BR) Squadron, 31 May 1942; promoted Flight Sergeant, 11 October 1942; promoted WO2, 11 April 1943; to No.10 (BR)

Squadron, 30 April 1943; commissioned 12 November 1943 (J41889). To Lachine, 2 February 1944; to No.45 Group, 7 February 1944. Departed Montreal, 13 February 1944 in Liberator EV887 to Goose Bay; departed Goose Bay, 15 February 1944 to Reykjavik, 15 February 1944; to United Kingdom, 16 February 1944. Returned by air to Montreal, 24 February 1944. Departed Montreal again, 29 February 1944 in Liberator EV931 to Bermuda; to Lagens on 1 March 1944; to Rabat on 2 March 1944; to Cairo on 4 March 1944. Returned to Canada by air. Proceeded to Bermuda as passenger, 21 March 1944; departed Bermuda, 26 March 1944 in crew of Liberator EV922 to Lagens; to Rabat on 28 March 1944 and Cairo on 30 March 1944. Returned by airline to Canada. Departed Montreal, 15 April 1944 in Liberator EW177 to Gander; to Rabat on same day; to Cairo on 16 April 1944; to Iraq on 19 April 1944; to Karachi that day. Returned to Canada by air. Departed Montreal, 4 May 1944 in Liberator EW226 to Bermuda, Lagens, Rabat and Cairo (arrived 7 May 1944. Returned to Canada by air. Promoted Flying Officer, 12 May 1944. Departed Montreal, 24 May 1944 in Lancaster KB763 to Gander, departed there 2 June 1944 to United Kingdom. Returned to Canada by air. Departed Montreal, 13 June 1944 in Liberator KG942 to Bermuda and thence to Lagens, Rabat, Maison Blanche/ Returned to Canada by air. Departed Montreal, 30 July 1944 in Lancaster KB784 to Gander but apparently no further. Departed Montreal again 18 September 1944 in Lancaster KB804 to Gander and United Kingdom (arrived 22 September 1944). Proceeded overseas as passenger in KJ928, October 1944. Returned to Canada; proceeded overseas again, December 1944. Repatriated 31 July 1945. To No.2 Air Command, 2 August 1945. Released 4 October 1945.

This warrant officer was navigator of a VLR Liberator aircraft which carried out two attacks against an enemy U-boat. He successfully navigated his aircraft over 700 miles in poor weather conditions to a convoy. During the run-in on the first attack he kept up a sustained and accurate fire against the conning tower, which consequently largely contributed to the successful execution of the attack. In the two running battles which followed against this and another submarine, he operated his gun in the face of heavy enemy fire and then navigated the aircraft over the distance back to base in almost zero conditions.

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LINEHAM, F/O Glen William (J37333) - **Distinguished Flying Cross** - No.435 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born 18 December 1916 in Swift Current, Saskatchewan, 1916. Home in Okatoks, Alberta; enlisted in Calgary 11 August 1941 and posted to No.3 Manning Depot. To No.11 Equipment Depot, 1 September 1941. To Calgary, 15 September 1941. To No.4 ITS, 10 October 1941; graduated and promoted LAC, 6 December 1941; posted that date to No.5 AOS; graduated 14 March 1942 and posted that date to No.7 BGS; graduated and promoted Sergeant, 9 May 1942; posted that date to No.1 ANS; graduated 9 June 1942 and posted to "Y"

Depot. To No.113 (BR) Squadron, 12 August 1942. Promoted Flight Sergeant, 9 November 1942. Promoted WO2, 9 May 1943. Commissioned 6 September 1943. To "Y" Depot, 27 January 1944. Promoted Flying Officer, 6 March 1944. Taken on strength of No.3 PRC, Bournemouth, 10 April 1944. Repatriated 3 December 1945. Retired 18 January 1946. Re-engaged as an Information Officer, Lethbridge, 13 August 1954 (Flying Officer, service number 232005, Primary Reserve). Employed at Lincoln Park until released 26 March 1958. Died 29 October 2004 in Innisfail, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2005.

This officer has taken part in a large number of operational sorties. He has completed two tours of operational duty, one with coastal command and more recently in the Far Eastern theatre of war where he has been engaged in flying supplies to the Army in Burma. These latter missions have been flown over difficult mountainous terrain, often in the face of enemy opposition and during monsoon weather. At all times, Flying Officer Lineham has displayed courage, skill and devotion to duty worthy of the highest praise.

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LINEKER, F/O George Walker (J18839) - **Distinguished Flying Cross** - No.429 Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Born in Edmonton, 10 April 1922; home there. Educated there including Technical School, Edmonton, 1937-1939 (woodwork and electricity). Employed one year in Misacordia Hospital as cook's helper. Enlisted in Edmonton, 10 September 1940 for General Duties. To Ottawa, 14 September 1940. Remustered to aircrew and posted to No.1 ITS, 11 November 1940. Promoted LAC, 8 December 1940; to No.1 Manning Depot that date; to No.1 WS, Montreal, 6 January 1941. To Air Armament School, Mountain View, 23 June 1941; synonymous with No.6 BGS.. Graduated and promoted Sergeant, 20 July 1941. To Embarkation Depot, 21 July 1941; to "Y" Depot, 14 August 1941. Taken on strength of No.3 PRC, 15 September 1941. To No.1 Signal School, 29 September 1941. To No.20 OTU, 16 December 1941. Promoted Flight Sergeant, 20 January 1942. To No.15 OTU, 3 February 1942. To Middle East, 18 June 1942. Taken on strength of No.2 METS, 25 June 1942. To No.108 Squadron, 1 July 1942 (384 hours 50 minutes). Promoted WO2, 1 November 1942. Taken on strength of No.23 Personnel Transit Centre, Helwan, Egypt, 23 November 1942. To Lagos, Nigeria, 19 December 1943. Embarked for United Kingdom, 6 February 1943. Disembarked in Britain, 26 February 1943. To No.22 OTU, 15 March 1943 (101 hours 30 minutes on Wellingtons). Commissioned 9 September 1943. To No.25 Group Headquarters, 27 October 1943. To No.3 (Observer) AFU, 30 October 1943. Detailed for special leave to Canada, 19 January 1944, arriving 28 January 1944. Promoted Flying Officer, 9 March 1944. Embarked from Canada, 24 March 1944; arriving in Britain 2 April 1944. To No.61 Base, 24 April 1944. Attached No.1664 Conversion Unit, 1 June to

1 July 1944 (36 hours 45 minutes). To No.429 Squadron, 1 July 1944. To No.427 Squadron, 23 August 1944. To No.429 Squadron again, 28 August 1944 (83 hours 35 minutes). To No.434 Squadron, 16 September 1944 (49 hours 15 minutes). Repatriated 21 December 1944. To Northwest Air Command, 31 December 1944. To Edmonton, 1 February 1945. To Watson lake, 12 February 1945. Remained in postwar RCAF (27168), being posted to Grande Prairie on 22 September 1945; to Fort Nelson, 1 February 1946; to Whitehorse, 24 June 1946; to Northwest Air Command Communications Flight, 17 May 1947. To Fort Smith Detachment, 24 August 1948. To No.11Group Headquarters, Winnipeg, 29 October 1948. Killed on flying operations, 21 August 1949 with six others including Flight Lieutenants F.J. Rush, DFC and W.W. Robson, DFC.

As wireless operator (air), this officer has displayed the highest standard of efficiency. He has participated in a large number of sorties and on numerous occasions his vigilance and timely warning have enabled his pilot to evade enemy fighters. His record is worthy of the highest praise.

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 flown 62 sorties (371 hours ten minutes). First tour was with No.108 Squadron (296 hours).

This officer has completed over sixty sorties against the enemy. On his first tour he served in the Middle East theatre of war where, as gunner and wireless operator, he displayed the greatest fortitude, courage and devotion to duty in the performance of his duties. On many occasions his untiring vigilance has saved the aircraft and crew from being attacked and once he assisted in the probable destruction of a German night fighter. This officer's cheerfulness and eagerness to come to grips with the enemy is most commendable. It is considered that his fine operational record and determination fully merit the award of the Distinguished Flying Cross.

The sortie list for his second tour (75 hours ten minutes) was as follows:

9 July 1944 - Ardouval (3.45)
12 July 1944 - Acquet (4.20)
18 July 1944 - Mondeville (4.30)
18 July 1944 - Wesseling (5.45)
20 July 1944 - Grand Bois (3.55)
23 July 1944 - Donges (6.20)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Cassan (4.55)
5 August 1944 - St.Leu d'Esserent (5.20)

7 August 1944 - L'Hogue (4.15)
8 August 1944 - Chantilly (4.35)
12 August 1944 - La Breteque (5.05)
13 August 1944 - Aisy (4.20)
16 August 1944 - Kiel (4.55)
18 August 1944 - L'Hey (3.55)
31 August 1944 - Cezembre (5.10)

Notes: Repatriation form dated December 1944 states he had flown 69 sorties (437 hours 45 minutes) plus 295 hours 35 minutes non-operational time. Last sortie was 4 November 1944.

Training: Course at No.1 ITS was 11 November to 7 December 1940. Courses in Mathematics (61/1000, Armament, practical and oral (83/100), Drill (85/100) and Law and Discipline (87/100). Placed ninth in a class of 27. "Youthful type, keen and willing. Regarded as very good WOAG material."

Course at No.1 WS was 3 February to 22 June 1941. Spent one hour in flying classroom as First Operator, three hours in flying classroom as Second Operator, and six hours in two-seat aircraft as sole operator. Courses in Theory (28/50), Radio Equipment (170/250), Morse, buzzer and lamp (162/200), Procedure (178/200), Signals Organization (115/150), Armament (62/100) and Drill and PT (35/50). Placed 67th in a class of 152.

Course at No.6 BGS was 23 June to 20 July 1941. Battle aircraft (nine hours 25 minutes). Fired 560 rounds on ground, 300 air-to-ground, 1,600 air-to-air. Scored 12 percent hits in Beam Test, 7.2 percent hits in Beam Relative Speed Test and 20.5 percent hits in Under Tail Test. Scored 51 percent in written exam, 73 percent in practical and oral tests; graded 200/250 on "Ability as Firer". Placed ninth in a class of 32. "Will prove to be a good Air Gunner."

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LINK, W/C Charles Henry (C3055) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Leominster, England, 17 November 1894. Educated in England. Employed there as a Law Clerk, 1909-1913, and Accountant, J.J. Gibbons Limited (Advertising), Toronto, 1913-1914. Also a member of the Queen's Own Rifles; attended NCO School, 3 November to 11 December 1913. Enlisted in 19th Battalion, CEF, Toronto, 7 November 1914. To England with that unit, 13 May 1915. To France with that unit, 14 September 1915. Served in the field with 19th Battalion and GHQ Third Echelon (Superintending Clerk, Officers Personal Records). This position appears to have involved work with the War Diaries of Third Echelon, CEF. Promoted Lance Corporal, 10 November 1916. Promoted Corporal, 1 April 1917. Promoted Sergeant, 30 September 1917. Awarded Meritorious Service Medal, 17 June 1918. Promoted Staff Sergeant,

21 December 1918. To England, 5 January 1919. To Canadian Record Office, London, 7 January 1919 (Superintending Clerk, Discipline Branch). To be Senior Quartermaster Sergeant, Warrant Officer 2, 10 February 1919. To Canada, 13 August 1919. Demobilized, 25 August 1919. Joined Royal Securities Corporation, October 1919. Most of the interwar period with them as Manager of Advertising and Statistical Department. Enlisted in Montreal, 9 November 1940 as Administrative Officer. Attended RCAF School of Administration, Trenton, 18 November to 14 December 1940; to AFHQ, 22 January 1941. Promoted Flight Lieutenant, 15 June 1941. Promoted Squadron Leader, 22 October 1942. Promoted Wing Commander, 1 November 1943. Released 23 February 1945. Remained on Class "E" Reserve until 1 June 1957 and awarded Queen's Coronation Medal, October 1953 while residing in Mont Royal. Died in Montreal, 23 September 1976.

Throughout the four and a half years he spent in the Royal Canadian Air Force this officer rendered most distinguished and unselfish service. As Assistant Air Historian he was responsible for the maintenance and improvement of unit records. Their present general excellence is due in no small part to the extremely capable way in which these duties were carried out and to the initiative displayed in assisting unit officers in preparing these documents which will form the basis for the official history of the Royal Canadian Air Force. He was responsible for the compilation under great stress of involved and most difficult reports on a great variety of subjects which were prepared in every instance with great clarity and precision in an incredibly short time and not infrequently involved working a full 24 hours without sleep. As a result of the immense amount of research involved and the attention to detail displayed by Wing Commander Link, these documents were of such importance that in many instances they formed the basis upon which Government policy was later based. Wing Commander Link made a notable contribution to the success of the first volume of the official history of the Royal Canadian Air Force by his editing of the sections dealing with Coastal Command in "The Royal Canadian Air Force Overseas: The First Four Years."

First recommended for OBE, 29 September 1943 by G/C K.B. Conn. He was then Deputy Director of Historical Records. Submission as follows:

Throughout the period of his service in the Historical Section, Squadron Leader Link has at all times exhibited outstanding zeal and originality in the improvement of the quality and collection of Historical material. The Royal Air Force Historians have several times stated that the Historical Records of the RCAF are unsurpassed by any other service in the United Nations. Squadron Leader Link's part in maintaining the present high degree of efficiency has been

noteworthy.

This was approved the same day by A/V/M A.T. Cowley but it did not reach the New Year 1944 Priority List.

Recommended again for an OBE, 30 January 1945 by G/C K.B. Conn, his position being Assistant Air Force Historian. Submission as follows:

Throughout his career in the Royal Canadian Air Force, the greater part of which has been spent in the Air Historical Branch, Wing Commander Link has rendered most distinguished service. This has been especially true during the past year when as Assistant Air Historian he was responsible for the compilation of most difficult Ministerial precis on a variety of subjects. Although in every instance prepared under great stress, these precis have invariably been outstanding for their clarity and precision, and in any cases have been the basis upon which Air Force policy has been moulded.

Wing Commander Link's tireless efforts to establish a uniformly high standard in unit diaries have also been most notable and will make the task of compiling the history of the Royal Canadian Air Force much less difficult.

At all times he has shown himself not only willing but eager to further the interests of the Royal Canadian Air Force wholly without regard for personal convenience. Wing Commander Link's service and example have been invaluable.

This was endorsed on 23 January 1945 by A/V/M F.S. McGill but it again failed the meet the priority list (Birthday Honours, June 1945).

Recommended again for an OBE or MBE, 23 July 1945 by G/C K.B. Conn, his position being Assistant Air Force Historian (retired). Endorsed, 30 July 1945 by A/V/M F.S. McGill; endorsed again by Air Commodore M. Costello, 19 November 1945 and approved as MBE. Text as shown.

Notes and Selected Assessments:

On 27 July 1940, Lieutenant-Colonel G.G. Archibald (retired), formerly AAG, Canadian Section. Third Echelon, GHQ, wrote a letter of reference for Link. They had served in same unit. He wrote in part, "During this period, the work which was assigned to him, owing to his exceptional ability and trustworthiness, was often of a highly confidential character requiring a capacity for critical analysis of a situation and sound judgement in its execution. He justified

our confidence in every respect. He achieved the highest rank as an NCO which our establishment permitted and was definitely in line for a commission if the war had continued much longer.”

On 29 July 1940, A.F. Culver (Vice-President, Royal Securities and former Lieutenant-Colonel, Canadian Field Artillery) wrote a letter of reference. “Mr.Link has been a member of this Corporation since October 1919, during which time I have been actively associated with him. During almost this entire period and currently, Mr Link has been Manager of our Advertising and Statistical Department and his work could not have been more satisfactory. I consider Mr. Link a man of the highest character and from the quality of his work here over this long period I am confident that he is fully qualified for a commission rank in the RCAF as an administrative officer.

Interviewed 31 July 1940 in Montreal - “Very good type. Efficient. Good position. Good personality. Clean and neat and smart. Well thought of by his firm Royal Securities.”
Recommended for Non-Flying, Administration.

Letter, 29 July 1941, W/C K.B. Conn to Air Member for Personnel, DPR-5 - “Flight Lieutenant Link is one of the finest examples of the best that may be hoped for in the appointment of successful business men to administrative positions in the RCAF. He is outstandingly successful in his present work and, due to his former service, business training and personal qualifications, has become a extremely useful and efficient officer.”

Letter, 16 February 1942 (excerpts), W/C K.B. Conn to Deputy Chief of the Air Staff - “Flight Lieutenant Link is now occupying the post of Deputy Director of Historical Section in Directorate of Staff Duties and is eminently successful. The establishment for this position is Wing Commander, and the duties allotted thereto, are worthy of that rank. . . . Flight Lieutenant Link joined the Historical Staff in January 1941, and has progressed through the Section until he now occupies the post of Deputy Director. Flight Lieutenant Link is exceptionally well suited to Historical work, is particularly successful, and has made an outstanding contribution to the method of collection and the actual material provided by the Units. His earlier experience is somewhat similar work has been of great assistance to him. It is desired to recommend Flight Lieutenant Link most strongly for the Acting rank of Squadron Leader. It is considered that Flight Lieutenant Link is better suited to the work than any other serving officer known to this writer, and because his work is so outstanding, it is hoped that he may be given the rank of Acting Squadron Leader.”

Assessment, 3 July 1942 - “Occupies the position of Deputy Director of Historical Section, the establishment for which is Wing Commander. The importance of the work undertaken by this section which includes not only historical records but also the preparation of reports, liaison letters and intelligence summaries amply justifies the establishment. Was appointed to the

service 9-11-40 and became A/F/L 15-6-41. This officer, by reason of his extensive civilian experience when he was for 18 years Advertising Manager of a large Montreal firm, is especially suited to the type of work on which he is engaged. He manages his staff extremely well, shows initiative and is in all ways a most outstanding officer."

Assessment, 23 October 1943 - "This officer has been filling the position of Deputy Director Historical Records in a most efficient manner, the establishment of which calls for a Wing Commander. His work over the period of two years in this Directorate has been outstanding at all times and it is recommended that he be promoted to the rank of Acting Wing Commander." (G/C K.B. Conn).

Assessment, 5 September 1944 - "Is carrying out his duties in a most satisfactory manner and would be difficult to replace. Excellent in his present position." (A/V/M F.S. McGill).

On 24 November 1944, Royal Securities Corporation wrote to him, asking him to return as soon as possible. "We find ourselves more and more handicapped through being so understaffed in your old department here. This is accentuated by many of us being away from our own work five or six months each year while engaged on Victory Loans."

On 9 November 1950, still with Royal Securities, he filed a form with the RCAF in which he wrote. "Since 1945 I have been identified with promoting the activities of the Air Force Veterans' Association and its sponsored Air Cadet unit. During the past two years I have devoted considerable time to the organizing of Quebec Group, RCAF Association and am one of the two representatives of the Group on the Dominion Executive Council. Should conditions arise where the RCAF can make use of my services, I shall be happy to serve."

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LINK, F/O Henry David (J11848) - **George Medal** - No.14 OTU - Award effective 29 March 1943 as per **London Gazette** dated 2 April 1943 and AFRO 757/43 dated 30 April 1943. Born in Saskatchewan, 28 January 1918; home there. Home in Bercky or Swift Current, Saskatchewan. Enlisted in Regina, 19 June 1941 and posted to No.2 Manning Depot. To No.12 SFTS (gurad duty), 19 July 1941. To No.3 WS, 1 September 1941. Promoted LAC, 1 October 1941. To "E", 26 March 1942. To No.7 BGS, 25 April 1942; graduated and commissioned 25 May 1942. To "Y" Depot, 26 May 1942; to RAF overseas, 4 July 1942 though he may not have arrived in UK until 19 July 1942. At No.7 AGS, 1 September to 6 October 1942. Promoted Flying Officer, 25 November 1942. To No.14 OTU, date uncertain. Incident was 9 January 1943 at Ashwell. To No.16 OTU, 4 April 1944; promoted Flight Lieutenant, 25 May 1944; to No.85 OTU, 6 July 1944. Repatriated to Canada, 14 May 1945; retired 29 June 1945.

In January 1943, Flying Officer Link was the rear gunner of an aircraft which crashed a few miles away from an airfield and caught fire. Although thrown clear of the wreckage, this officer sustained injuries to his back and was badly cut about the head and face. Disregarding his injuries and danger from exploding ammunition, petrol tanks and oxygen bottles, Flying Officer Link immediately proceeded to assist other members of the crew who were trapped in the blazing wreckage. By his heroic efforts he succeeded in releasing two of his companions and it was not until the flames became too fierce that he abandoned his rescue efforts. Flying Officer Link's outstanding courage and fortitude were in keeping with the highest traditions of the Royal Air Force.

LINK, F/L Henry David, GM (J11848) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945.

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LINKERT, F/O Murray Edward (J25132) - **Air Force Cross** - No.14 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 . Born 31 March 1921. Enlisted at Hamilton, 11 March 1942 and posted to No.1 manning Depot. To No.16 SFTS, 7 May 1942 (guard duty). To No.6 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942; to No.12 EFTS, 29 August 1942; may have graduated 23 October 1942 but not posted to No.1 SFTS until 7 November 1942; graduated and commissioned 2 April 1943. To No.1 Flying Instructor School, 16 April 1943; to No.6 SFTS, 10 June 1943; promoted Flying Officer, 1 December 1943. To No.14 SFTS, 27 February 1944; to No.31 SFTS, 30 June 1944. Retired 18 October 1945. Reengaged with RCAF Auxiliary in Hamilton, 31 January 1951, serving with No.424 Squadron (service number 85180). Retired 22 November 1956. Died 1 February 2009 at Wilberforce, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2009. When recommended for award had flown 2,031 hours (1,733 hours as instructor, 225 hours in previous six months).

As a Flight Commander this officer has shown immeasurable ability in organizing and is outstanding among his fellows as a pilot and flying instructor. His skill and devotion to duty have been exceptional in all respects. His excellent contribution to specialist training is an inspiration to all.

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LINKLATER, F/O James Donald (J22978) - **Distinguished Flying Cross** - No.433 Squadron (incorrectly printed as No.133 Squadron in AFRO) - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 17

January 1921 in Lampman, Saskatchewan; home in Dawson Creek, British Columbia (wood worker and truck driver). Enlisted in Edmonton, 27 May 1941. To No.2A Manning Depot, 24 June 1941. To No.11 Equipment Depot, 14 July 1941. To No.4 ITS, 8 August 1941; graduated and promoted LAC, 12 September 1941; posted that date to No.18 EFTS; may have graduated 7 November 1941 but not posted to No.7 SFTS until 22 November 1941; graduated and promoted Sergeant, 13 March 1942. To "Y" Depot, 14 March 1942. To No.1 ANS, 28 April 1942. To No.9 AOS, 1 June 1942. To uncertain unit, 9 November 1942. Commissioned 15 November 1942. To No.32 OTU, 5 March 1943. Promoted Flying Officer, 15 May 1943. To "Y" Depot, 12 June 1943. To RAF overseas, 22 June 1943. Promoted Flight Lieutenant, 15 November 1944. Repatriated 18 June 1945. To No.8 OTU, 19 June 1945. To Greenwood for "Tiger" Force, 31 July 1945. To Halifax, 19 September 1945. Released 23 September 1945. Died in Salmon Arm, British Columbia, 20 April 2016. Photo PL-35869 is a portrait. 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.J. Lewington dated 19 September 1944 when he had flown 37 sorties (188 hours 20 minutes), 11 April to 26 August 1944.

This officer has now completed his first tour of operations comprised of thirty-seven trips over enemy territory, including such targets as Stuttgart, Hamburg, Dusseldorf, Karlsruhe and Essen.

The successful completion of these operational sorties was due largely to the initiative, resourcefulness and skilful airmanship of this officer. His tenacity, endurance and fine offensive spirit have undoubtedly inspired a high standard of morale in his crew and the squadron in general.

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

The sortie list was as follows:

11 April 1944 - Kattegat (5.45)
18 April 1944 - Noisy le Sec (6.00)
20 April 1944 - Lens (5.15)
22 April 1944 - Dusseldorf (5.40)
24 April 1944 - Karlsruhe (7.40)
26 April 1944 - Essen (5.30)
27 April 1944 - Alnoe (5.35)
30 April 1944 - Somain (5.05)

3 May 1944 - Lorient (5.00)
15 May 1944 - Kattegat (5.55)
19 May 1944 - Le Clipon (3.05)
21 May 1944 - Frisians (4.50)
22 May 1944 - Le Mans (5.25)
24 May 1944 - Aachen (5.20)
27 May 1944 - Le Clipon 3.10)
28 May 1944 - Brest (5.00)
31 May 1944 - Au Feveuve (4.50)
3 June 1944 - Dunkirk (2.35)
5 June 1944 - Houlgate (5.15)
7 June 1944 - Acheres (4.55)
12 June 1944 - Arras (4.55)
14 June 1944 - Cambait (4.20)
15 June 1944 - Boulogne (4.10)
16 June 1944 - Sautrecourt (4.15)
21 June 1944 - Oisemont (6.05)
4 July 1944 - Villeneuve St. George (6.25)
6 July 1944 - Sautrecourt (4.15)
9 July 1944 - Ardouval (3.45)
10 July 1944 - Frisians (3.20)
18 July 1944 - Caen (4.15)
19 July 1944 - Gardening Heligoland (4.05)
25 July 1944 - Stuttgart (8.30)
28 July 1944 - Hamburg (5.55)
15 August 1944 - Soesterburg (4.10)
24 August 1944 - La Rochelle (6.50)
25 August 1944 - Ferpay (4.05)
26 August 1944 - La Rochelle (6.10)

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LINKLETTER, W/C Harold Clarence (C6579) - **Member, Order of the British Empire** - AFHQ - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Enlisted in Saskatoon, 9 August 1941 in Administration Branch. Granted rank of Flying Officer, 6 September 1941 and posted next day to AFHQ. Promoted Flight Lieutenant, 1 August 1942. To No.4 Training Command, 12 September 1942. Returned to AFHQ, 9 April 1943. Promoted Squadron Leader, 1 September 1943. Promoted Wing Commander, 11 December 1944. To Release Centre, 21 January 1945. Retired 9 February 1945.

This officer is head of the Inquiry Section of the Legal Branch of the Directorate of Personnel. The volume of work handled by his section has consistently increased and become of a more involved nature and has required imagination, wide knowledge and efficiency, which this officer has supplied. Despite the fact that during recent months this officer has had to carry on with an inadequate staff and has had to assume, in addition to his regular duties, that of acting head of the Legal Branch, he has carried on with unfailing good humour and ready co-operation and has kept on top of his work by a large amount of overtime work and intelligent organization. This officer is outstanding in his devotion to duty.

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LINN, Sergeant John Walter (R188108) - **British Empire Medal** - No.4 Release Centre - Award effective 13 June 1946 as per **Canada Gazette** of that date and AFRO 660/46 dated 5 July 1946. Born in Fergus, Ontario, 7 September 1913. Educated there, 1919-1930. Attended University of Toronto (Toronto Conservatory of Music), 1935-1936. Home in Fergus, Ontario. Clerk in family grocery store (1931-1935); Organist, Erskine United Church (1936-1940); Director of Music, Trinity United Church (1940-1942) and teacher, piano and organ, Toronto Conservatory of Music (1941-1942). Enlisted in Toronto, 19 August 1942 as Guard and posted to No.1 Manning Depot. Remustered to Clerk, 2 December 1942 and promoted AC1 on that date. Promoted LAC, 1 January 1943. Promoted Corporal, 1 July 1943. Promoted Sergeant, 1 January 1945. To No.4 Release Centre, 31 October 1944. To No.1 Air Command, 1 April 1946. To No.2 Release Centre, 12 June 1946. Released 14 June 1946 and returned to Fergus. Died there 1 July 1978.

Corporal Linn is a unique airman, though mustered as a clerk, he has given of his outstanding abilities in many different ways. He is an organist of distinction, and as such he has consistently rendered to the functions of this station his amazing talents in this regard. For two years he gave up his Sundays to play the organ for all church services. He was present at all entertainments, and recently has been on hand to meet all incoming overseas drafts and entertain the vast crowds in the coliseum. The hours he has worked may be regarded as uncounted. He is anxious and untiring in his efforts to carry out all duties assigned to him and always goes the second mile. On the release of bandsmen and thus the loss of the band at this unit, he has played the organ at every mustering out parade as well as for incoming drafts, etc. His hours are long and varied, but his ever present cheerfulness and complete disregard of personal convenience or effort mark him as outstanding in his duties and as a person.

Recommendation raised 3 September 1945 by S/L N.D. Milne as follows:

Corporal Linn is a unique airman, though mustered as a clerk, he has given of his outstanding abilities in many different ways. He is an organist of distinction, and as such he has consistently rendered to the functions of this station his amazing talents in this regard. For two years he gave up his Sundays to play the organ for all church services. He was present at all entertainments, and recently has been on hand to meet all incoming overseas drafts and entertain the vast crowds in the coliseum. The hours he has worked may be regarded as uncounted. He is anxious and untiring in his efforts to carry out all duties assigned to him and always goes the second mile. The undersigned recommends no one at this unit more enthusiastically for the award of the BEM.

Notes: Assessed 26 June 1943 - "A very efficient and hard working airman; does considerable extra work on the station." (S/L A.H.V. Woolrich).

Assessed 4 January 1946 - "An outstanding musician. Always of great assistance in promotinmg station activities." (S/L N.D. Milne).

When travelling on Victory Loan tours (especially with civilian stars) he was often separated from the main party and compelled to eat separately in the NCO mess. This caused problems in scheduled meals and was the subject of at least one protest (letter dated 17 July 1940, A.H. Gilmour, Assistant Chairman, Ontario Public Relations, National War Finance Committee, to A/V/M Hugh Campbell, AFHQ).

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LINTON, F/L Karl Raymond (J17417) - **Distinguished Flying Cross** - No.421 Squadron - Award effective 5 April 1944 as per **London Gazette** dated 14 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 18 February 1923 in Plaster Rock, New Brunswick; home there; educated at Tubique Valley High School. Enlisted in Moncton, 14 May 1941. To No.4A Manning Depot, 23 May 1941. To No.3 ITS, 27 July 1941; graduated and promoted LAC, 31 August 1941 when posted to No.21 EFTS; graduated 25 October 1941 when posted to No.9 SFTS; graduated and promoted Sergeant, 27 February 1942. Promoted Flight Sergeant on 27 August 1942, WO2 on 27 February 1943. Commissioned 5 April 1943; promoted Flying Officer, 5 October 1943; promoted Flight Lieutenant, 20 December 1943. Arrived in UK, 29 March 1942. At No.17 (P) AFU, 26 May to 23 June 1942; No.52 OTU, 23 June 1942 to 14 September 1942; No.416 Squadron, 14 September 1942 to 21 May 1943; No.421 Squadron, 21 May 1943 to 8 April 1944. No.83 Group Support Unit, 8 April to 27 October 1944. Went on leave to Canada, returning to UK 18 January 1945. With No.417 Squadron, 12 February to 5 July 1945. Arrived back in UK, 14 July 1945; repatriated to Canada 7 August 1945; released 26 October 1945. Reported to have

flown 159 sorties on first tour and 79 on second. Attended University of New Brunswick and then operated a Ford dealership. In 1968 he established Trufoam (an insulation company), retiring in 1984. Wrote a memoir, "Lucky Linton." Died in Halifax, 3 April 2010. Victories as follows: **29 July 1943**, one FW.190 destroyed southwest of Amsterdam; **31 July 1943**, one Bf.109 probably destroyed north of St.Omer; **3 October 1943**, one FW.190 destroyed (shared with another pilot), Roy/Amy; **18 October 1943** - one FW.190 destroyed, Lille; **22 October 1943**, one FW.190 destroyed, Beauvais; **20 December 1943**, one Bf.109 destroyed and two Bf.109s damaged, Merville/Douai. RCAF photo PL-19875 (ex UK-5445 dated 7 October 1943) shows him with Pilot Officer Horace Frank Howard (Montreal) digging slit trench in England; Linton admires how Howard (who had assisted in the victory of 3 October 1943) can lean on a shovel. Caption says in part, "Shortly before he was commissioned in the summer of 1943 a burst of bullets from a FW.190 came so close to Linton in the cockpit of his Spitfire that they tore the Sergeant's chevrons from his right sleeve and nicked his right ear so badly it took several weeks to heal but now shows no scar. On the Sunday [3 October] he shared in destroying one FW.190 and damaging another, anti-aircraft fire tore a hole in one wing of his kite but he skilfully flew it back to England." Photo PL-23360 shows him, head and shoulders. Photo PL-60353 (ex UK-19999 dated 6 April 1945) shows him as a Flight Commander with No.417 Squadron, on second tour. Public Record Office Air 2/9633 indicates the award was recommended when he had flown 148 sorties (203 operational hours).

This officer has been constantly on operations for a year and five months. He has taken part in numerous operations of various kinds and on many occasions has engaged the enemy. Flight Lieutenant Linton has destroyed at least four enemy aircraft and damaged others. He has displayed excellent leadership as a flight commander and on occasions he has led the squadron.

RCAF photo PL-19875 dated 24 September 1943 shows two members of the Red Indian Squadron digging slit trench outside their tent, southern England. Caption reads in part, "Pilot Officer Karl R. Linton, 20, of Plaster Rock, New Brunswick, admires how expertly tent-mate, Pilot Officer Horace Frank Packard, 23, of 1452 Sherbrooke Street West, Montreal, can lean on a shovel. A few days after the photograph was taken Packard and Linton were together on a sweep over France - Packard destroyed a FW.190, Linton shared with F/O William F. Cook of Clinton, Ontario, in destroying another and he badly damaged an additional one. Shortly before he was commissioned in the summer of 1943 a burst of bullets from a FW.190 came so close to Linton in the cockpit of his Spitfire that they tore the Sergeant's chevrons from his right sleeve and nicked his right ear so badly it took several weeks to heal but now shows no scar. On the Sunday he shared in destroying one FW.190 and damaged another, anti-aircraft fire tore a hole in one wing of his kite but he skilfully flew it back to England."

RCAF Press Release dated 21 January 1944 read:

A German cannon shell exploded against the glass windscreen of his Spitfire, but Flight Lieutenant Karl Raymond Linton, twenty-year-old fighter pilot of Plaster Rock, N.B., ducked his head and the shower of fine, pulverized glass missed his face and caused only minor cuts to the back of his neck.

The explosive cannon shell was one of a fusillade from point-blank range of 250 yards as F/L Linton's kite was within five feet of the ground and heading toward an apparently harmless haystack which turned out to be an enemy pill-box near Bernay in France. The bullet-proof glass plate stopped the cannon shell, but a hole nearly two inches in diameter was forced in the windshield as the glass was pulverized by the explosion.

Linton, who was leading one of the small fighter sweeps Canadian fly over enemy territory to challenge the Luftwaffe, was unable to see through his goggles as they became coated with powdered glass. He automatically pulled back on the "stick" of his Spitfire which went into a fast, powerful climb up past the low-hanging clouds.

The fine particles of glass swept past where his face had been a split-second previously. They coated the back of support of his armor-plated seat and some of them ricocheted from the armor plate and imbedded themselves in his neck as he crouched down in the cockpit. His clothes were covered with white, powdered glass when he landed back at a Canadian base in England – it seemed he might have been out in a fine snowstorm.

The veteran pilot, who plans to celebrate his 21st birthday on February 18 of this year, minimized his experience and was back over France the next day leading his section in the Red Indian squadron as it supported a daylight raid by bombers on German ground defences. He considered the experience as lightly as the time he was nearly wounded in the summer of 1943, when he was flying in the city of Oshawa, Squadron as No.2 to S/L F.H. Boulton, DFC, who, a few weeks later, became a prisoner of war. On that occasion, bullets from a German fighter entered Linton's cockpit and tore the sergeant's chevrons from his flying tunic, but he was unhurt. "Foss Boulton was chasing a German and I was following down, Linton explained later. "I think the German was aiming at Foss when he hit my plane."

The young ace, who in five months destroyed four German planes, shared in another destroyed and damaged six more – he turned alone into six German

fighters over France late in December, badly damaged two and put holes in a third – has already made 114 sweeps over enemy territory as he nears the end of his first tour of operations. He enthusiastically supports the tactics recently adopted by Canadians for days when duff weather does not permit larger scale operations, the tactics of Canadian fighter pilots sweeping over enemy territory and daring the Germans to send up anything or everything they have in readiness.

On the day Linton “ducked,” his companions in a sweep down toward Paris were F/O Tommy de Courcey of Windsor, Ontario; who continued on the sweep after an aileron was cut by enemy flak; F/O Al Nickerson of Moncton, N.B.; and F/O Andrew MacKenzie of Montreal, all of the Red Indian Squadron.

Four other members of the Red Indians went across the North Sea in their single-engined fighters to Holland where they flew over German airfields. There was no reaction from the enemy for the quartet composed of F/L John Sherlock, Calgary, Alberta; F/O Percy Alan MacLachlan of Vancouver, B.C.; F/O Robert (Scotty) McRoberts of Calgary; and F/O Jim Davidson of Waterloo, P.Q.

Other members of the Wolf Squadron went down south of Paris to “needle” the enemy the same day, but had poor luck and were ignored. They were P/O Claude Weaver, DFM, of Oklahoma City, Oklahoma; F/O Hart Finley of Westmount, P.Q.; F/O James Preston of St. Catharines, Ontario; and F/L John Hodgson of Calgary.

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LINTON, F/L Oscar Mahaffy (J15205) - **Distinguished Flying Cross** - No.401 Squadron - Award effective 8 August 1944 as per **London Gazette** dated 11 August 1944 and AFRO 2101/44 dated 29 September 1944. Born 21 December 1920 in Eden, Manitoba; home in Toronto. Enlisted in Regina, 12 September 1940. To “K”, 8 October 1940. To No.1 ITS, 14 November 1940; graduated and promoted LAC, 21 December 1940 when posted to No.14 EFTS; graduated 9 February 1941 and posted next day to No.2 SFTS; graduated and promoted Sergeant, 28 May 1941. To “Y” Depot, 29 May 1941. To RAF overseas, 18 June 1941; commissioned 9 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 9 February 1944. Repatriated, date uncertain; to Great Britain again, 7 May 1944; repatriated 28 October 1944; to No.13 SFTS, 4 December 1944; released 23 March 1945. Died in Ottawa, 6 April 1989. RCAF photo PL-2892 shows him receiving wings from Minister of Munitions, C.D. Howe. See also photo negative PMR 78-307.

Flight Lieutenant Linton has taken part in a large number of operational sorties. He has destroyed at least one aircraft and damaged others. Throughout a period of intensive operations he showed outstanding ability as a leader which, coupled with his fine fighting spirit, has made him a valuable member of his squadron.

NOTE: Public Record Office Air 2/9633 has recommendation drafted about 26 January 1944 when he had flown 148 sorties (203 hours 45 minutes). This provides much more detail.

Flight Lieutenant Linton was on his second tour of operations when he broke his back in a forced landing while at the Fighter Leaders Course. During his first tour in Malta, he completed 108 sorties during which he destroyed 1 1/3 enemy aircraft and damaged four others. Beginning his second tour with No.401 (RCAF) Squadron, he was given a flight. This he led with great skill for some 40 sweeps. During this time his squadron was continuously employed on the tedious and exacting work of close escort to USAAF medium bombers.

Flight Lieutenant Linton was an outstanding fighter pilot who concentrated his entire energy and interest on his duty.

On 28 January 1944, W/C K.L.B. Hodson wrote, "F/L Linton is an outstanding fighter pilot and merits an award."

On 3 February 1944, G/C W.R. MacBrien added his remarks:

Flight Lieutenant Linton's sorties were all, to the best of our knowledge, offensive. He fought through a very difficult period in Malta and showed outstanding ability as a leader while operating in this country previous to his accident. Lack of opportunity, due to the type of work being performed by Spitfire Vs during the period, is probably the only reason his present score is not higher. Owing to his return to Canada, I cannot give any more detailed information than above, but I most strongly recommend the non-immediate award of the Distinguished Flying Cross to this officer.

On 19 February 1944 an Air Vice Marshal (signature illegible) wrote:

The recommendation for this award is partly based on this officer's record of service outside this Group, as known to his immediate superiors. I have no means of checking his record and therefore forward the recommendation for consideration. The sound leadership and determination to engage the enemy which he has shown while under my command, combined with his log

operational record convince me that the award of the Distinguished Flying Cross is well merited.

The Air Officer Commanding, 2nd Tactical Air Force, approved this on 27 February 1944, but it was not until 31 May 1944 that Air Chief Marshal Trafford Leigh-Mallory, Air Commander-in-Chief, Allied Expeditionary Air Forces, also forwarded the document with his notation, "Approved".

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LINTON, F/O Wayne Bryce (J86937) - **Distinguished Flying Cross** - No.194 Squadron - Award effective 15 January 1946 as per **London Gazette** dated 29 January 1946 and AFRO 322/46 dated 29 March 1946. Born 28 August 1922 in Humboldt, Saskatchewan; home in Islay, Alberta. Enlisted in Edmonton, 3 June 1942 and posted to No.3 Manning Depot. To No.4 ITS, 28 August 1942; graduated and promoted LAC, 23 October 1942 but not posted to No.5 EFTS until 21 November 1943; graduated 6 February 1943 when posted to No.15 SFTS; graduated and promoted Sergeant, 28 May 1943. To No.1 GRS, 4 June 1943. To No.31 OTU, 7 August 1943. To "Y" Depot, 2 November 1943. Taken on strength of No.3 PRC, 23 November 1943. Commissioned 4 May 1944. Promoted Flying Officer, 4 November 1944. Repatriated 17 June 1946. To No.2 Air Command, 25 June 1946. Retired 9 September 1946. With No.437 Squadron as of date of award. RCAF photo PL-60503 (ex UK-20646 dated 12 April 1945) shows him with a Japanese NCO sword.

This officer has completed a tour of operational duty. He has throughout displayed outstanding ability and skill as a pilot and captain of aircraft. Many of his missions have been flown in adverse monsoon weather and over difficult mountainous terrain.

RCAF Press Release dated 27 April 1945 from F/L E.M. McVeity, transcribed by Huguette Oates, reads:

BURMA FRONT: -- Disarming looters and hunting Jap snipers was more than F/O W.B. Linton (J86937) of Islay, Alberta (near Vermillion) bargained for when he took time off from his duties as pilot in an RAF transport squadron to do a little sightseeing in the forward area.

At Toungoo then, but recently liberated, Linton joined forces with an American flier, Lieutenant James S. Carpenter of Cleveland to see the town, or what remained of it after the Jap had hurriedly evacuated. Riding down one of the shell marred streets in their jeep, the pair heard gun shots. Then two Burmese

women came racing down the road in great fear and agitation. Looters had threatened to loot their bullock carts, after firing off rifles in the air, the airmen were told. With the jeep in high gear, the pair set off in the indicated direction. They found two nearby villagers with loaded rifles left by the Japs. The would-be looters were disarmed and booted off to their village by the Yankee-Canuck team.

At lunchtime, the pair were invited by three 14th Army riflemen to join in a hunt for Jap snipers known to be in the neighborhood. Spreading out across the paddies, the party advanced upon an isolated village where several Japs had been surprised and shot the previous day. Hours of searching revealed not a live Jap, only the graves of the dead Japs whom the villagers had buried. And what did F/O Linton think of his day of rest? – “It was really wizard,” he declared, patting the butt of a Jap rifle.

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LIPPA, P/O Arthur (J15247) - **Commended for Valuable Services** - Attached to RAF - Award effective 2 September 1942 as per **London Gazette** of 5 September 1942 and AFRO 1653/42 dated 16 October 1942. Born in Tulsa, Oklahoma, 8 November 1919. Home in Houston, Texas; enlisted in Toronto, 4 December 1940 and posted to No.1 Manning Depot. To No.31 ANS (guard), 4 January 1940. To No.1 ITS, 29 March 1941; graduated and promoted LAC, 16 May 1941 when posted to No.9 EFTS; graduated 2 July 1941 and posted next day to No.1 SFTS; graduated and promoted Sergeant, 13 September 1941. Posted next day to Embarkation Depot. To RAF overseas, 3 October 1941. Commissioned 7 March 1942; promoted Flying Officer, 1 June 1942. Transferred to American forces, 23 November 1942. Died in Palm City, Florida, 20 February 2006 as per U.S. Social Security Records. Commended for Brave Conduct, but no citation.

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LIPPINCOTT, WO2 (now F/O) Robert Taylor (R96419/J88679) - **Croix de Guerre (France)** - Overseas - Awarded as per AFRO 1619/45 dated 19 October 1945. Born 26 June 1920. Home in Wynnewood, Pennsylvania; enlisted in Ottawa, 11 June 1941 and posted to No.1 Manning Depot. Trained at No.4 WS (graduated 6 July 1942) and No.1 BGS (graduated 12 October 1942). A U.S. Veterans Grave website lists one Robert Taylor Lippincott as being born 15 June 1915, serving in the Royal Canadian Air Force, and died 2 November 2002; buried in Arlington Cemetery. Other websites confirm birth date as 15 June 1915, place as Philadelphia. Public Records Office Air 2/8769 has recommended citation but does not identify unit.

Warrant Officer Lippincott has taken part in many operations. He has always displayed outstanding determination to complete his allotted tasks successfully. His efficiency has been exceptional at all times and has done much to secure the success achieved by his crew.

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LIPSIT, F/L Richard Rosswell (J10601) - **Distinguished Flying Cross** - No.114 Squadron - Award effective 27 June 1944 as per **London Gazette** dated 7 July 1944 and AFRO 1861/44 dated 25 August 1944. Born 1921 at Grimsby, Ontario; home there. Enlisted in Vancouver, 30 May 1941. To No.2 ITS, 27 July 1941; graduated and promoted LAC, 26 August 1941 when posted to No.18 EFTS; graduated 7 November 1941 when posted to No.7 SFTS; graduated 13 March 1942. Commissioned 1942. To "Y" Depot, 14 March 1942. To RAF overseas, 30 March 1942. Appears to have been repatriated in August 1945. Release date uncertain. An RCAF Press Release, drafted about the time he finished his tour, identified others in his crew as Warrant Officer E.C.J. Roney (navigator, Toronto) and Warrant Officer Harry J. Wood (wireless operator, Thunder Creek, Saskatchewan).

For some months Flight Lieutenant Lipsit has been engaged on operational sorties over North Africa, Sicily and Southern Italy. The majority of these sorties have been flown at night and he has never let adverse weather or enemy opposition deter him from completing his mission. In May 1944 this officer was detailed for a reconnaissance of the coast roads in the area of Rome. Only a few scattered transports were seen so he penetrated inland making low level attacks over mountainous terrain in the face of anti-aircraft fire and inflicting much damage on enemy supplies. Throughout a long tour of operations Flight Lieutenant Lipsit has displayed praiseworthy courage and skill.

NOTE: Public Records Office Air 2/9016 has detailed recommendation dated 28 May 1944 when he had flown 67 sorties (195 operational hours); form gives his Christian names as "Ross Richard".

Flying Officer Lipsit is now nearing the end of his tour having flown on operations with the utmost success for well over a year on light bombers on sorties covering North Africa, Sicily and southern Italy. Nearly all his sorties have been on armed reconnaissance at night in all kinds of weather. At all times he has shown the greatest courage and determination and has been an inspiration to the other crews of the squadron. He has never lost an opportunity to inflict the utmost damage on the enemy which can be well illustrated by one of many similar trips, when on the night of 6/7 May 1944, Flying Officer Lipsit was briefed to take on

operations for the first time an A-20G; this aircraft is used for strafing purposes only and carries no navigator, the pilot having to rely solely on his ability to get himself to the target, to carry out an armed reconnaissance of the coast roads in the area Rome-Civitavecchia-Orbetello. On reaching the area only a few scattered transport were seen and these he quickly machine-gunned from a height of 500 feet; he decided to go inland in the more mountainous area; on the Viterbo-Montefiascone road he encountered further motor transport and in spite of the surrounding high ground again went low to strafe the transports; light flak was fired at him from Viterbo but in spite of this he continued his attack, scoring hits on the enemy trucks. Only when his ammunition was exhausted did he return to base, having inflicted losses and caused much delay to the enemy supplies.

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LIPTON, S/L Moses (C868) - **Mention in Despatches** - No.410 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 21 June 1916 in Sydney, Nova Scotia as per RCAF Press Release reporting award and Ferry Command records. Graduated from Station Trenton, 17 June 1939. Instructor in surveying at Dalhousie before enlisting. Chief Flying Instructor, No.3 SFTS, October to December 1940. Deputy CFI, Central Flying School, May 1941. Had completed 2,339 flying hours to date, 1,525 flying hours as instructor, 42 hours in previous six months. Attached to Ferry Command, 5 April 1944. Departed Montreal, 14 April 1944 in Boston BZ448 to Sydney; to Gander, 15 April 1944; to Goose Bay, 16 April 1944; to Greenland, 17 April 1944; to Reykjavik, 18 April 1944; to Britain, 20 April 1944. Photo PL-4312 (ex UK-29) shows him. Photo PL-4638 (ex UK-376) is captioned as follows: "Flying Officer F.R. Davey of Parry Sound, Ontario, and Squadron Leader Morris Lipton of Halifax, Nova Scotia, adjutant and Officer Commanding respectively of an RCAF night fighter squadron, which is now actively engaged against night flying enemy bombers over Great Britain." Photo PL-4673 (ex UK-415) show him introducing members of the squadron to the Honourable Vincent Massey, during the High Commissioner's visit to the unit. Photo PL-4791 (ex UK-564) shows him standing beside his night fighter "somewhere in England". NOTE: He uses "Maurice" and "Moses" but the latter appears to be his final (postwar) choice.

LIPTON, W/C Maurice (C868) - **Air Force Cross** - AFHQ - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1127/45 dated 6 July 1945.

This officer was first employed in the Royal Canadian Air Force as a flying instructor. He proved highly efficient in this capacity and amassed over a thousand instructional hours. He was then posted overseas and upon his return he organized No.129 Fighter Squadron and subsequently commanded No.1

Flying Instructor School, Trenton, Ontario. At the Empire Central Flying School he obtained the highest all-round assessment ever granted for air and ground work. His knowledge and attitude to flying have been and are exceptional. In the various positions he has held in the Air Force he has always carried out his duties in an exemplary manner and the contribution he has made to service flying is very great.

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LISSON, S/L Harold Stanley (J4330) - **Distinguished Flying Cross** - No.418 Squadron - Award effective 28 April 1944 as per **London Gazette** of that date and AFRO 1186/44 dated 2 June 1944. Born 1 February 1916 at Jarrow, Alberta; farmed there; graduated from Camrose Luthern College and attended University of Alberta. Taught school for five years. Enlisted in Edmonton, 29 June 1940. To No.1 ITS, 22 July 1940; graduated and promoted LAC, 14 October 1940 when posted to No.9 EFTS; graduated 11 December 1940 when posted to No.5 SFTS; graduated and commissioned, 11 March 1941. To No.7 SFTS, 31 May 1941; to "Y" Depot, Halifax, 15 November 1942; attained rank of Flight Lieutenant, 13 August 1943. Promoted Squadron Leader, 9 January 1944. Repatriated 11 May 1944; to No.36 OTU, 28 June 1944; to No.8 OTU, 30 June 1944; to Western Air Command, 1 February 1945. Last wartime posting was to Patricia Bay. Remained in postwar RCAF (service number 19558), reverting to Flight Lieutenant but attaining rank of Squadron Leader (1 June 1948) and Wing Commander (1 January 1953); retired from RCAF in 1966. He then attended Queen's University and moved to Victoria to teach science. Died in Victoria, 5 February 1997. RCAF photo PL-24861 taken smiling on return to Canada. In RCAF photos PL-26806 (ex UK-7507 dated 24 January 1944) and PL-26807 (ex UK-7508) he is shown in Mosquito cockpit.

This officer has completed very many sorties during which he has attacked airfields and installations with success. In air fighting, Squadron Leader Lisson has shot down two enemy aircraft at night. His fine fighting qualities have always been evident and he has set an outstanding example of keenness and devotion to duty.

NOTE: Public Record Office Air 2/9220 has recommendation drafted by W/C Bennell on 8 March 1944 when he had flown 37 sorties (100 operational hours).

Squadron Leader Lisson has now completed 37 sorties with this squadron. Thirty of these sorties have been Intruder and in support of Bomber Command, two have been in support of No.617 Squadron and five have been Special Dropping Missions.

Intruder and Bomber Support sorties have been carried out over most of the major enemy aerodromes and Squadron Leader Lisson's determination has been outstanding. On the night of 27th September 1943, whilst patrolling aerodromes in the Hanover area, during one of Bomber Command's major efforts, Lisson shot down two twin-engined enemy night fighters using only 27 rounds from each of his four cannons. His bombing of an aerodrome has also been conspicuous by its accuracy.

Squadron Leader Lisson's support of No.617 Squadron during their Special Bombing efforts has been remarkable. His job was to attack the gun and searchlight defence positions around the target so that attention would be diverted from the bombers. He kept these defences very busy for the whole time he was at the target until the bombers' work was completed. This job he did on two occasions with such disregard for his own personal safety that it is impossible to rate his courage and determination too highly.

This officer has also carried out four very special Dropping sorties and the intelligent interest which he has shown in this type of work has been of great value to the organizations concerned. This type of dropping must be extremely accurate and demands most skilful flying. The last sortie of this type necessitated landing in Sardinia as it was impossible to make a return trip. The weather was difficult and it was not until Squadron Leader Lisson had made three attempts, one from this country and two from Sardinia, that he was rewarded with success. It is this type of cool determination and careful planning that has been such a valuable actor in contributing to the high morale and outstanding aggressiveness of the squadron. This Flight Commander's tour has been outstanding in every way.

RCAF Press Release 4557 dated 16 November 1944 is a remarkable document:

As story after story is released dealing with the magnificent work of the French partisans and the Maquis, Squadron Leader Harold Lisson, DFC, Edmonton, smiles with satisfaction. He can look back on the part he played in assisting the work of the patriots during the time he was a member of the famed City of Edmonton intruder squadron.

Much was accomplished by the Maquis on their own. But, money and important equipment such as radio parts were essential and could not be secured in France because of strict surveillance by the Nazis. From England, via air went the needed finance and equipment. Squadron Leader Lisson, Commanding Officer of

the squadron at the time of adoption by the city of Edmonton, with many operational trips to his credit, two enemy aircraft and a number of trains destroyed, made many trips between England and the Maquis.

As he looks back on those trips now, the former school teacher considers them the most interesting of his entire tour of operations. He remembers vividly the night that he delivered five million francs to one Maquis band; of another night when he delivered badly needed radio parts and of still another trip that saw him delivering money and, due to the distance, landing in Sardinia to refuel before returning to his base in England.

This entire liaison was exceptionally well organized. While only a few details are available, they nevertheless show the great organization work that was carried on by the "back-room" boys and the Maquis in order to perfect the underground work and pave the way for D Day.

From underground France would come word of requirements. Preparations would be made in England and over the British Broadcasting Corporation would go a message of almost a ridiculous nature. Yet that message, for example, "bicycles will be available at the corner", would be of great significance to the hard working members of the Maquis. It would tell them of a delivery by parachute at a definite time and a certain place on a designated night.

From his English base, Squadron Leader Lisson and his navigator, Flying Officer J. Franklin, DFC, Saskatoon, Saskatchewan and Prince Rupert, B.C. [sic - A.E. Franklin], one of the crews making the deliveries, would take off in the hours of darkness to carry out the mission.

The skill of the pilot and navigator were severely tested on such trips. It was necessary in complete darkness to pick out a small pin point such as a bend in a river, a small lake, a chateau and the watch for a signal from the waiting Maquis. These signals were given by means of flashlight and a pre-arranged letter was flashed to the speedy Mosquito. On occasions weather conditions made it impossible to make delivery and the same trip would have to be attempted the following night.

On one trip, the on point was missed by Lisson and it was necessary for him to circle and make another run over his course in order to locate the delivery point.

Squadron Leader Lisson has the satisfaction of knowing his missions were

successful. Acknowledgement reached England of receipt of the parcel of money delivered by Lisson and his navigator at a certain point and a certain time. And to verify the delivery still further, word, via the underground, described in detail the approach of the Mosquito, the course set following dropping of the parachute, the approximate height at which the aircraft was flying and an estimation of the speed.

During these daring journeys, there were many interesting incidents. One was the sight of battle between the Maquis and the Nazis in the vicinity of a small French village in that section of southern France now freed. "And it must have been a good battle", said Lisson. "The number of fires that were burning would seem to indicate that."

Squadron Leader Lisson is now Officer Commanding crew training at an RCAF Mosquito Operational Training Unit in Eastern Canada.

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LISTER, F/O John Ernest (J4706) - **Mention in Despatches** - No.407 Squadron - Award effective 9 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 22 February 1917 in Toronto. Took high school plus three years of accounting courses. Worked as a labourer for Remington Road Company, Hamilton, July 1934 to May 1935; thereafter a clerk and shipper for Burlington Steel Company, May 1935 to July 1940. Home given as being in St.Catharines, Ontario; enlisted in Hamilton, 2 July 1940 and posted to No.1 Manning Depot, Toronto. To No.1 ITS, Toronto, 22 July 1940. Promoted LAC, 16 September 1940 and posted that date to No.1 AOS, Malton. To No.1 BGS, Jarvis, Ontario, 9 December 1940; graduated 18 January 1941, promoted Sergeant and posted to No.1 ANS, Rivers; graduated and commissioned on 25 February 1941. Posted away on 12 March 1941; taken on strength of Embarkation Pool, Halifax, 13 March 1941; to ASD, Montreal, 15 April 1941; to Embarkation Pool, , Halifax, 2 May 1941. To No.3 PRC overseas, 8 May 1941; however he was at Transit Camp, Iceland, 23-26 May 1941 (probably due to convoy rerouting during **Bismark** chase.) Taken on strength of No.1 (Coastal) OTU, 2 June 1941. Logbook shows flying at No.3 (Coastal) OTU from 30 June to 6 August 1941 (Whitleys). Posting list shows him going to No.20 OTU, date uncertain but logbook makes no mention, instead showing him flying with No.612 Squadron (Whitleys), 17 August 1941 to 2 January 1942, even though he was formally posted to Nos.407 Squadron, 23 December 1941. DHist file 181.009 D.2620 (RG.24 Vol.20628) has recommendation dated 4 March 1942 for him, F/O L. Cowperthwaite (which see for text) and FS Norman John Jones (RAF). Killed in action, 12 February 1942 (Hudson AM598); name on Runnymede Memorial (Observer).

His logbook is in his documents. Overseas flying listed below; all times are by day unless otherwise indicated:

No.3 OTU

30 June 1941 - Whitley P5049 with Sergeant Bagley and P/O Hartshorn - local flying (1.00)
ditto - Whitley P5093 with Sergeant Holmes - cross-country (2.20)
8 July 1941 - Whitley P4274 with F/L Henderson and P/O Hartshorn - local flying (30 minutes)
ditto - Whitley P4274 with P/O Hartshorn - local flying (1.15)
9 July 1941 - Whitley P5063 P/O Ellis - navigation exercise (3.30)
10 July 1941 - Whitley P4941 with Sergeant Holmes - Butt of Lewis navigation (5.05)
15 July 1941 - Whitley P5049 with P/O Comfort - Silloth to Limivody (1.40)
16 July 1941 - Whitley P5049 with P/O Comfort - Limivody to Silloth (1.10)
21 July 1941 - Whitley T4228 with P/O Dandy - Navigation exercise (1.50)
28 July 1941 - Whitley P5049 with P/O Comfort (bomb aimer duty) - eight practice bombs (50 minutes)
6 August 1941 - Whitley P5063 with P/O Comfort - Silloth to Cranwell (1.10)

No.612 Squadron

17 August 1941 - Whitley "B" - F/O Longley - anti-submarine sweep (6.30 day, 1.10 night)
18 August 1941 - Whitley "E" - F/O Longley - Sumburch and return (3.00)
22 August 1941 - Whitley "A" - P/O Bow - Wick to Dishforth (2.30)
26 August 1941 - Whitley "A" - P/O Bow - Dishforth to Wick
24 September 1941 - Whitley "B" - W/C Shore - convoy duty (5.35 day, 2.50 night)
26 September 1941 - Whitley "A" - P/O Limbrey - Wick to Iceland, A/S sweep (5.30)
30 September 1941 - Whitley "A" - P/O Limbrey - A/S Sweep (7.10)
25 October 1941 - Whitley "F" - F/O Rhooes - Wick to St. Eval (5.25)
26 October 1941 - Whitley "L" - F/O Rhooes - St. Eval to Doncaster (3.50)
27 October 1941 - Whitley "L" - F/O Rhooes - Doncaster to Leuchars (3.40)
28 October 1941 - Whitley "L" - F/O Rhooes - Leuchars to Wick (1.45)
30 October 1941 - Whitley "X" - F/O McRobbie - convoy escort (6.00)
31 October 1941 - Whitley "X" - F/O McRobbie - Wick to St. Eval (4.25)
3 November 1941 - Whitley "X" - F/O McRobbie - A/S Sweep (7.30 day, 1.30 night)
4 November 1941 - Whitley "O" - F/O McRobbie - St. Eval to Wick (5.00)
2 December 1941 - Whitley "B" - P/O Imber - convoy escort (5.30 day, 1.10 night)
15 December 1941 - Whitley "E" - P/O Imber - Wick-Iceland on A/S sweep (5.40 day, 1.00 night)
16 December 1941 - Whitley "M" - P/O Imber - sub hunt and sweep (2.55 day, 3.00 night)
20 December 1941 - Whitley "E" - P/O Imber - A/S sweep (5.50)
2 January 1942 - Wellington "A" - S/L Thompson - Iceland to Wick, A/S sweep (3.30 day, 2.00)

night)

No.407 Squadron

16 January 1942 - Hudson "E", AM841 - F/O Cowperthwaite - sub hunt, Norwegian coast (5.15)

19 January 1942 - Hudson "L", AM838 - F/O Cowperthwaite - Rover, Den Helder-Nevark (4.20 night)

22 January 1942 - Hudson "L", AM838 - F/O Cowperthwaite - Rover, Den Helder-Totersand (4.20 night, landed Bircham, crashed).

24 January 1942 - Hudson "L", AM838 - F/O Cowperthwaite - Bircham to North Coates (50 minutes)

31 January 1942 - Hudson "K", AM626 - F/O Cowperthwaite - strike, returned early, turret unserviceable (2.00)

7 February 1942 - Hudson AM841 - F/O Cowperthwaite - Rover, Hook to Texel (2.45, no cloud cover)

14 February 1942 Hudson "D" - F/O Cowperthwaite - strike, failed to return.

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LISTER, G/C Murray Duncan (C168) - **Mention in Despatches** - Station Tofino - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in Edmonton, 17 January 1912 (RCAF press release 4907 reporting award); educated there. Enlisted in the Militia (cavalry), 1928; attended Royal Military College; joined RCAF at Camp Borden, 13 June 1935. Trained as pilot, 1936. At the outbreak of war he was overseas on a training mission to Britain; having been promoted Flight Lieutenant, 1 April 1938. Recalled to Canada, he was instrumental in organizing BCATP programmes at Trenton, Mountain View, Winnipeg, Lethbridge, Vancouver and Tofino.. Promoted Wing Commander, 1 June 1941. Promoted Group Captain, 1 January 1943. To United Kingdom, 27 July 1945; served with No.84 Air Disarmament Group. Remained in postwar RCAF, rising to Air Commodore (1 September 1954) and Air Vice Marshal (1 November 1960); awarded Queens Coronation Medal, 23 October 1953, while a Group Captain in Training Command. Other postings included command of Station Centralia, National Defence College at Kingston (first as a student, then instructor) and NATO staff duties in London, England. Also involved in DEW line development and NORAD organization (Deputy Chief of Staff for the latter). His last posting before retirement was Chief of Air Defence Command, St. Hubert. Retired 1966. Died at Niagara-on-the-Lake, Ontario, 7 January 2006. RCAF photo PL-1370 taken as a Squadron Leader, 1941.

This officer, during the period he has been in command of this station, has discharged his duties in an exemplary manner. By his ability and outstanding devotion to duty he has raised the standard of this unit to a high pitch of

operational efficiency. Group Captain Lister, by his own excellent example, is an inspiration to those serving under him.

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LISTER, LAC William Norman (R151546) - **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 in Sintaluta, Saskatchewan, 8 October 1913. Educated in Burnaby and Vancouver, 1919-1929. A book-keeper for twelve years. Member, Irish Fusiliers of Canada, June 1940 to January 1942. Enlisted in Vancouver, 14 January 1942 as "Tradesman". Posted that date to No.1 Manning Depot. To Technical Training School, St. Thomas, 17 April 1942 on classification as Electrician. Promoted AC1, 28 August 1942. To No.9 SFTS, Centralia, 11 September 1942. Promoted LAC, 1 January 1943. To "Y" Depot, 29 March 1943; to RAF overseas, 15 May 1943. Disembarked in Britain, 24 May 1943 and posted to No.3 PRC, Bournemouth. To Eastmoor, 8 June 1943. To No.434 Squadron, 7 July 1943. To No.64 Base, 16 September 1944. Repatriated 13 June 1945 by long range aircraft. To Station Dartmouth, 22 June 1945. Released 2 September 1945. As he prepared to leave the RCAF he stated that he would return to his former employer, out of a concern for security, but that he was also interested in Trade Training to follow through on his electrical experience with the RCAF. Died in Vancouver. 29 August 1981 as per British Columbia Vital Statistics. DHist file 181.009 D.4364 (RG.24 Vol.20648) has recommendation dated 26 July 1944.

This airman enlisted on 14th January 1942, and has served in the United Kingdom since 24th May 1943, and is employed as an electrician. He has at all times displayed a high degree of zeal and devotion to duty during long hours at work during the organizational stage of this squadron. His efforts have contributed greatly to the efficient operation of the squadron.

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LITTLE, F/O Meldrum Wells (J43798) - **Distinguished Flying Cross** - No.117 Squadron - Award effective 27 March 1946 as per **London Gazette** dated 5 April 1946 and AFRO 497/46 dated 17 May 1946. Born 4 December 1923 in Viking, Alberta; home in Edmonton. Enlisted in Edmonton, 19 October 1942 with No.8 University Air Training Corps. Appointed Acting Corporal, 11 January 1943. To No.3 Manning Depot, 14 June 1943. To No.4 ITS, 10 July 1943; graduated 18 September 1943 when posted to No.5 EFTS; graduated 13 November 1943 when posted to No.19 SFTS; graduated and commissioned 7 April 1944. To No.32 OTU, 21 April 1944; to No.6 OTU, 31 May 1944; to "Y" Depot, 24 July 1944; taken on strength of No.3 PRC, 3 August 1944. Promoted Flying Officer, 7 October 1944. Repatriated 10 January 1946. Retired 25 February 1946. Subsequently University of Alberta, graduating in Medicine in 1950. Practiced

general surgery and appointed Fellow of the Royal College of Surgery of Canada. On the staff of Union Hospital; recipient, Nuffield Scholarship, general surgery, 1954. Died in Nanaimo, 13 June 2001. RCAF photo PL-60855 (ex UK-22429 dated 5 July 1945) shows RCAF personnel of an RAF transport squadron packed and ready to move to a new airfield - F/O H.B. Grant (J48695, Vancouver), F/L Ian Carne (J11604, Nelson, British Columbia), F/O R.G. McDonald (J29610, Aldergrove, British Columbia), Flight Sergeant B. Davis (R194328, Morin Heights, Quebec), F/O Henry Rodrigue (J41930, Montreal), F/O J.S. Rooney (Almonte, Ontario) and F/O Mel Little (J43798, Edmonton).

Flying Officer Little has completed a large number of operational sorties. He has developed great skill in supply dropping missions in the Arakan area, often in the face of enemy fire. Throughout his operational career this officer has set a high standard of courage and devotion to duty.

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LITTLE, F/L Stuart Walker (J21422) - **Distinguished Flying Cross** - No.582 Squadron (deceased) - Award effective 24 May 1944 as per **London Gazette** dated 21 December 1945 and AFRO 155/46 dated 15 February 1946. Born 1 August 1913 in Scarborough, Ontario; Home in Agincourt, Ontario. Enlisted in Toronto, 28 June 1937 as Rigger and posted to Camp Borden. To Dartmouth, 13 June 1938 and attached to No.5 (BR) Squadron. Promoted AC1, 28 June 1938. Reclassified as Airframe Mechanic, 1 July 1939 and promoted LAC. Promoted Corporal, 1 September 1939. Still with No.5 (BR) Squadron, reported as flying on patrols on 30 April 1940, 1 May 1940, 8 May 1940. From No.5 (BR) Squadron to Montreal, 17 January 1941. Promoted Sergeant, 1 May 1941. Taken on strength of No.117 (BR) Squadron, 7 October 1941. To No.3 Repair Depot, 21 November 1941. Remustered to aircrew and posted to No.4 ITS, Edmonton, 14 March 1942, reverted to AC2 at the time. Promoted Sergeant, 1 April 1942. To No.16 EFTS, Edmonton, 7 June 1942; to No.5 EFTS, High River, 21 June 1942; to No.3 SFTS, Calgary, 16 August 1942; graduated and commissioned, 4 December 1942. Posted away on 27 December 1942 to "Y" Depot, Halifax. Embarked 4 January 1943; disembarked in Britain, 12 January 1943 and posted to No.3 PRC. To No.18 (P) AFU, 16 March 1943. Attached to No.1533 Beam Approach Training Flight, 19 April 1943. To No.81 OTU, 11 May 1943. Course lasted 14 May to 19 July 1943 (Whitley aircraft, five hours day dual to first solo, total 5.45 day dual and 36.30 day solo; 3.15 night dual to first solo, followed by 38.55 night dual; "Above the average as a pilot and captain of aircraft.") Promoted Flying Officer, 4 June 1943. To No.1656 Conversion Unit, date uncertain. To No.166 Squadron, 2 October 1943. To No.156 Squadron, 1 December 1943. Promoted Flight Lieutenant, 10 March 1944. To No.582 Squadron, 1 April 1944. Killed in action 25 May 1944 (Lancaster ND816); buried in Germany.

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.

NOTE: Public Record Office Air 2/9652 has recommendation drafted 18 May 1944 when he had flown 30 sorties (195 hours); text slightly more detailed than that published.

4 October 1943 - Ludwigshaven
8 October 1943 - Hanover
18 October 1943 - Hanover
19 October 1943 - Leipzig
22 October 1943 - Kassel
18 November 1943 - Berlin
22 November 1943 - Berlin
16 December 1943 - Berlin
29 December 1943 - Berlin
1 January 1944 - Berlin
5 January 1944 - Stettin
14 January 1944 - Brunswick
20 January 1944 - Berlin
21 January 1944 - Magdeburg
27 January 1944 - Berlin
28 January 1944 - Berlin
15 February 1944 - Frankfurt-on-Oder
19 February 1944 - Leipzig
20 February 1944 - Stuttgart
24 February 1944 - Schweinfurt
25 February 1944 - Augsburg
1 March 1944 - Stuttgart
15 March 1944 - Stuttgart
18 March 1944 - Frankfurt
18 April 1944 - Noisy-le-Sec
20 April 1944 - Cologne
22 April 1944 - Laon
3 May 1944 - Montdidier
7 May 1944 - Nantes
9 May 1944 - Cap Gris Nez

This officer has carried out 30 attacks on enemy targets, 25 of which have been against heavily defended targets. He is a captain of a very reliable marking crew, who is keen to operate on every possible occasion.

His ability to make instant decisions in emergency, skilful handling of his aircraft, and cool judgement have been an inspiration to his crew, and an example to the squadron. By his fine offensive spirit he has earned the award of the Distinguished Flying Cross, and is accordingly recommended.

The Officer Commanding, RAF Station Little Staughton, added his remarks on 20 May 1944:

This officer has proved himself to be a very capable operational captain, and his courage and endurance have set a most worthy example to his crew. I can recommend him for the award of the Distinguished Flying Cross.

This was duly marked "Strongly recommended" by the Air Officer Commanding, No.8 Group, on 30 May 1944.

The website "Lost Bombers" has the following on his final sortie. Lancaster ND816, No.582 Squadron (60-O), target Aachen, 24/25 May 1944. This aircraft was delivered to No.582 Squadron from No.32 Movements Unit, 26 April 1944. It also took part in the operation against Montdidier airfield, 3/4 May 1944. When lost this aircraft had a total of 31 hours. Airborne at 0020 hours, 25 May 1944 from Little Staughton. Hit by Flak and crashed onto the Schutzenstrasse in the centre of Aachen. Crew were F/L S.W. Little, DFC, RCAF; Sergeant W.C. Truman; F/L J.P.Flynn, RCAF; Flight Sergeant G. Jones; Flight Sergeant A.W. Oram; Flight Sergeant B.W. Webb; Flight Sergeant N.A.Rawlinson (all killed).

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LIVINGSTON, P/O Robert Andrew (J17110) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 1 July 1943 as per **London Gazette** dated 13 July 1943 and AFRO 1724/43 dated 27 August 1943. Born in Morden, Manitoba, 12 February 1922. Farmer; home in Rosebank, Manitoba; enlisted in Winnipeg, 29 May 1941 and posted to No.2A Manning Depot, Penhold. To No.3 SFTS (guard), 3 August 1941. To No.2 WS, Calgary, 16 September 1941. Promoted LAC, 15 October 1941. To No.5 BGS, Dafoe, 1 February 1942; graduated and promoted Sergeant, 2 March 1942. To No.32 OTU, Patricia Bay, 3 March 1942; posting cancelled and posted to "Y" Depot, 11 March 1942. Disembarked in Britain, 14 April 1942 and posted to No.3 PRC, Bournemouth. To No.4 Signal School, 8 May 1942. To No.23 OTU, 16 June 1942. To No.425 Squadron, 1 September 1942. Promoted Flight Sergeant, 2 September 1942. Commissioned 18 February 1943. In crew of P/O S.L. Murrell, DFC. See that entry for details of two flying incidents (13 February and 5 March 1943) in which Livingston was present. To No.432 Squadron, 1 May 1943. To No.405 Squadron, 8 June 1943. Killed in action with No.405 Squadron, 21/22 June 1943 (Halifax JD124). Award presented to next-of-kin, 12 December 1944. RCAF photo PL-34542 show presentation to P.A. Livingston (brother).

This officer has taken part in a large number of operational missions as wireless operator air gunner. He has always shown the greatest determination to achieve

his objective. On one occasion, during a daylight attack on Oldenburg, the aircraft in which he was flying was hit by cannon shells from two enemy fighters and fire broke out behind the navigator's seat. Pilot Officer Livingston promptly put the fire out, thus enabling the aircraft to return safely. At all times his devotion to duty and coolness under fire have set a fine example to his crew.

NOTE: Public Record Office Air 2/8964 has recommendation drafted 10 May 1943 when he had flown 23 ½ sorties (136 hours). Name given as "Robert Anderson Livingston". Sortie list and submission as follows:

15 October 1942 - Cologne (6.00)
9 November 1942 - Hamburg (6.45)
16 November 1942 - GARDENING (4.25)
22 November 1942 - Stuttgart (8.40)
25 November 1942 - GARDENING (5.55)
7 December 1942 - GARDENING (4.50)
9 December 1942 - Turin (6.50)
16 December 1942 - GARDENING (5.20)
20 December 1942 - Duisburg (4.50)
21 January 1943 - GARDENING (4.45)
23 January 1943 - Essen (4.55, daylight)
30 January 1943 - Oldenburg (6.25)
4 February 1943 - Lorient (6.00)
7 February 1943 - Sea search (5.50, counted as half-sortie)
11 February 1943 - GARDENING (4.05)
3 March 1943 - Hamburg (6.15)
5 March 1943 - Essen (5.05)
12 March 1943 - Essen (4.50)
26 March 1943 - Duisburg (4.40)
28 March 1943 - St. Nazaire (5.10)
29 March 1943 - Bochum (5.00)
14 April 1943 - Stuttgart (7.05)
16 April 1943 - Mannheim (7.25)
26 April 1943 - Duisburg (4.55)

This officer has taken part in many operational sorties as a Wireless Operator Air Gunner. He has always shown the greatest determination to achieve his object and on one occasion, in a daylight attack over Oldenburg, the aircraft in which he was flying was hit by cannon shell from two enemy fighters and fire broke out behind the navigator's seat. Pilot Officer Livingston promptly put out the fire which enabled the aircraft to return safely. At all times his devotion to duty has set a fine example to his crew.

This was endorsed by the Officer Commanding, Station Dishforth (G/C J.L. Plant, 17 May 1943),

the Base Commander, Topcliffe (18 May 1943) and the Air Officer Commanding, No.6 Group (Air Vice-Marshal G.E. Brookes, 31 May 1943).

The website "Lost Bombers" gives the following on his last sortie. Halifax JD124 of No.405 Squadron (LQ-P), target Krefeld, 21/22 June 1943. Aircraft was delivered to squadron between 22 April 1943 and 7 May 1943. Airborne at 2336 hours, 21 June 1943 from Gransden Lodge. Cause of loss not established. Crashed near Munchen-Gladbach. Crew were F/L S.L. Murrell, DFC (American from Texas, serving in the RCAF), Sergeant A.W.Nichols, BEM, RCAF, P/O F.W.Hodge, RCAF, P/O J.H.T.J. Lemieux, RCAF, P/O R.A.Livingston, DFC, RCAF, Flight Sergeant E.D.Rowe, RCAF, Sergeant R.L.Robinson, RCAF (all killed).

Notes on Training: Course at No.2 WS was 18 August 1941 to 1 February 1942. Spent five hours in Flying Class Room as First Operator, three hours five minutes in Flying Classroom on listening watch and six hours 50 minutes in two-seat aircraft as sole operator. Graded average in the air. Ground courses were Theory (36/50), Radio Equipment (186/250), Morse (170/200), Procedure (185/200), Signals Organization (87/150), Armament (81/100), Drill and PT (30/50). Placed 24th in a class of 97.

Course at No.5 BGS was 2 February to 2 March 1942. Flew six hours 15 minutes in Battle aircraft. Fired 300 rounds on ground, 400 rounds air-to-ground and 1,400, air-to-air. Scored six percent hits on Beam Test, five percent on Beam Relative Speed Test, and 6.5 percent on Under Tail Test. Scored 82/100 on written exam, 67/100 on practical and oral exam. Placed 13th in a class of 34. "A very smart student - will make an excellent air gunner."

RCAF Press Release No.1032 dated December 1942, transcribed by Huguette Oates, reads as follows (mission was on 22 November 1942):

If you want to know something about narrow escapes, just ask Sergeant Robert Livingston, of Rosebank, Manitoba. He knows. Sergeant Livingston, who is a member of the French Canadian bomber squadron, was on his way home from Stuttgart the other night when, over the French Coast, he and his crew companions were surprised by enemy anti-aircraft. He didn't pay too much attention at first, as he was working hard on his radio, but he jumped when a bullet struck his set.

"The bullet just missed me by eight or nine inches," he said. "It passed through my radio set and fell on the floor. It was an incendiary bullet and it immediately took fire, but I recovered from my stupefaction in time to extinguish the flames with my foot." The radio set was damaged, and one of the fuel tanks was pierced by another bullet, but the bomber was brought back safely by Sergeant Pilot S.L. Murrell, of Gainsville, Texas.

Sergeant Livingston joined the RCAF in January 1941. He took his training as a Wireless Operator at Penhold, Alberta, at Calgary and at Defoe, Saskatchewan.

He has been overseas since last April.

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LIVINGSTONE, G/C Amos Thomas (C4612) - **Mention in Despatches** - No.1664 Conversion Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in England, 11 July 1895. Name also rendered as Livingston. Enlisted in Winnipeg, 1 April 1924 as Airframe Mechanic. Attained rank of WO1, 1 May 1934. At No.3 Repair Depot, 1 December 1939. Commissioned as Flying Officer, 24 March 1941. To No.11 SFTS, 10 May 1941. Promoted Flight Lieutenant, 15 July 1942. To No.2 Training Command, 25 October 1942. Promoted Squadron Leader, 1 January 1943. To "Y" Depot, 19 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Promoted Wing Commander, 31 May 1944. Repatriated 16 November 1945. To Western Air Command, 6 February 1946. Retired 30 November 1946. Some of postwar time lived in San Diego. DHist file 181.009 D.2993 (National Archives RG.24 Volume 20634) has recommendation forwarded to No.6 Group Headquarters, 25 July 1944. Described as having served 1914 to 1919 with RFC and RAF, and with the RCAF from September 1920 onwards. Had been nine months overseas. Aeronautical Engineer and Chief Technical Officer at his unit. **Legion Magazine** of May 1992 reported the death of G/C Thomas A. Livingstone, OBE [sic], 9 January 1992 in Surrey, British Columbia, service number C4612 confirmed in Royal Canadian Legion "Last Post" website.

This officer has built up and at all times maintained a high standard of efficiency and work in the Servicing Wing of his unit. His marked degree of keenness and interest in his men has proven a worthy example to his juniors which is evident in the improved aircraft serviceability since the re-establishment of the unit on the station. Wing Commander Livingstone's loyalty and untiring efforts have contributed considerably towards a high standard of training and production of aircrew.

An unidentified file at Directorate of History and Heritage had a recommendation for an OBE drafted 21 June 1945 by G/C A.G. McKenna (Station Commander, Topcliffe). It described Livingstone as "Formerly Chief Technical Officer" of No.1664 Conversion Unit and currently with the Allied Control Commission. Although not awarded, the text is transcribed for the historical record:

This officer's great powers of leadership coupled with his fine knowledge of engineering problems have been outstanding in his long career serving with the Royal Flying Corps from 1914 to 1919 and with the Royal Canadian Air Force since its inception.

As Chief Technical Officer at 1664 Heavy Conversion Unit, Dishforth, Wing Commander Livingstone, despite the fact that his aircraft and equipment were all ex-operational, maintained an exceptionally fine standard of efficiency and serviceability. His marked degree of keenness and interest in his men proved a

worthy example to his juniors, and many of these Officers owe much of their success in this Canadian Group to the knowledge acquired while working under Wing Commander Livingstone.

It is strongly recommended that in recognition of this Officer's exemplary record of service, and his great ability both as an organiser and an Engineer, that he be awarded the Order of the British Empire.

To this, on 23 June 1945, Air Commodore J.C. Kerr (Commander, No.76 Base) added his remarks: "A well merited award which has my support", However, there was no further action taken.

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LIWISKI, P/O Peter Edward (J85597) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 22 May 1919 at Gilbert Plains, Manitoba; home there (teacher). Enlisted in Winnipeg, 19 May 1942 and posted to No.2 Manning Depot. To N.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.3 AOS 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 13 March 1944. Promoted Flying Officer, 13 September 1944. Repatriated 25 September 1944. To Release Centre, 18 January 1945. Retired 31 January 1945. Changed his surname to "Lewis". Died in Winnipeg, 9 March 2012. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.1633 (RG.24 Vol.20603) has recommendation dated 16 August 1944 when he had flown 30 sorties (149 hours 12 minutes), 30 January to 20 July 1944. Medal sent by registered mail, 20 March 1951. NOTE: Name later changed to "Lewis".

Pilot Officer Liwiski has completed an operational tour on four-engined bombers. He has successfully navigated his aircraft to many targets deep into Germany, including three to Berlin and others to Stuttgart, Frankfurt and Essen. On all occasions he navigated with great skill and the excellence of his work was a very large contributing factor to the outstanding success achieved by his crew. The very fact that the aircraft in which he flew was so seldom hit by flak or attacked by fighters indicated the very high standard of track-keeping and navigation he attained.

Pilot Officer Liwiski, by his cheerful tenacity and operational keenness, greatly inspired and set a splendid example to all navigators in the squadron.

The sortie list was as follows:

30 January 1944 - Berlin (7.14)
15 February 1944 - Berlin (6.15)
20 February 1944 - Stuttgart (6.46)
24 February 1944 - Schweinfurt (8.42)
7 March 1944 - Le Mans (5.22)
15 March 1944 - Stuttgart (8.06)
18 March 1944 - Frankfurt (5.32)
22 March 1944 - Frankfurt (5.43)
24 March 1944 - Berlin (7.05)
26 March 1944 - Essen (4.56)
10 April 1944 - Laon (5.15)
20 April 1944 - Cologne (4.34)
1 May 1944 - St. Ghislain (3.51)
9 May 1944 - Calais (2.56)
11 May 1944 - Boulogne (3.29)
24 May 1944 - Aachen (4.41)
27 May 1944 - Bourg Leopold (4.03)
31 May 1944 - Au Favre (3.32)
12 June 1944 - Cambrai (4.22)
14 June 1944 - St. Pol (3.42)
17 June 1944 - Oisemonte (4.15)
21 June 1944 - St. Martin (4.00)
24 June 1944 - Bamieres (4.20)
4 July 1944 - Villeneuve St. George (5.40)
5 July 1944 - Siracourt (4.05)
7 July 1944 - Caen (4.00)
12 July 1944 - Creil area (4.25)
17 July 1944 - Caen (4.40)
20 July 1944 - L'Hey (3.30)

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LOADER, WO2 Charles David (R121205) - **Mention in Despatches** - No.10 (BR) Squadron - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO/1380 dated 30 June 1944. Born 23 March 1923 in Didsbury, Alberta; educated at Davenport and Didsbury. Enlisted in Calgary, 4 August 1941. To No.3 Manning Depot, 30 September 1941. To Station Calgary, 10 November 1941. To No.4 ITS, 21 December 1941. Promoted LAC, 13 February 1942 and posted that day to No.3 Manning Depot. To No.2 WS, 21 February 1942; to No.7 BGS, 11 September 1942; promoted Sergeant, 12 October 1942. To Eastern Air Command, 13 October 1942. To No.162 (BR) Squadron, 19 February 1943. To No.10 (BR) Squadron, 20 May 1943. Commissioned 22 October 1944 (J50679). To Moncton, 20 April 1945. Promoted Flying Officer, 22 April 1945. To No.7 OTU, 27 June 1945. To Debart, 1 July 1945. Released 14 October 1945. As of award had flown 650:45 hours, 397:20 operational hours (46 sorties).

This warrant officer has shown himself to be an exceptionally capable and devoted wireless operator air gunner on anti-submarine operations. He has handled his guns in attacks against enemy submarines with excellent results.

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LOCK, Sergeant Harold Edward (R143074) - **Mention in Despatches** - No.1664 HCU - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born in Luella, Saskatchewan, 14 May 1920. Educated in that province. Prewar he was a rural mailman (16 months) and grocery clerk (19 months). On Administrative Staff, Westminster Regiment, 13 August 1940 to 18 November 1941. Enlisted in RCAF, Vancouver, 19 November 1941 as Tradesman and posted to No.1 Manning Depot. Remustered to Clerk (General Duties), 17 January 1942. To Trenton, 19 January 1942. To No.2 Manning Depot, 21 February 1942 on promoted to AC1. To "Y" Depot, Halifax, 17 June 1942. Promoted LAC, 1 July 1942. To United Kingdom, 6 July 1942. Disembarked in United Kingdom, 16 July 1942 and posted to No.3 PRC, Bournemouth. To No.1664 Conversion Unit, 28 July 1942. Promoted Corporal, 1 September 1942. Promoted Sergeant, 1 December 1944. To No.63 Base, 6 April 1945. To No.8402 Wing, 5 May 1945. Repatriated 23 November 1945. Released 7 January 1946. Died in Matsqui, British Columbia, 1 September 1967 as per British Columbia Vital Statistics. RCAF photo PL-45927 (ex UK-23455 dated 27 September 1945) taken on the occasion of his marriage to Private Mary Gilholme, CWAC (Edmonton) at St. Barnabos Church, London on 20 September 1945. As of recommendation (23 January 1943) he had been one year eight months in Canada, one year six months overseas. No citation in AFRO; following from DHist 181.002 D.225:

This non-commissioned officer has been in charge of the Training Orderly Room of No.1664 Heavy Conversion Unit since its formation in May 1943. He has spared neither time nor energy in his efforts to organize his Section and the smooth running of the administration of this unit is largely due to his work.

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LOCK, F/L Walter (J8948) - **Distinguished Flying Cross** - No.225 Squadron - Award effective 2 June 1944 as per **London Gazette** dated 9 June 1944 and AFRO 1660/44 dated 4 August 1944. Born in Victoria, 10 February 1919; home there. Enlisted in Vancouver, 11 March 1941 and posted to No.2 Manning Depot. To No.1 ANS (non-flying duty), 10 April 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941; posted that date to No.5 EFTS; to No.10 SFTS, 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 September 1942. Promoted Flight Lieutenant, 21 November 1943. Repatriated 8 March 1945. To Halifax again, 13 April 1945. To UK again, 1 May 1945. Repatriated 7 August 1945. Released 9 October 1945. Died in Victoria, 25 May 2002 as per **Legion Magazine** of November 2002.

A determined, skilful and fearless pilot, this officer has completed a large number of operational sorties, many in the face of heavy anti-aircraft fire. On one occasion he chased and attacked an enemy force of thirty aircraft. Flight Lieutenant Lock has constantly displayed a fine fighting spirit and has destroyed or damaged much enemy mechanical transport.

NOTE: Public Record Office Air 2/9629 has recommendation by Lieutenant-Colonel R.H. Rogers (South African Air Force), Commanding Officer, No.225 Squadron, dated 6 April 1944; Lock had flown 776 hours 15 minutes (147 hours in previous six months) including 137 hours 55 minutes on operations (104 sorties). The text, however, adds nothing to the final citation.

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LOCKE, FS Eldon Blakely (R82023) - **British Empire Medal** - No.14 SFTS - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 14 May 1912. Enlisted in Trenton, 13 November 1940 as Senior Mechanic Workshop (reclassified as Airframe Mechanic, 17 August 1942). Posted to No.6 Repair Depot on enlistment and granted rank of LAC. To No.14 SFTS, 3 July 1941. Promoted Corporal, 1 September 1941. Promoted Sergeant, 1 October 1942. Promoted Flight Sergeant, 23 March 1943. To No.8 Repair Depot, 7 June 1945. To Release Centre, 20 October 1945. Released 26 October 1945. Royal Canadian Legion "Last Post" website and **Legion Magazine** of April 1996 report the death of R83203 Flight Sergeant Eldon B. Locke, age 83, Kirkland Lake on 28 November 1995 - most likely this man. DHist file 181.009 D1429, Honours and Awards, No.14 SFTS, Kingston, found in RG 24 Vol.20598, describes him as NCO in charge of station workshops. The recommendation, submitted on 8 April 1945, reads as follows:

Flight Sergeant Locke has given distinguished service of an unusually high order and far beyond that required in the line of duty. His unremitting initiative in organizing and improving his section has resulted in the production of a large number of labour saving devices which have made a very real contribution to the war effort. When confronted with a new and difficult task this NCO has invariably performed it in an able and satisfactory manner. Such work has set a fine example to the rest of his section.

Final citation differs only slightly:

This non-commissioned officer has given distinguished service of an unusually high order and far beyond that required in the line of duty. His keen initiative in organizing and improving his section has resulted in the production of a large number of labour saving devices which have made a very real contribution to the war effort. When confronted with a new and difficult task this non-commissioned officer has invariably performed it in an able and satisfactory manner. Such work has set a fine example to the rest of his section.

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LOCKE, F/O James Edward Roland (J25483) - **Mention in Despatches** - No.417 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 27 May 1923. Enlisted in Halifax, 4 March 1942. To No.5 Manning Depot, 22 March 1942. To No.5 Equipment Depot, 7 May 1942. To No.3 ITS, 4 July 1942; graduated and promoted LAC, 29 August 1942 but not posted to No.11 EFTS until 10 October 1942; to No.13 SFTS, 27 December 1942; graduated and commissioned, 16 April 1943. To "Y" Depot, 30 April 1943; to RAF overseas, 8 May 1943. Promoted Flying Officer, 16 October 1943. Repatriated 18 December 1944. To Moncton, 29 December 1944. To "Y" Depot again, 30 January 1945. Taken on strength of No.3 PRC, Bournemouth, 10 March 1945. Promoted Flight Lieutenant, 16 April 1945. Repatriated 7 August 1945. To Moncton, 15 August 1945. To Central Flying School, 1 December 1945. To Eastern Air Command, 29 January 1946. Remained in interim air force (20769) until 28 October 1947 when he retired to Newcastle, New Brunswick. RCAF photo PL-27048 (ex UK-9173 dated 23 March 1944) shows him in battle dress, mae west and scarf; identified as from Newcastle, New Brunswick and youngest member of No.417 Squadron. Unit identified in AFRO only as "Overseas"; found in DHist file 181.009 D.1711 "Honours and Awards - Awards to RCAF Personnel in Middle East" (PAC RG.24 Box 20605). On 10 August 1944 while on a weather reconnaissance he had to bale out due to engine trouble. He landed near Panella, Italy in an area held by partisans. Reported safe again, 2 November 1944.

RCAF Press Release No.: 7574 dated November 28, 1944, by F/L Ted Farah, read as follows:

WITH THE R.C.A.F. ITALY:----Flying Officer J.E.R. "Junior" Locke of Newcastle, New Brunswick, a Spitfire pilot who weighs 120 pounds and looks even lighter, is on his way home for a spot of leave after having spent two and a half months with Partisan guerillas in a mountainous part of Italy lately liberated.

Flying Officer Locke, 21, and fair-haired, had almost completed a tour with the City of Windsor RCAF fighter-bomber squadron when his engine conked out on a sortie over enemy-held territory. German troops were less than a mile away, and he heard the zing of their bullets passing close as he parachuted to the ground.

He ran into a stretch of uninhabited mountain country and hid for two days with both Germans and Partisans hunting for him. The Partisans found him first. He worked with them for most of the time he was in enemy territory, carrying a gun on some of their forays.

"I never shot any Germans, though," said F/O Locke, who went from high school directly into the RCAF. "I never really got a chance".

He did, however, receive first hand reports of German atrocities. In one instance, the Nazi forces were retreating from a village and the inhabitants were

ordered to remain calm and not create any disturbance. As the last Germans were leaving, A shot was fired out. The Germans returned and massacred many, including women and children.

F/O Locke said his operational tour was "uneventful". He never was hit by enemy flak, never made any claims in sky battles, but made many dive-bombing and low-level attacks on ground targets in support of Canadian and other Allied forces in Italy.

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LOCKE, F/O Lachlan Edwin (J28479) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born in Novar, Ontario, 18 August 1915; carpenter and merchant before the war; home in Hamilton. Enlisted in Toronto, 10 June 1942 and posted to No.1 Manning Depot. To No.31 OTU for non-flying duty, 1 August 1942. . To No.3 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942). To No.4 EFTS, 27 December 1942. Ceased training when he could not master landings, although he was described as keen with above-average marks in ground school. and posted to No.5 Manning Depot, 19 February 1943. To No.9 AOS, 6 March 1943; graduated and commissioned 23 July 1943. To "Y" Depot, 6 August 1943. To United Kingdom, 25 August 1943. Disembarked in Britain, 1 September 1943 and taken on strength of No.3 PRC, Bournemouth. To No.4 (Observer) AFU, 10 October 1943. To No.82 OTU, 21 December 1943. Promoted Flying Officer, 23 January 1944. To No.61 Base, 27 April 1944. Attached to No.1659 Conversion Unit, 12 May to 18 June 1944. To No.434 Squadron, 18 June 1944. To No.64 Base Headquarters, 26 October 1944. To RCAF Overseas Headquarters, 1 June 1945. Repatriated 13 June 1945 and posted to Greenwood that day for "Tiger Force" training. To Release Centre, 25 October 1945; released 31 October 1945. Died in Virginiatown, Ontario, 13 November 1981 as per **Legion Magazine** of February 1982. Navigator to F/O G.W. Moore's crew. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 17 November 1944 when he had flown 31 sorties (148 hours 20 minutes), 24 June to 28 September 1944. Brunswick incident would have been 12 August 1944.

Flying Officer Locke has completed a tour of operations as navigator, seven sorties of which were attacks against heavily defended German targets. At all times he has displayed navigational skill of a high order. On one occasion when attacking Brunswick all navigational aids instruments in the aircraft were found to be unserviceable after crossing the English coast. Despite the difficult and harassing circumstances, Flying Officer Locke displayed tenacity and skill, navigating the aircraft to successfully complete the mission and bring it back to base. Throughout his tour his fine offensive spirit and navigational skill have been an example to other members of the squadron.

The sortie list was as follows:

24 June 1944 - Bonnetot (4.10)
25 June 1944 - Gorenflos (4.35)
1 July 1944 - Biennais (4.10)
4 July 1944 - Biennais (4.05)
5 July 1944 - Biennais (4.00)
9 July 1944 - Mont Candon (2.40)
12 July 1944 - Bremont (5.05)
17 July 1944 - Caen (4.10)
18 July 1944 - Vaires (4.25)
20 July 1944 - Anderbelck (3.35)
23 July 1944 - Donges (6.40)
25 July 1944 - Stuttgart (8.55)
3 August 1944 - Foret de Nieppe (4.05)
4 August 1944 - Bois de Casson (5.00)
5 August 1944 - St. Leu d'Esserent (5.05)
7 August 1944 - La Hogues (4.25)
9 August 1944 - Coullonvilliers (4.05)
10 August 1944 - La Pallice (6.40)
12 August 1944 - Brunswick (6.00)
12 August 1944 - Falaise (4.50)
15 August 1944 - Soesterburg (3.55)
16 August 1944 - Kiel (5.00)
18 August 1944 - Bremen (5.45)
25 August 1944 - Brest (5.30)
6 September 1944 - Emden (4.35)
10 September 1944 - Le Havre (4.05)
12 September 1944 - Dortmund (5.10)
25 September 1944 - Calais (3.55)
26 September 1944 - Calais (4.25)
27 September 1944 - Sterkrade (4.10)
28 September 1944 - Cap Gris Nez (4.10)

Notes: Application for operational wing dated 16 October 1944 stated he had flown 32 sorties (156 hours ten minutes), 24 June to 28 September 1944. Application for 1939-1945 Star states his first sortie was 24 June 1944.

Training: At No.3 ITS he graduated 57th in a class of 188. Described as "a good average type; logical thinker; works hard; is mature and not afraid to meet difficult situations."

Course at No.9 AOS was 8 March to 23 July 1943 in Anson aircraft (38.30 as first navigator by day, 48.30 as second navigator by day, 25.00 as first navigator by night, 13.25 as second navigator by night). Marked in Navigation, air work (527/700), Photography, air work (79/100),

Elements of Navigation (359/500), Magnetism and Compasses (74/100), Instruments (48/50), Signals, practical (100/100), Signals, written (47/50), Maps and Charts (50/50), Meteorology (75/100), Photography (48/50), Reconnaissance (47/50), Aircraft Recognition (94/100) and Armament (42/50). Graduated fifth in a class of 23. "DR navigation only fair throughout, made careless mistakes, however developed considerably as the course progressed. Astro work was little difficult at times, careless mistakes marring results. Plotting and log keeping could be neater. Air work good at times - poor at times - not constant. Tried hard, however."

Course at No.4 (Observer) AFU was 20 October to 20 December 1943 (Anson aircraft - 28.55 day as first navigator, 3.25 day as second navigator, 17.25 night as first navigator). Ground work marked under headings of Air Navigation Exercises (175/250), Air Navigation Test (174/250), Aircraft Recognition (32/50) - not tested in Reconnaissance, Signals or Photography. Air work tests in Air Navigation by Day (281/350), Air Navigation by Night (200/250), Air Navigation, Map Reading (152/200). "A conscientious, hard worker. Quiet and very intelligent. Air Work - consistently high standard. Good use made of navigation aids and basic DR very sound. Astro needs polishing up for errors are high, even when bad conditions are taken into account. Ground Work - tests on lecture matter very satisfactory. DR Plotting weak. DRI work average."

Course at No.82 OTU was 21 December 1943 to 27 April 1944. Flew 58 hours 15 minutes by day, 39 hours 15 minutes by night, all as First Navigator. Took part in two sea searches, three daylight exercises above 10,000 feet, three night exercises above 10,000 feet and one day exercise below 10,000 feet.

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LOCKETT, P/O Hugh John Porter (J93379) - **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 16 May 1920 in Musselborough, Scotland. Home in Westmount, Quebec. Enlisted in Montreal, 3 May 1941 as radio mechanic. To No.4A Manning Depot, 5 May 1941. To McGill University, 31 May 1941. To No.1 Manning Depot, 23 November 1941. Remustered for aircrew and posted to No.1 ITS, 15 March 1942; graduated 8 May 1942 and promoted LAC; to No.9 EFTS, 6 June 1942. Ceased pilot training and posted elsewhere, 26 June 1942; to No.4 AOS, 21 July 1942. To No.1 Composite Training School, 29 October 1942; to No.7 BGS, 20 November 1942; to No.1 AOS, 23 January 1943; graduated and promoted Sergeant, 5 March 1943. To "Y" Depot, Halifax, 19 March 1943. To RAF overseas, 27 March 1943. Commissioned 15 December 1944. Promoted Flying Officer, 15 June 1945. Repatriated 2 August 1945. Released 29 October 1945.

Pilot Officer Lockett has completed a successful tour of operations, throughout which he has shown himself to be a skilful and resourceful air bomber. On one occasion in March 1944 his aircraft was detailed to attack Berlin. On the outward flight the oxygen supply began to fail and the navigator became unconscious. This Pilot Officer gave his pilot most valuable assistance in navigating the aircraft. In spite of intense anti-aircraft fire and the necessity of

flying over the target prior to bombing, a successful attack was pressed home with the utmost determination. On the homeward flight strong enemy opposition was encountered from the ground and damage was sustained. Again Pilot Officer Lockett played a very large part in navigating the aircraft back to base. His courage and devotion to duty at all times have always merited high commendation.

The original recommendation (DHH file 181.009 D.1730, Library and Archives Canada RG.24 Volume 20607) was submitted 7 December 1944 by W/C Hugh Ledoux. He was still a Non-Commissioned Officer (R94472) and had flown 35 sorties (172 hours 25 minutes), as follows:

30 January 1944 - Berlin (6.55)
18 March 1944 - Frankfurt (5.45)
22 March 1944 - Frankfurt (6.35)
24 March 1944 - Berlin (7.45)
30 March 1944 - Nuremberg (8.05)
8 May 1944 - La Louviere (4.05)
9 May 1944 - Calais (3.45)
12 May 1944 - Louvain (1.40, duty not carried out)
19 May 1944 - Merville (4.25)
27 May 1944 - Bourg Leopold (4.50)
31 May 1944 - Au Fevre (2.20)
21 June 1944 - St. Martin (4.00)
23 June 1944 - Bientques (5.10)
24 June 1944 - Bermieres (4.00)
1 July 1944 - Biennais (4.35)
6 July 1944 - Conquereaux (4.25)
15 July 1944 - Nucourt (4.10)
17 July 1944 - Caen (4.50)
18 July 1944 - Wesseling (5.55)
20 July 1944 - Ferme au Forestel (4.30)
24 July 1944 - Ferfay (4.25)
28 July 1944 - Ferfay (3.20)
30 July 1944 - Amaye-sur-Seulles (4.25)
31 July 1944 - Oeuf-en-Ternois (5.15)
3 August 1944 - Foret de Nieppe (3.40)
14 August 1944 - Bons Tassily (4.40)
15 August 1944 - Brussels (4.10)
18 August 1944 - Connantre (6.45)
25 August 1944 - Brest/Cornouailles (4.50)
28 August 1944 - Ferfay (3.20)
23 October 1944 - Essen (5.20)
25 October 1944 - Homburg (5.35)
30 October 1944 - Cologne (6.15)

2 November 1944 - Dusseldorf (5.00)
6 November 1944 - Gelsenkirchen (5.25)
18 November 1944 - Julich (5.35)

On the night of March 29th [sic], 1944, the crew of which Warrant Officer First Class Lockett was Bomb Aimer was detailed to bomb Berlin.

Shortly after take-off the oxygen supply began to fail and after an hour's flying time, the Navigator was unconscious. WO1 Lockett, together with the pilot, pin-pointed into the target from Kiel Canal. Path Finder Force's target indicators dropped late and it was necessary to do an orbit over the target. Berlin, being carpeted with flak, rendered this task very precarious. Displaying great courage and unshakeable determination, the crew drove home a successful attack.

On the trip back to base, navigation was once again carried on by pin-pointing, the Bomb Aimer doing the majority of the navigation. It became increasingly difficult to keep the aircraft on track. The Rhur Valley had to be circled and in doing so the aircraft met strong enemy ground opposition over Brussels and was riddled by flak.

On this occasion as well as on the many other sorties throughout his tour, WO1 Lockett has exhibited a presence of mind, quick thinking and splendid initiative beyond the ordinary call of duty. His activity in the air has marked him as an exceptional Bomb Aimer. It is for this reason that I recommend WO1 Lockett for the non-immediate award of the Distinguished Flying Cross.

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

LANCASTER DS624 AT WOMBLETON AIRFIELD

On Christmas Eve 1943 the crew of this Lancaster were awaiting take off from Wombledon airfield for a basic circuits and landings exercise and were parked with the engines idling. Fuel was found to have been dripping onto the starboard inner engine which then caught fire and the extinguishers did not put out the flames. The crew escaped the aircraft and ran clear but the bomber ran off the runway and onto the grass. The fire spread to the cockpit but the airfield's fire teams managed to put out the fire before it spread any further. Two members of the fire-fighting team; F/Sgt Whitehead and F/O Walker, were later given credit for their work in organising the fire-fighting and assisting in putting out the fire at great

personal risk with the flames closed in on the partly full fuel tanks. The cause of the fire was investigated by the AIB, while the pilot was partly blamed for not spotting the dripping fuel he later became an outstanding bomber pilot and was awarded the DFC for his service.

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

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

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LOCKHART, F/O Andrew Wesley (J10978) - **Air Force Cross** - No.5 SFTS - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 55/43 dated 15 January 1943. Born in Lakeville, New Brunswick, 20 October 1919. Home in Toronto. Enlisted in Moncton, 11 May 1940. To No.1 ITS, 27 May 1940; graduated and promoted LAC on 20 July 1940 when posted to strength of No.1 Training Command. To No.1 SFTS, 15 September 1940; graded pilot and promoted Sergeant, 1 January 1941. To No.5 SFTS, 23 February 1941. Promoted Flight Sergeant, 1 December 1941. Commissioned 30 March 1942. Promoted Flying Officer, 15 November 1942. Promoted Flight Lieutenant, 1 April 1943. To No.3 Training Command, 30 May 1943. Engaged in ferrying a Baltimore aircraft from Montreal to Elizabeth City (12 June 1943) to Miami (13 June 1943), to Borin (15 June 1943) to Trinidad (17 June 1943), to Belem, Brazil (18 June 1943) to Ascension Island (22 June 1943) to Accra (22 June 1943) to Cairo (2 July 1943) before return to Canada. Returned to No.5 SFTS, 16 July 1943. To No.36 OTU, 27 October 1943. To "Y" Depot, 11 March 1944. Taken on strength of No.3 PRC, Bournemouth, 20 March 1944. Date of repatriation unclear but no later than 8 January 1945. To No.168 (Heavy Transport) Squadron, 23 July 1945. To No.12 (Communications) Squadron, 4 April 1946. To Release Centre, 29 April 1946. Retired 2 May 1946. Photo PL-24138 shows him.

This officer has been a most successful flying instructor and has continually shown exceptional devotion to duty whilst flying. Pilot Officer Lockhart was graduated as a Sergeant Pilot and through exceptional ability in his work was granted a commission early this year. His total flying hours are 1,561 of which 1,395 have been as a flying instructor.

LOCKHART, F/L Andrew Wesley, AFC (J10978) - **Distinguished Flying Cross** - No.692 Squadron - Award effective 17 November 1944 as per **London Gazette** of that date and AFRO 1/45 dated 5 January 1945. Cited with W/C R.J. Gosnell, DSO, DFC (RAF), S/L W.C. Brodie, DSO, DFM (RAF), S/L E.J. Greenleaf, DSO (RAF), F/L K.R. Trigg, DFC (RAF), F/L W.J. Drinkael, DFC (RAF), F/O R.W. McLernon, DFC (RAF), and F/O J.R. Wood, DFC (RCAF).

One night in October 1944 a force of bombers was detailed for an important low level mining mission, an operation requiring considerable skill and accuracy in flying. The target was strongly defended by heavy and light anti-aircraft guns, searchlights and balloons. Undeterred by these hazards and the most adverse weather, the operation was completed successfully. The success achieved reflects the greatest credit on the above personnel.

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LOCKHART, FS Raymond Claude (Can 10083) - **Distinguished Flying Medal** - No.37 Squadron - Award effective 1 April 1942 as per **London Gazette** dated 7 April 1942 and AFRO 1497/42 dated 18 September 1942. Born in Brooklyn, Nova Scotia, 27 April 1918. Educated there and Windsor, Nova Scotia. Home in Newport, Nova Scotia (clerk, driver, warehouseman, service station attendant). Enlisted in Halifax, 6 March 1939 for "General Duties". To Trenton, 20 November 1939. Promoted LAC, 29 February 1940. Remustered to aircrew and posted to No.1 WS, 25 May 1940, reverting at the time to AC2. Promoted LAC again, 25 June 1940. To No.1 BGS, 27 October 1940. Graduated and promoted Sergeant, 25 November 1940. To Embarkation Depot, 4 December 1940; to RAF overseas, 12 December 1940. To No.75 Squadron, 8 January 1941. To No.214 Squadron, 21 January 1941. To No.15 OTU, 6 March 1941 and flew at least one sortie. To Gibraltar, date uncertain, probably ferrying aircraft to Middle East. To No.37 Squadron, 25 May 1941. Promoted Flight Sergeant, 1 September 1941; to No.15 OTU, Harwell as Staff Wireless Operator, 25 April 1942; to Canada via No.31 Personnel Depot, 27 July 1942. To No.34 OTU, 17 August 1942 (wireless instructor). Promoted WO1, 1 October 1942; commissioned 21 July 1943 (J29759). Promoted Flying Officer, 21 January 1944. To No.10 AOS, 12 March 1944 (signals officer). To "Y" Depot, 6 April 1945; to United Kingdom, 13 April 1945. To No.8402 Wing, 24 April 1945 (Motor Transport Officer in charge of 52 vehicles of Disarmament Wing). Repatriated 24 April 1946. To Station Dartmouth, 25 May 1946. Remained in postwar RCAF (10083). To No.101 Composite Flight, 1

April 1947. To Greenwood, 17 May 1947 with No.103 Search and Rescue Flight. To Air Armament School, Trenton, 11 July 1948. To Greenwood and No.103 Flight again, 11 June 1950. Retired 30 September 1951. Subsequently commissioned in Army Militia (23 Medium Anti-Aircraft Regiment), being released 17 October 1956. Died in St. Stephen, New Brunswick, 10 November 1993 as per **Legion Magazine** of February 1994.

As a wireless operator, this airman has participated in numerous operational flights. These sorties include attacks on objectives in occupied France, Cyrenacia, Syria and Greece. Sergeant Lockhart's skill as a wireless operator together with his keenness and initiative have gained him the entire confidence of the rest of the crew and have been a splendid example.

NOTE: Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) has the following recommendation from Public Record Office Air 2/4782, drafted 22 February 1942 when he had flown 34 sorties (313 operational hours) as Wireless Operator.

This Non-Commissioned Officer has taken part in 34 operational flights totaling 313 hours and averaging over nine hours per operation. These operations include raids against objectives in occupied France, Cyrenacia, Syria and Greece. Sergeant Lockhart's skill as a Wireless Operator is of a high order and this, in conjunction with the keenness and initiative which he has invariably displayed not only gained him the entire confidence of the other members of the crew but also set a splendid example to other Wireless Operators in the squadron.

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LOCKIE, F/L Gordon Melville (J22618) - **Distinguished Flying Cross** - No.635 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 23 April 1923 in Sutton West, Ontario; home there. Enlisted in Toronto, 2 December 1941. To No.1 Manning Depot, 4 January 1942; to No.6 SFTS for guard duty, 31 January 1942; to No.1 ITS, 11 April 1942; promoted LAC, 5 June 1942; to No.9 EFTS, 18 July 1942. Ceased training and posted away, 3 September 1942; to No.4 BGS, 12 September 1942; to No.8 AOS, 7 November 1942; graduated and commissioned 23 December 1942 To "Y" Depot, 5 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 23 June 1943. Promoted Flight Lieutenant, 15 August 1944. Repatriated 18 December 1944. Released 1 March 1945. Graduated from the University of Western Ontario and became a secondary school geography teacher, first at Brock High School in Cannington and finally at Barrie North Collegiate. Died in London, Ontario, 5 August 2013. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." Public

Records Office Air 2/8882 has recommendation dated 20 September 1944 when he had flown 45 sorties (224 hours 40 minutes), 8 October 1943 to 31 August 1944.

8 October 1943 - Hanover (6.05)
3 November 1943 - Dusseldorf (6.05)
18 November 1943 - Ludwigshaven (7.25)
22 November 1943 - Berlin (7.20)
20 December 1943 - Frankfurt (6.35)
20 January 1944 - Berlin (7.35)
25 February 1944 - Augsburg (6.25)
18 March 1944 - Frankfurt (5.05)
22 March 1944 - Frankfurt (5.35)
26 March 1944 - Essen (4.50)
30 March 1944 - Nuremburg (7.50)
13 April 1944 - Aachen (3.30)
18 April 1944 - Rouen (3.55)
20 April 1944 - Ottignies (3.25)
22 April 1944 - Laon (4.20)
24 April 1944 - Karlsruhe (5.45)
26 April 1944 - Essen (3.45)
27 April 1944 - Friedrichshafen (7.35)
19 May 1944 - Orleans (4.40)
22 May 1944 - Orleans (4.25)
28 May 1944 - Angers (7.25)
31 May 1944 - Trappes (4.45)
3 June 1944 - Calais (2.00)
5 June 1944 - Oistreham (3.00)
7 June 1944 - Foret de Cerisy (3.55)
8 June 1944 - Alencon (4.50)
23 June 1944 - Coubron (2.30)
24 June 1944 - Middel Straete (3.10)
27 June 1944 - Neuville au Bois (3.10)
6 July 1944 - Coquereux (3.30)
10 July 1944 - Nucourt (3.45)
12 July 1944 - Vaires (3.55)
14 July 1944 - Revigny (7.35)
15 July 1944 - Nucourt (3.25)
18 July 1944 - Cagny (3.20)
28 July 1944 - Hamburg (4.55)
4 Aug 44 - Trossy St.Maximim (3.55)

8 Aug 44 - Foret de Chantilly (3.40)
10 Aug 44 - Bremen (4.05)
12 Aug 44 - Russelsheim (4.50)
16 Aug 44 - Stettin (7.35)
25 Aug 44 - Kiel (5.05)
29 Aug 44 - Stettin (8.25)
31 Aug 44 - Lumbres (2.35)

This officer is an Air Bomber is a crew often detailed to play a most responsible role in operations against the enemy. Throughout his 45 sorties, many against heavily defended German targets, his calm and quiet manner and fine offensive spirit have inspired confidence.

NOTE: Public Record Office Air 50/288 has combat report for the night of 27 April 1944 involving Lancaster G/635. Crew were as follows: pilot, Warrant Officer John Maurice Bourassa, RCAF (later DFC); flight engineer Sergeant Fletcher, navigator Flight Sergeant Powell, bomb aimer Flying Officer Gordon Melville Lockie, RCAF (later awarded DFC), wireless operator Sergeant Beaumont, mid-upper gunner Sergeant R.E. Chapman, rear gunner Sergeant Robert A. Edie. Target was Friedrichshafen. See Edie for text.

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LOFTHOUSE, WO (now P/O) James (R147155/J86689) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 1 September 1944 as per **London Gazette** dated 19 September 1944 and AFRO 2373/44 dated 3 November 1944. Born 25 May 1923 in Winnipeg; home there. Enlisted in Winnipeg, 9 October 1941. To No.2 Manning Depot, 29 December 1941. To No.2 ITS, 28 March 1942; graduated and promoted LAC on 23 May 1942 but not posted to No.3 AOS until 4 July 1942; graduated and promoted Sergeant, 23 October 1942. To "Y" Depot, Halifax, 6 November 1942; to RAF oversea, 23 November 1942. Commissioned 17 May 1944. Promoted Flying Officer, 17 November 1944. Repatriated 2 August 1945. To No.2 Air Command, 13 August 1945. To Release Centre, 9 October 1945. Released 19 October 1945. Re-engaged, 1 October 1946 in rank of LAC (Radar Technician), serving to 9 May 1947. No citation other than "completed...many successful operations during which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9276 has recommendation dated 15 June 1944 when he had flown 28 sorties (199 hours), 27 August 1943 to 11 May 1944.

27 August 1943 - Salerno (5.55)
29 August 1943 - Terre Annunziato (5.40)
1 September 1943 - Aversa (5.55)
3 September 1943 - Capodichino (6.05)

6 September 1943 - Battipaglia (5.35)
7 September 1943 - Viterbo (6.50)
10 September 1943 - Formia (6.35)
11 September 1943 - Frosinone (5.40)
13 September 1943 - Pompeii (6.30)
14 September 1943 - Battipaglia (7.00)
15 September 1943 - Terre Annunziato (6.40)
16 September 1943 - Cisterna (5.45)
18 September 1943 - Viterbo (6.20)
21 September 1943 - Bastia (7.00)
23 September 1943 - Pisa (7.45)
1 October 1943 - Formia (5.30)
4 October 1943 - Formia (6.05)
25 February 1944 - Boulogne (3.47)
9 April 1944 - Villeneuve (6.20)
10 April 1944 - Ghent (3.55)
18 April 1944 - Noisy le Sec (5.30)
20 April 1944 - Lens (4.10)
24 April 1944 - Karlsruhe (7.40)
26 April 1944 - Essen (4.35)
6 March 1944 - Trappes (5.00)
7 March 1944 - Le Mans (5.20)
9 May 1944 - St.Valery (4.00)
11 May 1944 - Boulogne (3.50)

Warrant Officer Lofthouse has displayed an exceptionally high standard of navigational proficiency throughout the duration of his tour. By successfully guiding his aircraft to targets over Germany, Italy and France this Warrant Officer's skill, determination and cheerful co-operative spirit brought about the completion of a highly effective tour of operations. His work on the ground as well as in the air has continually been most praiseworthy.

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LOFTUS, F/L John Alison (C8191) - **Distinguished Flying Cross** - No.463 Squadron - Award effective 20 February 1945 as per **London Gazette** dated 18 September 1945 and AFRO 1672/45 dated 2 November 1945. A rare case of a non-aircrew person winning the DFC. Born in Toronto, 20 March 1915. Educated at Riverdale Collegiate (1929-1931), Sir Adam Beck Collegiate (London, 1931-1932) and Glebe Collegiate (Ottawa, 1933-1937). Store clerk for Charles Ogilvie and Capital Glass. Enlisted in Ottawa, 29 May 1937 as photographer and posted

to AFHQ, supernumerary. To Station Trenton, 30 June 1937. To No.6 (GR) Squadron, 31 October 1938. Promoted LAC 1 April 1939. Promoted Corporal, 1 February 1940. To Photography School, Trenton, 29 July 1940. Attended Photography Instructor Course, Ottawa, 5 August to 16 September 1940. To No.5 SFTS, 21 October 1940. Promoted Sergeant, 1 November 1940. To AFHQ, 27 February 1941. Commissioned 3 November 1941 with simultaneous promotion to Flying Officer. Received cine training at March of Time School of Photo Journalism, New York, 1 February to 1 September 1941. To "Y" Depot, 13 June 1942; taken on strength of RCAF Overseas Headquarters, 15 June 1942. To North Africa, 19 January 1943. Flew at least five sorties with RAF PR Unit, and especially No.114 Squadron (he mentioned such places as Souk El Arba and Souk El Chemis). Arrived back in United Kingdom from Rabat, 2 October 1943. On public relations duties. Promoted Flight Lieutenant, 1 May 1944. As one of the RCAF's first two film makers he filmed Canadians in Britain then went on to North Africa (January 1943). Nine months later, enfeebled by dysentery, he returned to Britain. In London in sick leave he met staff of RAF Operational Film Unit (OFU). He applied for attachment but had to attain some aircrew status first (in case he might have to double for a disabled crewman). Took air gunner course, No.1 Air Gunner School, Pembrey, South Wales (11 March to 28 April 1944) and applied to RCAF Overseas Headquarters to have his AG wing recognized. Advised this was not possible without going through entire aircrew selection procedure. With a borderline colour vision problem, he left well enough alone, and chose to fly with the film unit at 2.00 per trip in lieu of aircrew pay). Attached to Film Production Unit, 26 June 1944. Chose Bomber Command as offering more action per sortie, assigned on 29 June 1944 to No.53 Base, Waddington, Lincolnshire, home of two RAAF squadrons - No.463 (W/C Bill Forbes) and No.467 (W/C Bill Brill). Thereafter, Loftus was known as "Lofty". Shot down and taken prisoner, 21/22 February 1945. Safe in United Kingdom, 10 May 1945. Repatriated to Canada, 8 July 1945. To No.1 Composite Training School, 20 July 1945. To No.7 (Photo) Wing, 21 September 1945. Reengaged in postwar RCAF (7527) while still with No.7 (Photo) Wing. To No.1 Photo Establishment, 1 March 1947. To AFHQ, 19 January 1951. To Maritime Air Command, Halifax, 28 July 1956. To Photo Establishment, Rockcliffe, 4 July 1960. Retired 22 October 1964. Died 28 December 1994 in West Vancouver as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of August 1995.

In his special duties as cine camera operator, Flight Lieutenant Loftus has done much valuable work, providing records of some of the attacks against such heavily defended targets as Konigsburg, Brunswick and Karlsruhe. He also filmed the sinking of the German battleship "Tirpitz". In December 1944, during an attack against Brunswick, in spite of difficulties caused by severe icing he obtained an outstanding photographic record of the attack. Throughout his operational career Flight Lieutenant Loftus has shown the utmost enthusiasm and his outstanding skill and determination enabled him to bring back first rate film in spite of adverse weather and intense opposition from the enemy's

defences.

NOTE: Public Records Office Air 2/9069 (Part 2) has recommendation dated 13 February 1945 when he had flown on 22 sorties (152 hours. Although the recommendation does not add materially to the above, it is given below (with his sortie list) for purpose of comparing original recommendations with final published citations.

12 July 1944 - Milldenhall/Vaires (4.45)
15 July 1944 - Villeneuve St.Georges (6.30)
18 July 1944 - Caen (3.50)
25 July 1944 - St.Cyr (3.30)
27 July 1944 - Givors (8.35)
30 July 1944 - Gahagnes (4.30)
2 Aug 44 - Bois de Casson (4.10)
19 Aug 44 - La Pallice (5.45)
29 Aug 44 - Koenigsburg (10.10)
5 September 1944 - Brest (5.00)
11 September 1944 - to Yagodnick, USSR (11.00)
15 September 1944 - **Tirpitz** (14.30)
20 September 1944 - Calais (2.45)
11 October 1944 - Flushing (2.50)
14 October 1944 - Duisburg (4.25)
29 October 1944 - Tromso, **Tirpitz** (14.15)
12 November 1944 - Tromso, **Tirpitz** (13.50)
4 December 1944 - Karlsruhe (6.25)
8 December 1944 - Urft (3.55)
22 January 1945 - Gelsenkirchen (5.00)
8 February 1945 - Politz (9.30)

As photographer of a special duty Lancaster, this officer has filmed a number of Bomber Command's attacks, including successful attacks on Koenisburg and Brunswick, and other long range targets. He took part in each Bomber Command attack on the **Tirpitz** and filmed the final sinking of this battleship on the 12th November 1944. His ability and determination were tested to the limit during the attack on Brunswick on 14th December 1944 when he had to overcome difficulties caused by severe icing conditions. In spite of this, he brought back an invaluable record of this highly successful raid. Throughout his operational career, Flight Lieutenant Loftus has shown an enthusiasm which has been infectious and his professional skill has enabled him to bring back first rate films even when conditions have been adverse and the opposition intense.

The website "Lost Bombers" provides the following details of his being downed and made POW. Lancaster PB804 (JO-A) of No.463 Squadron, target Gravenhorst, 21/22 February 1945. This aircraft was delivered to No.463 Squadron in November 1944. It was one of three aircraft of No.463 Squadron lost on this operation, the others being NG329 and LM548. Airborne at 1719 hours, 21 February 1945 to attack the Mittelland Kanal near Gravenhorst. Crew consisted of W/C W.A. Forbes, DSO, DFC (RAAF, killed), F/O J.A. Costello, DFC, DFM (Navigator, wounded, POW), F/L J.H. Dean (Flight Engineer, wounded, POW), F/L W.J.O. Grime (Air Bomber, wounded, POW), F/O W. McLeod (WP/AG, killed), Warrant Officer A.J. Norman (Air Gunner, killed), P/O W.L. Worden (Air Gunner, wounded, POW), F/L J.A. Loftus (wounded, POW). Those captured were confined to hospital until liberation (no POW numbers).

Directorate of History and Heritage file 181.001 D.24 has the POQ questionnaire filed by Loftus following his liberation (interviewed 29 May 1945). He stated he had flown 26 sorties and was acting as front gunner on this occasion.

Approximate time of takeoff 1730 hours. Time Over Target 2030 hours. Main force was ten minutes late due to headwinds but target marked on time. Our aircraft in the first wave (8,250 feet). Very little flak over target. Weather clear two or three nights, full moon period before. Bombed successfully. Turned on course for home, dropping to 7,000 feet. Six minutes from target saw a Lancaster in front of us about 300 yards being attacked by FW.190, could not fire at FW.190 for fear of hitting Lancaster and the latter went into a violent evasive action and shortly lost from our sight. Attacked ourself a minute or two later from below and a burst penetrated fuselage. Another burst a minute or so later from approximately 1,000 feet under port wing causing damage to both port and starboard inner engine and very shortly afterwards wing tanks caught fire. Told to bale out by pilot. Aircraft losing height rapidly. Bomb Aimer, Engineer, Navigator and self leaving by front hatch. Rear Gunner baled out from turret. By time my chute had opened kite already in deck. I landed about two miles from aircraft; this would be approximately two miles from town of Lingen. Aircraft was burning on ground. Some difficulty with front hatch. I pushed it out with my feet. Believe I was last man out. Believed WOP killed by fighter fire. Window being dropped. Harness became loose in my effort to get out. Hurt my crotch on landing.

RCAF Press Release No. 7290 dated 5 November 1944, written by F/L W.A. Shields, read as follows:

WITH CANADIANS IN R.A.F. --- News reel shots of flaming Brunswick and the daring daylight bombing of the Tirpitz which thrilled movie-goers recently were

taken by a Canadian, Flight Lieutenant Jack Loftus, of (34 Currie Avenue), Toronto. He has made more than 15 trips with an RAF. film unit on special photographic Lancaster bombers --- trips considered more dangerous than normal bombing runs because the film aircraft must hover a long time over the target to get good shots.

“We go early and stay late,” explained Loftus, who joined the R.C.A.F. in May, 1937, and did air photography at Trenton, Ontario, the Queen Charlotte Islands on the Pacific Coast, and Brantford. In 1941, he took the special March of Time course for service cameramen and came to Britain with RCAF public relations in June, 1942. He flew on operations with a Boston squadron in North Africa and in June of this year went to the RAF film unit.

On the Tirpitz raid, his Lancaster circled over the German battleship for half an hour while British bombers peeled off and dropped their 12,000 pound “tallboys”. To get better shots, they went down to 4,000 feet while German gunners, amazed at their temerity, pumped up a hail of flak. Small pieces of shrapnel bounced off their Lanc. But it wasn’t holed. On most raids, the photographic aircraft drop normal bomb loads but their flight to the Tirpitz was so long – 14 hours – that they carried petrol instead of bombs.

His worst experience was on the raid to Givors, in southern France. For hours, they flew through an electric storm so bad that the British bombers had to put on their navigation lights over the target so they wouldn’t pile into one another – thereby providing German gunners with illuminated targets.

Loftus has flown with three pilots who won the DFC. His present skipper is Flight Lieutenant Bruce Buckham, an Australian. He likes flying with Australians. “They are keen types. They’ll press on to anything,” he said.

Notes: Photo Instructor Course, Ottawa, 5 August to 16 September 1940 involved flying in Fairchild FC2W, four hours five minutes, plus courses in photo process and reconnaissance. “Instructional ability very good. Deportment good. Technical ability good.”

March of Time School of Photo Journalism, New York, 1 February to 1 September 1941. Letter dated 18 October 1941, Louis de Rochemont to Joseph W.G. Clarke (Director of Public Relations. AFHQ) - conferred his attendance, then stated, “During this time his conduct has been exemplary and we consider him an excellent motion picture photographer and one that we would be glad to have on our staff. Should he ever desire to obtain employment in the motion picture industry we will be pleased to give him an unqualified recommendation.”

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LOGAN, F/O Albert Stewart (J41636) - **Distinguished Flying Cross** - No.142 Squadron - Award effective 23 November 1945 as per **London Gazette** dated 7 December 1945 and AFRO 244/46 dated 8 March 1946. Born 18 November 1924 at Lyon's Brook, Pictou County, Nova Scotia; home there (electric welder). Graduated from Pictou Academy in 1942. Enlisted in New Glasgow, 20 October 1942. Trained at No.1 ITS (graduated 20 July 1943) and No.8 AOS (graduated and commissioned 25 February 1944). Released 1 November 1945. Rejoined, 4 October 1948 (17599). Served four years with No.426 Squadron, Dorval, Quebec including two years on Korean Air Lift. Served a short stint as the Commanding Officer, RCAF Recruiting Unit, Halifax. Subsequently trained as an Airborne Interception Navigator and was for five years the Chief Instructor of the Airborne Interception School in Winnipeg. In 1959 he attended the RCAF Telecommunications Officer course and spent two years in Greenwood, Nova Scotia. In 1962 he was promoted to Squadron Leader and was sent to Summerside, Prince Edward Island where he was the Station Telecommunications Officer. In 1964 he was assigned to the Canadian Embassy in Washington and served on the staff of the Air Attaché. Squadron Leader Logan retired from the service in 1969. After retirement (5 February 1970) he was employed as President and General Manager of Spartan Electronics in London, Ontario. In 1977 he returned home to Nova Scotia when he became Director of Marketing for Hermes Electronics in Dartmouth. For many years served in various capacities at the local and national level of the Air Force Association of Canada and was elected National President of the Association in 1996. He was also a member of the Royal Canadian Legion in Pictou, serving as its treasurer. Died in Pictou, Nova Scotia, January 6, 2008 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of November/December 2008. Survived by his widow (the former Lieutenant Jean Anne Sullivan, a nurse in the United States Air Force) and seven children. No citation, "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8772 has recommendation dated 24 May 1945 when he had flown 39 sorties (160 hours), 4 December 1944 to 2/3 May 1945.

4 December 1944 - Hagen
7 December 1944 - Cologne
9 December 1944 - Hamburg
12 December 1944 - Osnabruck
15 December 1944 - Hanover
28 December 1944 - Frankfurt
31 December 1944 - Berlin
14 January 1945 - Berlin

16 January 1945 - Mannheim
17 January 1945 - Magdeburg
22 January 1945 - Hanover
28 January 1945 - Berlin
2 April 1945 - Berlin
1 February 1945 - Berlin
3 February 1945 - Wiesbaden
5 February 1945 - Berlin
7 February 1945 - Dusseldorf
8 February 1945 - Berlin
13 February 1945 - Magdeburg
14 February 1945 - Duisburg
19 February 1945 - Erfurt
3 March 1945 - Berlin
4 March 1945 - Berlin
6 March 1945 - Berlin
7 March 1945 - Frankfurt
9 March 1945 - Berlin
11 March 1945 - Berlin
14 March 1945 - Hamburg
16 March 1945 - Berlin
20 March 1945 - Berlin
21 March 1945 - Berlin
23 March 1945 - Berlin
26 March 1945 - Berlin
30 March 1945 - Berlin
4 April 1945 - Magdeburg
8/9 April 1945 - Dessau
9/10 April 1945 - Plauen
25/26 April 1945 - Munich
2/3 May 1945 - Kiel

This officer has operated with a high standard of efficiency against many of the heavily defended targets of Germany. He has proved a capable and trustworthy navigator.

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LOGAN, P/O Ernest Alton (J19067) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 13 June 1944 as per **London Gazette** of that date and AFRO 1660/44 dated 4 August

1944. Born in Boistown, New Brunswick, 31 January 1923. Home in Medicine Hat, Alberta; enlisted in Moncton, New Brunswick, 11 December 1941 for General Duties. To No.34 SFTS, 24 January 1942. Promoted AC1, 1 April 1942. Promoted LAC, 11 August 1942. Remustered for aircrew and posted on 10 October 1942 to No.3 BGS; graduated and promoted Sergeant, 30 December 1942. To "Y" Depot, 13 January 1943. To RAF, 25 January 1943. Commissioned 29 October 1943. Promoted Flying Officer, 29 April 1944. Repatriated 9 March 1945. Released 3 May 1945. Re-engaged as LAC, Armament, 1 February 1951; still in service as of 1953.

This officer has taken part in a large number of sorties involving attacks on a variety of strongly defended targets. On one occasion he was the mid-upper gunner of an aircraft detailed to attack Magdeburg when over the target the aircraft was struck by a burst of machine gun fire from a fighter. A large hole was torn in the fuselage just below the mid-upper turret and a fire started. Pilot Officer Logan was wounded in the leg and foot but in spite of his injuries he promptly stamped on the burning portion and thus put out the flames. He then re-manned his guns as his pilot went on to bomb the target. Pilot Officer Logan has invariably displayed a high degree of courage, determination and zeal.

The original recommendation by W/C W.A. McKay, found in DHist file 181.009 D.5557 (RG.24 Vol.20668) and raised on 12 May 1944 was as follows:

This officer has displayed a high degree of courage and skill throughout his operational tour. He has made twenty-nine and a half operational trips, the majority over heavily defended targets in Germany.

On the night of January 21st, 1944, on a bomber operation over Magdeburg, this officer exemplified his exceptional standard as a mid-upper gunner. On this occasion, while about twenty-five miles from the target, his Halifax was attacked by an enemy fighter, which blasted a large hole in the fuselage directly under him, wounding him in the leg and foot, and setting the aircraft on fire. Despite his injuries, this gunner stamped out the fire and then re-entered his turret. It was largely due to his efforts that the aircraft was able to carry on to bomb the objective and successfully return to base.

For this particular act of gallantry, together with his fine record of achievement and his devotion to duty, this officer is strongly recommended for the award of the Distinguished flying Cross.

The sortie list was as follows:

8 July 1943 - Gardening (6.13)
13 July 1943 - Aachen (4.29)
24 July 1943 - Hamburg (6.01)
25 July 1943 - Essen (4.48)
27 July 1943 - Hamburg (1.18, duty not carried out)
6 August 1943 - Gardening (3.18)
11 August 1943 - Gardening (5.55)
15 August 1943 - Gardening (5.55)
25 August 1943 - Gardening (6.33)
26 August 1943 - Gardening (6.09)
30 August 1943 - Munchen Gladbach (4.51, duty not carried out)
2 September 1943 - Gardening (5.44)
3 September 1943 - Foret de Raismes (4.50)
5 September 1943 - Gardening (5.48)
8 September 1943 - Boulogne (3.32)
17 September 1943 - Gardening (5.50)
18 September 1943 - Gardening (2.59)
24 September 1943 - Gardening (3.20)
2 October 1943 - Gardening (4.40)
7 October 1943 - Gardening (4.34)
20 October 1943 - sea search (4.46, day)
2 December 1943 - Berlin (2.53, duty not carried out)
29 December 1943 - Berlin (6.40)
1 January 1944 - Berlin (7.07)
5 January 1944 - Stettin (8.02)
14 January 1944 - Brunswick (6.19)
20 January 1944 - Berlin (7.29)
21 January 1944 - Magdeburg (7.14)
25 February 1944 - Augsburg (7.17)
26 March 1944 - Essen (5.25)
30 March 1944 - Nuremberg (5.10)
24 April 1944 - Karlsruhe (5.30)

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LOGAN, WO Frederick Willis (R153257) - **Distinguished Flying Cross** - No.207 Squadron (deceased) - Award effective 5 August 1944 as per **London Gazette** dated 18 August 1944 and AFRO 2101/44 dated 29 September 1944. Born in Caribou Gold Mine, Nova Scotia, 4 September 1923; home there; enlisted Halifax, 28 April 1942 for General Duties. To No.4 Manning Depot, 2 July 1942. Posted to No.3 ITS, 12 September 1942; graduated and promoted

LAC, 6 December 1942; to No.9 BGS, 27 December 1942; graduated and promoted Sergeant, 19 March 1943. To "Y" Depot, 2 April 1943. To RAF overseas, 3 May 1943. Embarked from New York, 4 May 1943. Disembarked in Britain, 11 May 1943. To No.3 PRC, 12 May 1943. To No.16 OTU, 25 May 1943. To No.1654 Conversion Unit, 19 August 1943. To No.207 Squadron, 22 October 1943. To No.55 Base, 18 May 1944. To No.57 Squadron, date uncertain. Killed in action 30 July 1944 (Lancaster LM284); name on Runnymede Memorial. He had been commissioned with effect from 29 July 1944 (J88514). No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty." Public Records Office Air 2/9632 has recommendation dated 18 May 1944 when he had flown 27 sorties (187 hours 55 minutes), 26 November 1943 to 3 May 1944.

26 November 1943 - Berlin (7.35)
2 December 1943 - Berlin (7.15)
3 December 1943 - Leipzig (7.15)
16 December 1943 - Berlin (7.15)
1 January 1944 - Berlin (7.45)
14 January 1944 - Brunswick (5.40)
21 January 1944 - Berlin (7.00)
29 January 1944 - Berlin (8.00)
19 February 1944 - Leipzig (7.00)
20 February 1944 - Stuttgart (7.20)
24 February 1944 - Schweinfurt (8.55)
25 February 1944 - Augsburg (7.30)
1 March 1944 - Stuttgart (8.25)
10 March 1944 - Clermont Ferrand (6.25)
15 March 1944 - Stuttgart (7.40)
18 March 1944 - Frankfurt (5.40)
22 March 1944 - Frankfurt (5.20)
24 March 1944 - Berlin (7.55)
30 March 1944 - Nuremburg (7.50)
10 April 1944 - Tours (5.55)
18 April 1944 - Juvisy (4.25)
20 April 1944 - La Chapelle (4.35)
22 April 1944 - Brunswick (5.40)
24 April 1944 - Munich (10.20)
26 April 1944 - Schweinfurt (8.45)
1 May 1944 - Tours (4.40)
3 May 1944 - Mailly le Camp (5.05)

This rear gunner has taken part in successful operations on 27 occasions. Seven of these were attacks on Berlin, and others on heavily defended targets. His mastery of his job, and the calmness and clarity with which he gave directions to his captain enhanced the confidence of his crew, and were a strong contribution to the safety and success achieved by the crew on their numerous sorties.

The website "Lost Bombers" gives an account of the loss of his aircraft which indicates it was an accident rather than action. Lancaster LM284 was with No.57 Squadron . It had been delivered to the unit on 29 July 1944 and had only two hours flying. At an unstated time it was airborne from Est Kirkby, crewed by a No.55 Base test crew consisting mainly of 207 Squadron personnel. Presumed lost in The Wash. The body of Flight Sergeant C. Gidman was washed onto a beach near Brancaster, Norfolk and taken for burial; the rest are commemorated on the Runnymede Memorial, these being F/O D.L.Davies, DFC, Flight Sergeant A.H.Allison, DFM, P/O D.J.Scuffins, DFM, P/O B.O Hunt , and P/O F.W.Logan, DFC, RCAF.

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LOGAN, F/O James Edward (J22427) - **Distinguished Flying Cross** - No.9 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born in Middlesex County, Ontario, 14 January 1920. Raised on a farm near Thorndale, Ontario. Home in London, Ontario; enlisted there as Clerk/Accounts, 10 March 1941 and posted to No.1 Manning Depot. To No.1 Training Command, 14 July 1941. To No.1 WS, 16 July 1941. Promoted AC1, 25 August 1941. Promoted LAC, 1 January 1942. Remustered to aircrew and posted to No.1 ITS, 18 July 1942; to No.1 AOS, 12 September 1942; graduated and commissioned, 30 December 1942. To "Y" Depot, 15 January 1943. To RAF overseas, 2 February 1943. Promoted Flying Officer, 30 June 1943. Promoted Flight Lieutenant, 30 December 1944. Repatriated 7 February 1945. Retired 21 April 1945. Earned his Doctorate of Philosophy in Biochemistry from the University of Western Ontario. Served as Medical Officer, Flight Lieutenant, with RCAF Auxiliary, 22 December 1951 (No.4004 Medical Unit, London, 158055). Released 1 February 1954. He had a career at Health Canada in Ottawa, receiving the prestigious Ames Award from the Canadian Society of Clinical Chemists for outstanding achievements in clinical chemistry. Lived in Ottawa until 2012 when he moved to Kingston. Died in Kingston, Ontario, 13 June 2017. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 10 July 1944 when he had flown 27 sorties (196 hours 50 minutes), 22 October 1943 to 22 May 1944.

* early return; not counted as a sortie

22 October 1943 - Kassel (5.40)

2 December 1943 - Berlin (7.15)
3 December 1943 - Leipzig (6.40)
29 December 1943 - Berlin (7.05)
2 January 1944 - Berlin (2.40)*
5 January 1944 - Stettin (8.35)
14 January 1944 - Brunswick (6.10)
20 January 1944 - Berlin (7.20)
21 January 1944 - Berlin (2.30)*
27 January 1944 - Berlin (8.50)
28 January 1944 - Berlin (8.10)
30 January 1944 - Berlin (6.30)
15 February 1944 - Berlin (6.40)
19 February 1944 - Leipzig (7.50)
20 February 1944 - Stuttgart (6.50)
24 February 1944 - Schweinfurt (7.45)
25 February 1944 - Augsburg (7.25)
1 March 1944 - Stuttgart (8.40)
9 March 1944 - Marignane (9.55)
15 March 1944 - Stuttgart (8.15)
18 March 1944 - Frankfurt (6.00)
22 March 1944 - Frankfurt (5.45)
24 March 1944 - Berlin (7.40)
26 March 1944 - Essen (5.10)
30 March 1944 - Nuremburg (8.20)
11 April 1944 - Aachen (4.05)
22 April 1944 - Brunswick (6.25)
19 May 1944 - Tours (6.10)
22 May 1944 - Brunswick (6.30)

As a Navigator, this officer has now completed twenty-seven operational sorties. Quiet and reserved, he has always demonstrated a very high degree of courage and determination. On one occasion when important items of his navigational equipment were rendered unserviceable, Flying Officer Logan maintained his aircraft dead on track throughout the trip by a brilliant navigational effort. Many of the trips he has undertaken have been to distant targets, sometimes in bad weather conditions, but always Flying Officer Logan has been successful in reaching the target, and in successfully navigating his aircraft back to base.

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LOGAN, S/L Lloyd Emerson (C1359) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 25 June 1943 as per **London Gazette** dated 6 July 1943 and AFRO 1582/43 dated 13 August 1943. Born 6 May 1919 or 5 June 1919 in Ottawa. Home in Ottawa (civil servant); educated at Glebe and Lisgar Collegiates. Enlisted in Ottawa, 8 November 1939. Trained at No.1 SFTS (graduated 20 May 1940). To Trenton, 26 December 1940. Promoted Flight Lieutenant, 15 December 1941. Instructed at Trenton to August 1942 when he was attached to Ferry Command. Flew FK400 on a special flight, 29 August 1942. Departed Montreal in Hudson FH367, 9 September 1942 via Goose Bay to Britain where he arrived 11 September 1942. Promoted Squadron Leader, 21 October 1942. Cited with P/O H.J. Jennings (RCAF, DFC) and Sergeant D.V. Smith (RCAF, DFM). Shot down over Stuttgart, 11/12 March 1943. Evaded capture and escaped over the Pyrenees; arrived in Gibraltar, 17 April 1943. Safe in UK, 21 April 1943. Returned to Canada 6 June 1943 and attached to Ferry Command as of July 1943. Departed Montreal in Liberator BZ878, 26 August 1943 to Goose Bay and Britain same day. Returned to duty with No.405 Squadron but shot down again, 28 September 1943 and became a POW. Reported safe, 12 May 1945. Repatriated 7 July 1945. To Sea Island, 11 September 1945. Retired 7 December 1945. Article by Dave Brown in Ottawa **Citizen**, 21 January 1981, states that he was a ferry pilot who, having delivered an aircraft to Britain, refused to go back to Canada. Tortured after capture for information about escape route. Ministry of Transport pilot, 1947-1975. Died in retirement in Florida, January 1981.

In air operations Squadron Leader Logan, Pilot Officer Jennings and Sergeant Smith displayed courage, fortitude and determination of the highest order.

NOTE: Public Record Office Air 2/4974 has recommendation for DFC drafted 9 June 1943 by W/C J.E. Fauquier when he had flown eight sorties (126 hours 28 minutes - which seems excessively high for that number of sorties):

When engaged on [a] bombing operation on Stuttgart on 11 March 1943, the aircraft of which Squadron Leader Logan was second pilot was attacked by night fighters and set on fire. On instructions from the pilot the crew baled out. Squadron Leader Logan displayed courage and resourcefulness in eluding enemy patrols and succeeded in effecting his escape despite the fact that he walked a considerable distance without shoes on and endured other physical discomfort and hardships. This officer occupied the position of Flight Commander in this squadron from 21 October 1942 to 11 March 1943 in a most capable manner.

Public Record Office WO 208/3313 has the MI.9 report covering the evasion of Squadron Leader Logan and (then) Flight Sergeant H.J. Jennings. Others in the crew were Sergeant E.G. Lacina (flight engineer, killed), Sergeant R.G. Macdonald (mid-upper gunner, killed), FS R.F. Kennett (rear gunner, prisoner of war), FS E.L. Bulman (later commissioned and Mentioned in

Despatches), P/O G.L. Spencer (later Mentioned in Despatches) and P/O B.G. Dennison (later Mentioned in Despatches). They had set out on 11 March 1943 to bomb Stuttgart.

On our return journey we were attacked by night fighters, the plane set on fire, and the pilot [Logan] told us to bale out. We baled out at about 0100 hours on 12 March near Hirson (Aisne). The aircraft hit the ground about two miles off and burst into flames.

We landed in weeded country northeast of Hesdin about 100 yards apart. We took our Mae Wests and parachutes and carried them with us for about half an hour. Squadron Leader Logan had lost his shoes. We stopped in a wood and slept inside our parachutes until about 0500 hours, when we buried them and the Mae Wests some distance apart. We stripped our flying suits of badges and distinguishing marks, but continued to wear the suits. We then continued walking.

About daylight we saw Hirson village. We hid in a bush until about 1730 hours, when a weedcutter saw us. Neither of us can speak French, but we called to him. We understood him to indicate that he would come back, so we remained in hiding. At about 1900 hours he came back with another man and brought us food. When it got dark he took us to a barn about a mile off where we spent the night. We stayed here until 18 March, and our helpers brought us food. They also gave Logan an old civilian suit, a beret, and a pair of Army boots, and Jennings an overall and a beret. They also brought a man to see us. He said that he was a "guide".

At 0500 hours on 18 March one of our helpers took us to the railway station at Hirson, gave us third class tickets, and put us on a train. He also travelled in the same coach, but not in the same compartment. At 2100 hours we had to change trains at a station we cannot identify. Here we noticed that the man who had met us in the barn was on the platform with another man. One of our helpers gave us further tickets marked to Paris. Our helpers changed trains also and we all arrived at the Gare du Nord about 1200 hours on 19 March.

Our helpers took us to a café just opposite the station, but they did not seem to know what to do next. One of the men who had joined us when we changed trains could speak a little English, and we understood that they were planning to send us to Toulouse by ourselves. They also said that they could not provide us with any identity papers.

We managed to explain to them that we did not think we could manage the cross-country journey successfully by ourselves. One of them then telephoned to an unknown person, and they decided to send us by Bordeaux to Dax. Later another man arrived with a girl who could speak some English. Our helpers then gave us a considerable sum of money - we cannot remember how much - a suitcase of food, and a razor. We sat in the café until 1730 hours, when we were taken by underground to Versailles Park.

In the evening he took us back to the Gare d'Austerlitz. Here we boarded a train at 2130 hours for Bordeaux. One of our helpers travelled with us in the same compartment. We arrived at Dax about 0830 hours on 19 March. Here our helper told us to walk about outside the station while he telephoned to a friend for help.

As the station was actively policed by Germans we decided we had better not walk about near it, so we went down a side street. When we returned about half an hour later our helper told us that he had not been able to get any definite assistance for us, but had been told to take us to Bayonne. He proposed that we should walk to Bayonne along the high road. We thought that this was far too risky and we therefore decided to leave our helper and make our way south independently.

Our helper gave us a map of the Dax area and an English/French, French/English dictionary. We also had our suitcases of food.

We took leave of our helper, walked out of Dax, and hid in a bush. Logan's feet were still badly blistered.

About 1830 hours on 19 March we walked from Dax through Mees and Tercis. Near Tercis we saw some German guards so we hid in a swamp all night.

At 0630 hours on 20 March we continued skirting St. Lon Les Mines. Near here we stopped and shaved, and ate some of our food.

We arrived at Pont-le-Lanne about midday. In the River Adour we saw some people fishing from boats and we persuaded one of them to take us across the river just north of the "A" in Hastings. We then found some straw, crawled into it and fell asleep. About 1700 hours we continued our journey, and crossed the La Bidouse River, north of Guiche by means of a little wooden bridge which was not guarded.

About 2000 hours we stopped behind a church in Guiche and ate some more food. We then continued to Bardos. Here we stopped at a farm to fill our waterbottles. An old woman told us that two Englishmen had quite recently passed by (see report of P/O Spittle) and that police were patrolling the road. She told us to hide in the woods, which we did. Immediately after we had hidden ourselves we saw two figures, apparently wearing steel helmets, walking along the road. It was too dark to see whether they were wearing uniforms. We abandoned our suitcases of food and hurried of across country towards the south.

On the morning of 21 March we were somewhere between Ayherre and Hasparren. We stayed here all day without food. About 0400 hours on 22 March we approached Greciette and slept until daylight. With the aid of our dictionary we prepared a note in French asking for food. This we showed to a farmer. He pointed to Greciette and said, "M. le Maire". We went into the village and saw the mayor, who gave us some bread and eggs, but refused to help us further. We then went on, skirting the villages of Mendionde, Macaye, Louhoussa, and spent that night in the open country. Next day (23 March) we were near Bidarray.

We asked many times at farms for food, but the people either could not understand us or were indifferent, for they would not help us. Eventually we approached a fisherman. He told us that there were Germans in Bidarray and gave us three small fish. That night we followed the River Bohumba upstream east of Mont Arsamendi.

We were by now famished, and early next morning (24 March) we cooked and ate our three fish. We made out that we were only about half a mile from the Spanish border. At 0830 hours we saw ahead of us what we were certain were Spanish frontier guards. We evaded them, and about 1000 hours made a dash forwards, and went on until we were sure we were in Spanish territory.

About 1400 hours we went to a farm and asked for food. We found we were in Spain and a Spanish girl gave us all the food we wanted. We then left the farm and slept in a field until about 1600 hours. That evening we continued up the main stream of the River Bohumba. As it was cold we moved into the outskirts of Errazu where we went to sleep outside a house. At 0700 hours on 25 March we woke up and found we were sleeping just outside the station of the Spanish Civil Guard. The guards saw us, and took us to a hotel. Here we were allowed to

spend some of our French money on food.

Next morning (26 March) the Civil Guards took us to Pamplona by bus. Here we were interrogated at the police station with the aid of a Frenchman who could speak a little English.

We said we were Canadian pilots but we did not answer Service questions. At first Jennings said he was a Sergeant, but when we discovered that ranks other than officers were to be lodged in gaol, we changed his rank and said he was a Pilot Officer. We were then both taken to a hotel. We asked for the British Consul, but a Frenchman in the hotel said that a representative from the British Consulate would come to see us in a few days. Next day (27 March) Mr. Cresswell came from Madrid, and we told him our story.

We left by train for Madrid with a number of Frenchmen on 7 April. We stayed with Mr. Cresswell till 16 April 1943, when we left by bus for Gibraltar, arriving next day.

The report stated they had left Gibraltar on 19 April and arrived at Hendon on 20 April. Both men were recommended for Mentions in Despatches and received higher awards.

LOGAN, S/L Lloyd Emerson, DFC (C1359) - **Croix de Guerre with Silver Star (France)** - No.405 Squadron - Award as per AFRO 485/47 dated 12 September 1947. External Affairs file "French Awards to Canadian Armed Forces - Particular Cases" (Library and Archives Canada, RG.25, Box 4140) has the following citation:

Squadron Leader Logan was outstanding in the performance of his duties while serving as a pilot with 405 Squadron and contributed in full measure to the liberation of France.

Note: Memo, 10 October 1941 in which G/C T.A. Lawrence (Station Trenton) recommends promotion of several officers including F/O L.E. Logan:

This officer is an experienced and sound instructor who works very hard and has the ability to command a flight. Deportment and conduct have been exemplary.

The website "Lost Bombers" carries the following about his two downings:

11/12 March 1943: Halifax BB250 (LQ-E) of No.405 Squadron, target Stuttgart. This was one of four No.405 Squadron Halifaxes lost on this operation; the others were W7803, BB212 and DT745. These were the first losses from No.405 Squadron since returning from duty with

Coastal Command. Airborne at 1900 hours, 11 March 1943 from Topcliffe. Homebound at 15,000 feet, shot down by a night-fighter and crashed at Mondrepuis (Aisne), 20 km NNE of Vervins, France. Crew were P/O B.C. Dennison, RCAF (evaded), S/L L.E. Logan, RCAF (evaded), Sergeant E.G. Lacina, RCAF (killed), Flight Sergeant E.L. Bulman, RCAF (evaded), Flight Sergeant H.J. Jennings, RCAF (evaded), Sergeant R.G. MacDonald, RCAF (killed), Flight Sergeant R.F. Kennett, RCAF (POW).

27/28 September 1943: Lancaster LM345 (LQ-L) of No.405 Squadron, target Brunswick. LM345 was delivered to No.32 Movements Unit to No.156 Squadron on 3 September 1943 and joined No.405 Squadron on 25 September 1944. It undertook no operations with No.156 Squadron and was lost on its first operation with No.405 Squadron, with a total of 11 hours. It was one of two No.405 Squadron Lancasters lost on this operation; the other was JB120. They were the first Lancasters to be reported missing on operations from No.405 Squadron. Airborne at 1920 hours, 27 September 1943 from Gransden Lodge. Crew consisted of S/L L.E. Logan, DFC, RCAF (POW), Sergeant F.C. Boulter, RCAF (POW), P/O A. Livesay (POW), Flight Sergeant G.L. Watts (evaded), Flight Sergeant A.J. Holden (POW), Flight Sergeant W.M. Gorman, RCAF (POW), Flight Sergeant D.W. Ridgeway (former Army, RAF transfer in November 1940, POW). Logan, who had just returned to operations, again evaded until captured in Amsterdam on 1 September 1943 [sic] and was held in Gestapo Headquarters before internment in Camp L1, POW number 1758. Sergeant Boulter initially evaded until captured in Paris. Incarcerated in the notorious Parisian Prison at Fresnes, 20 January 1944 to 1 March 1944, then in the Frankfurt Jail for two weeks until internment in Camps L6 and L/357, POW number 3109. Flight Sergeant Holden initially evaded until captured in France on 8 May 1944; spent time in Toulouse, Fresnes and Wiesbaden Prisons before internment in Camp L7, POW number 667.

Directorate of History and Heritage file 181.001 D.24 has his "Loss of Bomber Aircraft" report for the second incident, compiled from interrogation of 14 May 1945. He stated he had flown twelve sorties.

When within a few minutes of target aircraft attacked by unseen fighters. Port engines caught fire - thus unserviceable - then eventually starboard inner unserviceable. Bomb doors jammed down - impossible to close. Bombs jettisoned. Made efforts to fly west - at Gravingen, Holland, aircraft finally out of control. Ordered crew to abandon aircraft over intercom, all members baled out safely. All chest type packs. Out of front hatch cover, jettisoned, aircraft started to spiral as I left controls.

DHH file 181.003 D.496 has a far more detailed "Report of Loss of Aircraft on Operations" report, compiled 14 May 1944 and based on report of Flight Sergeant G.L. Watts, the RAF bomb aimer who had evaded. It reported the position of final loss as Groningen (53°13' North, 06°34'

East) on outbound journey. Briefed Route had been Base - 52°37' North 03°30' East - Egmond - 52°30' North 09°19' East - 52°38' North 10°04' East - Brunswick - 52°10' North 09°45' East - 52°35' North 08° East - Egmond - Base. The narrative by Watts was as follows:

1. The Lancaster, equipped with H2S and Monica, and carrying markers and bombs, took off from Gransden Lodge at 1920 hours on 27th September 1943. There was no trouble until, after crossing the enemy coast at about 17-18,000 feet, a point about 60 miles west of Hanover was reached.
2. At that point a fighter made a surprise attack on the Lancaster with cannon shell. It was very dark and it was not till after the enemy had stopped firing that the Rear Gunner reported that they were being attacked by a Ju.88. Our gunners did not fire, but reported that the fighter passed above the Lancaster from port to starboard and was not seen again. The pilot [Logan] carried out combat manoeuvres Monica had been giving frequent warnings, but these were all believed to be from our own aircraft.
3. The effect of the single attack was severe. The hydraulics were badly shot up, the floor covered with hydraulic fluid. The port inner engine was on fire but it was stopped, feathered and extinguished. H2S and Gee were consequently unserviceable. The oil pressure on other engines fell off and the Flight Engineer [Boulter] thought there was danger of them stopping. Informant states that the undercarriage and flaps dropped down, and the bomb doors opened. Speed fell markedly, and the pilot ordered the crew to stand by to bale out. None of the crew was injured but the Rear Gunner's [Ridgeway] oxygen supply was cut and he could not hear the rest of the crew on the intercom, though they could hear him. Informant went back and brought him to the front of the Lancaster for oxygen.
4. To avoid turning back against the bomber stream the pilot, having jettisoned the bombs, proceeded on course until reaching the turning point near Hanover. He then turned round Hanover and set course for base, although he realized there was little chance of reaching England. Shortly after this another engine cut (believed to have been the starboard outer) but the pilot controlled the aircraft very well, so that it continued to fly on course losing height very gradually. About 50 miles east of Groningen one of the two remaining engines (port outer ?) practically gave out - it was just ticking over, not quite stopped. Informant went down to open the front hatch and, finding that the handle wouldn't budge, obtained the help of the Flight Engineer, jettisoned the hatch and then plugged in to the intercom. The pilot told the crew not to bale out yet as he

still had the aircraft under control. Informant believes the pilot flew the Lancaster for about 50 miles on the last remaining engine before stating that he could control it no longer and ordered the crew to bale out quickly. Height was roughly 10,000 feet.

5. Informant jumped first, made a good descent apart from twisting his right knee on landing (about two miles west of Groningen) having misjudged the distance to the ground owing to darkness. He saw the Lancaster in the air while he was falling, there was no fire until it hit the ground and exploded, about three miles east of Groningen.

Operational Research Section Comment

6. The main facts which appear from this narrative are that "L" of No.405 Squadron was seriously damaged by a fighter about 60 miles west of Hanover, but managed to reach Groningen before the pilot had to give the order to bale out. After the attack the sequence of events (see para 4 above) is open to doubt. As the times were given, and the aircraft eventually came down far off the briefed route, the available evidence is insufficient to present a convincing account of what actually occurred.

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LOGAN, F/L Nobert Jack (J11467) - **Mention in Despatches** - No.422 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 9 June 1921. Home in Ottawa, Ontario; educated Glebe Collegiate, active Boy Scout. Enlisted in Ottawa, 4 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.2 EFTS; to No.4 SFTS, 14 September 1940; graduated and promoted Sergeant, 18 November 1940. To Trenton, 6 January 1941. To No.4 SFTS, 24 March 1941. Promoted WO1, 1 December 1941. Commissioned 14 April 1942. Promoted Flying Officer, 15 October 1942. To No.1 GRS, 31 December 1942. To "Y" Depot, 20 March 1943. To RAF overseas, 25 March 1943. Promoted Flight Lieutenant, 15 April 1944. Repatriated 3 December 1944. To No.1 Training Command, 10 January 1945. To No.2 SFTS, 12 January 1945. To No.3 OTU, 2 March 1945. To Patricia Bay, 4 August 1945. Retired 10 September 1945. Living in Moncton in 1950. Unit identified only as "Overseas" in AFRO; Squadron ORB dated 25 June 1945 mentions the award.

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LOGAN, F/L Percival Nathaniel Joseph (J17678) - **Mention in Despatches** - No.426 Squadron -

Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 14 September 1920 in Morinville, Alberta (farmer); enlisted in Edmonton, 3 July 1941. To No.2 Manning Depot, Brandon, 4 August 1941. To No.2 BGS, Mossbank as guard, 10 October 1941. To No.2 ITS, Regina 24 November 1941; graduated and promoted LAC, 17 January 1942; to No.19 EFTS, 18 January 1942; to No.10 SFTS, Dauphin, 12 April 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, Halifax, 15 August 1942. Embarked for overseas, 25 September 1942; arrived in United Kingdom, 9 October 1942. To No.3 (Pilots)AFU, 26 October 1942. To No.22 OTU, 5 January 1943. Promoted Flight Sergeant, 29 January 1943. Commissioned 9 May 1943. To No.426 Squadron, 29 May 1943. Attached to No.1679 Conversion Unit, 25 June 1943 (Lancaster conversion). While there attended No.1535 Beam Approach Training Flight. Promoted Flying Officer, 9 November 1943. Promoted Flight Lieutenant, 1 December 1943. Missing. 28/29 June 1944. Safe in United Kingdom, 20 August 1944. Embarked for Canada, 8 October 1944. To No.7 Release Centre, 15 February 1945. Released 21 February 1945. Rejoined RCAF in Edmonton, 14 November 1946 (22872) as Radio Technician in rank of LAC; remained on strength of that station to 25 June 1947 when posted to No.2 Radio and Communication School, Clinton. To No.426 Squadron, Dorval, 6 April 1948. To Station Lachine, 11 March 1951. To No.426 Squadron, 3 July 1951. To Station Dorval, 30 November 1951 for release. Rejoined in Edmonton, 17 May 1954 as Meteorological Technician in rank of LAC. To No.2 Manning Depot, St. Jean, 17 June 1954. To Station Portage la Prairie, 14 August 1954. To Station Trenton, 7 October 1954. To Station Penhold, 9 January 1955. To Station Greenwood, 3 April 1956. Promoted Corporal, 1 April 1960. Resigned position, 13 November 1969, retiring to Richmond, British Columbia. Died in Chilliwack, British Columbia, 29 August 1986 as per **Legion Magazine** of December 1986/January 1987. DHist File 181.009 D.1658 (PAC RG.24 Vol.20605) has correspondence dated 4 October 1944 respecting his activities as an evader. DDMI report of 15 September 1944 describes his actions as follows:

On 14 August 1944, Flight Lieutenant Logan was one of several escapees who, whilst dressed in civilian clothes, carried ammunition and guns in sacks from Notre Dame de Courson to Cheffreville, passing Germans en route. The following day, Flight Lieutenant Logan went alone with the chief of local Resistance Group to collect a similar consignment. At the request of the chief who had received wireless instructions to send men through the lines to collect information on enemy movements and locations, Flight Lieutenant Logan and an American officer set out alone on 17 June 44 [sic - must be 17 August]. They were allowed to be followed later by other members of their party. Although they had to run the gauntlet of fire from both the enemy and Allied forces, they eventually met British troops and were able to impart the information they had acquired.

FURTHER NOTE ON LOGAN: DHist file 181.009 D.4431 (RG.24 Vol.20649) has recommendation for MiD dated 16 October 1944 emanating from No.426 Squadron. He had by then flown 24 sorties (145 hours 50 minutes).

This officer, as captain of a Halifax, was detailed to attack the marshalling yards at Metz on the 28th of June and from which operation his aircraft was reported missing. Since then, Flight Lieutenant Logan has returned to this country as an escapee. Dressed in civilian clothes whilst in France, he assisted the local Resistance Group in distributing arms and ammunition and on instructions went through the German lines collecting information in [sic] enemy movements and locations. Eventually he ran the gauntlet of fire from both the enemy and allied forces, and met British troops where he was able to impart the information he had acquired. For his commendable work and escape it is recommended that he be Mentioned in Despatches.

Notes: Tried by Court Martial, 5 May 1944 on a charge that on 5 March 1944, at Bridlington Bay, he had flown Lancaster II serial DS757 at such a low altitude and in such a manner as to cause the loss of the aircraft and the death of 150716 Sergeant Walter John Nabey. The court ruled him NOT GUILTY.

Following his death, it was concluded that his death was "attributable to the sacrifices he made while serving with the Armed Forces" (heart condition). His widow was therefore issued a Memorial Cross (letter dated 16 May 1988)

His service file includes an interesting letter dated 30 May 1948 from M. Roussel (Le Breuil en Auge, Calvados) to the Canadian Ambassador in Paris, as follows:

Your Excellency,

I have the honour to inform you of the following:

In July 1944, we gave shelter to 5 allied airmen, i.e. 2 Canadians, 2 Americans and 1 British, who had come down in the Department of the Seine Inferieure about a month previously and had been helped in the said Department by various people. The airmen were under the leadership of F/Lt. P.M.Y. Logan, a Canadian from Marinville, Alberta, and were trying to reach the British lines near Caen.

We kept them with us for 4 days and conducted them from village to village over a distance of about 50 kilometres, and they succeeded in reaching the British

lines on 28th July, conducted by two of our men from the last village, who were well acquainted with the last bit of ground which had to be covered.

F/Lt. Logan spoke French fairly well. He did not wish to take our names in writing, for fear of being captured by the enemy, and he only gave us his own name on the last day.

We are writing to inquire whether it would be possible, through the authorities in Alberta, to trace F/Lt. Logan and to let him know that we are anxious for news of him, also to ask if he will let us have the names and addresses of his four companions for whom we ran such great risks.

This would help us very much, because a list of the people who helped members of the R.A.F. who were in trouble is being made here.

Training: Interviewed in Edmonton, 21 June 1941. "Fair type of applear, qualified educationally and is very keen for Air Crew duties."

Course at No.2 ITS was 22 November 1941 to 14 January 1942. Mathematics (118/150), Signals (150/150), Anti-Gas and Armament (62/100), Aircraft Recognition (99/100), Drill (72/100), Navigation (148/200), General Studies (86/100) and Law and Discipline (91/100). Placed 39th in a class of 139. "Has worked hard and stood 39th in his course,. Not much opportunity to develop maturity or leadership. Should develop with training. His application has been good. Is cheerful. Should make an average pilot."

Course at No.19 EFTS was 1 February to 27 March 1942.. Tiger Moth aircraft - 30.50 dual, 47.55 solo. Was on instruments 9.30. Flew 3.10 at night. Logged 10.15 in Link. "Slow progress but thorough, no bad flying faults. Instrument flying average. Deportment and punctuality good." (A.A. Madore). Ground courses in Airmanship (172/200), Airframes (80/100), Engines (64/100), Signals (95/100), Theory of Flight (71/100), Air Navigation (142/200), Armament (105/125).and Aircraft Recognition (69/75). Placed 35th in a class of 77. "Good to very good student generally able. This young man has self respect and ambition and will succeed general. Deportment was very good."

Course at No.10 SFTS was 13 April to 31 July 1942. Cessna Crane - 63.45 day dual, 72.25 day solo, 9.20 night dual, 8.50 night solo. Was 23.50 on instruments, Logged 24.30 in Link. "Progress slow at first but improved and he has developed into average material." (F/L N.S. Edgar). Ground courses in Airmanship and Maintenance (127/200), Armament, written (81/100), Armament, practical (88/100), Navigation (85/150), Meteorology (35/50), Signals,, written (46/50) and Signals, practical (65/100). Placed 30th in a class of 33. "Average student -

work somewhat sluggish - pleasant and well mannered individual - appearance fair."

Attended No.3 (Pilots) AFU, 27 October 1942 to 5 January 1943. Oxford aircraft - 8.25 day dual to first day solo, 15.30 total day dual, 10.25 day solo, 6.50 night dual to first night solo, 11.50 total night dual, 4.20 night solo; logged 2.50 in Link. Flying tests in General Flying (275/400), Instrument Flying (150/250), Night Flying (55/100) and Link (30/50). "Chief fault lies in the fact that he will not look out of the cockpit. Night flying erratic but safe. He is inclined to be slipshod in all his night flying. Flying syllabus curtailed owing to weather conditions."

Attended No.22 OTU, 23 March to 29 May 1943. Wellington III aircraft - 5.25 day dual to first day solo, 11.40 total day dual, 40.25 day solo; 2.00 night dual to first night solo, 15.05 total night dual, 30.15 night solo. Logged ten hours in Link. Had one flying incident, 5 May 1943, forced landing due to bad weather (no damage). Flying tests in General Flying (310/400), Applied Flying (150/200), Instrument Flying (200/250), Night Flying (70/100) and Link (40/50). No ground school marks reported. "Despite a very severe crash earlier in the training here, Sergeant Logan has continued his flying with great determination and keenness. He is a good leader and captain and has a very experienced crew who have done almost two OTU tours. I strongly recommend this crew for four engines. Sergeant Logan is recommended for a commission."

Attended No.1535 Beam Approach Training Flight, 27 June to 3 July 1943. Oxford aircraft - 11 hours (all beam flying) plus five hours in Link. Graded as follows - Beam Approach Procedure and "Q" Codes, Link Instruction (134/200), Receiver Operation (96/100), Instrument Flying (120/250), Cloud and Night Flying (100/50), General Application of Beam Approach Procedure in aircraft (110//200). "Average. Knows procedure but instrument flying in cloud weak."

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LOGAN, F/L Ronald Herbert (J22286) - **Commended for Valuable Services in the Air** - Station Pennfield Ridge - Award effective 23 February 1946 as per **London Gazette** dated 26 February 1946 and AFRO **London Gazette** dated 26 February 1946 and 280/46 dated 15 March 1946. Born 14 June 1915. Home in Toronto; enlisted there 10 September 1940. To No.1 BGS, 30 September 1940. Graduated 28 October 1940, promoted LAC and posted to No.4 (BR) Squadron). Promoted Sergeant, 25 November 1940. Remustered to pilot training and posted to No.4 ITS, date uncertain. To No.5 EFTS, 18 July 1942; graduated 11 September 1942 and posted next day to No.15 SFTS; graduated and commissioned, 30 December 1942. To No.2 Flying Instructor School, 22 January 1943. To No.12 SFTS, 26 March 1943. Promoted Flying Officer, 30 June 1943. To No.164 (Transport) Squadron, 24 May 1944. To Transport Conversion Squadron, 10 July 1944. Promoted Flight Lieutenant, 30 December 1944. To No.6 OTU, 14 September 1945. Retired 23 November 1945.

This officer, now a pilot, previously flew on operations as an air gunner. He is one of the original instructors on the flying staff of Transport Conversion Squadron and his cool determination, sound head work and expert handling of his aircraft under adverse conditions has set a standard of bad weather flying that is an inspiration to staff and trainees.

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LONDEAU, Sergeant Felix (R160835) - **Mention in Despatches** - No.21 Staging Unit - Award effective 14 November 1944 as per **London Gazette** of that date and AFRO 2684/44 dated 15 December 1944. Born 23 October 1906. Home in Lethbridge, Alberta; enlisted in Calgary, 1 May 1942 as Fire Fighter. To Trenton, 1 August 1942. Promoted Corporal and posted to No.3 Repair Depot, 22 August 1942. To Boundary Bay, 28 August 1942. To "U.D.", 10 October 1942. Promoted Sergeant, 1 June 1943. To No.2 Equipment Depot, 3 July 1943. To Port Hardy, 14 March 1944. To No.21 Staging Unit, 31 March 1944. To Sea Island, 14 January 1945. Promoted Flight Sergeant, 1 April 1945. To Patricia Bay, 12 July 1945. Retired 1 February 1946. Cited with Sergeants E.H. Baker, H.A.J. Rosko, L. Scheving, M.G. Svos, R.J. Ward, and F.J. Wells.

These Sergeants showed complete disregard for their own safety when assisting in the rescue of fourteen occupants of a large transport aircraft which crashed recently in British Columbia. The aircraft crashed in a wooded area, which had windfalls up to fifteen feet. In order to effect the rescue, they had to work within a few feet of the wreckage, where there was no chance of escape in the event of explosions, which occurred shortly after the rescue. As a result of their able work, eight of the occupants of the burning aircraft were saved. These airmen displayed outstanding courage and devotion to duty in the face of grave danger.

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LONDON, G/C Richard Arthur (C75) - **Officer, Order of the British Empire** - AFHQ - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 4 July 1901 at New Westminster, British Columbia as per RCAF Press Release reporting award. Educated at Ladner and Victoria, B.C. Enlisted in RCAF, 18 June 1925 on graduation from RMC, Kingston. Early postings at Camp Borden, Ottawa, High River and Winnipeg. Attached to RAF, 1929-1931, and then back to Rockcliffe. During the Second World War was mainly involved in supply depot work, beginning with command of No.12 Supply Depot, Montreal (there as of 17 October 1940). Promoted Group Captain, 15 October 1941. To No.11 Equipment Depot, Calgary, 28 August 1942. To No.1 Equipment Depot, Toronto, 22

September 1943. To AFHQ, 16 January 1945 for senior supply staff positions; promoted Air Commodore, 12 October 1945. Appointed Deputy Air Member for Technical Services, January 1947 and held that until retirement as an Air Commodore, 3 November 1951 (see Press Release 7857); succeeded by Air Commodore V.S.J. Millard. No citation to OBE.

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LONG, Sergeant (now F/L) Edward Reeves (R63680/J15152) - **Distinguished Flying Medal** - No.12 Squadron - Award effective 30 January 1943 as per **London Gazette** dated 30 January 1943 and AFRO 1078/43 dated 11 June 1943. Born in Ingersoll, Ontario, 30 August 1917; home there (salesman); enlisted in London, Ontario, 27 May 1940. To No.1 ITS, 1 June 1940; graduated and promoted LAC, 21 June 1940 when posted to No.1 WS; graduated 9 November 1940 when posted to No.1 BGS; graduated and promoted Sergeant, 15 December 1940). To Rockcliffe, 27 December 1940. To RAF overseas, 7 February 1941. Commissioned 19 January 1942. Repatriated at uncertain date. Attached to Ferry Command, he departed Montreal on 11 May 1942 in Mitchell FK161, arriving Britain 20 May 1942. Embarked from Britain for return to Canada, 2 June 1942. To Rockcliffe, 16 June 1942. To No.1 BGS, 19 July 1942. Promoted Flying Officer, 15 November 1942. Promoted Flight Lieutenant, 1 March 1943. To No.4 WS, 20 May 1943. To No.4 AOS, 21 May 1944. To No.1 Flying Instructor School, 6 December 1944. Applied for Operational Wings, 24 August 1943 while with No.1 SFTS; checked by B. Brown, 26 August 1943; sent to AMAS/D/Ops, 29 August 1943; returned from AMAS/D/Ops on 19 January 1944 (decision affirmative); wings and certificate despatched 25 January 1944; confirmed by AFRO 358/44 dated 18 February 1944. Accepted for postwar RCAF, 1 October 1946 in rank of Flight Lieutenant (19796). To Station Toronto, 7 August 1947 to attend the Air Force School of Administration for Junior Officers. Classified as Signals Officer, 1 April 1948. RCAF photo PL-1956 shows Sergeant J.R. Kennedy (London, Ontario), Sergeant R.W. Harris (Thamesville, Ontario), Sergeant N.M. McArthur (Coldstream, Ontario), Sergeant W.B. Mosley (London, Ontario) and Sergeant E.R. Long (Ingersoll, Ontario).

This airman has shown high and consistent ability as a wireless operator during many attacks on enemy territory, including four raids on Berlin. On one occasion when the starboard engine of his aircraft failed, Sergeant Long succeeded in maintaining two way communication with base and obtained two vital W/T fixes, thus largely contributing to the safe return of the aircraft. His keenness and enthusiasm for operations have set a splendid example.

NOTE: Public Record Office Air 2/9578 has recommendation dated 18 November 1941 detailing sorties and with a slightly longer text; he had then flown 22 sorties (138 hours 40 minutes). It is not clear if the incident specified is that of 19 September 1941 or 14 October 1941 (if the latter, the sortie list and citation disagree as to which engine was stricken).

16 July 1941 - Boulogne (4.30)
20 July 1941 - Cologne (6.00)
24 July 1941 - Brest (6.10, daylight)
2 August 1941 - Berlin (7.40)
5 August 1941 - Karlsruhe (4.00)
7 August 1941 - Essen (5.15)
12 August 1941 - Berlin (7.45)
14 August 1941 - Magdeburg (7.20)
16 August 1941 - Cologne (7.00)
19 August 1941 - Kiel (6.10)
26 August 1941 - Cologne (6.30)
28 August 1941 - Duisburg (5.00)
31 August 1941 - Essen (4.40)
7 September 1941 - Berlin (7.45)
8 September 1941 - Kassel (6.00)
19 September 1941 - Stettin (5.00, bombed Bremen, tech problems)
29 September 1941 - Stettin (8.45)
10 October 1941 - Cologne (6.00)
12 October 1941 - Nuremberg (8.00)
14 October 1941 - Nuremberg (7.50, port engine on fire; crash landed; bombed Mannheim)
21 October 1941 - Bremen (5.30)
7 November 1941 - Berlin (5.50, iced up)

Sergeant Long has taken part in one day and 21 night operations since the 16th July 1941. During this time has shown a high and consistent ability as a Wireless Operator, and a keenness and enthusiasm for operations which have been a splendid example to the squadron.

On one occasion when the starboard engine of the aircraft in which he was flying failed, necessitating a one-engined flight of over five hours, Sergeant Long succeeded in maintaining two-way communication with base until the accumulator was exhausted. During this period he was able to report the plight of his aircraft and obtained two Wireless Telegraphy fixes. There is no doubt that Sergeant Long's skill on this occasion contributed to the safe return of his aircraft.

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LONG, W/C Harle Benson (C2688) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born in St.Catharines, Ontario, 29 September 1903 (RCAF Press Release 4907 announcing award). Educated in Toronto including engineering at Central Technical School. Employed by DND before enlistment as an engineer involved in construction. Enlisted in Toronto, 10 September 1940. An architect by training, enrolled in Works and Building Branch. To Western Air Command, 5 October 1940. Promoted Flight Lieutenant, 15 July 1941. Promoted Squadron Leader, 15 August 1942. Promoted Wing Commander, 15 August 1943. To Maintenance Command Headquarters, 2 July 1946 (later named Air Materiel Command) as senior construction engineering officer. Retained in RCAF (Construction Engineering Branch), 1 October 1946, retaining rank of Wing Commander (20767). Promoted Group Captain, 1 November 1948. To AFHQ, 11 September 1949 as Director of Construction Engineering. Promoted Air Commodore, 1 October 1951. To Air Member of Technical Services (CCE), 1 January 1952 (Chief of Construction Engineering until July 1955 when he was named Canadian representative on Infra-structure Airfield Section, NATO Secretariat, Paris. Queen's Coronation Medal awarded 21 October 1953 when on strength of AMTS/AFHQ. Retired 3 November 1958. Died 7 December 1985 as per **Airforce Magazine**, issue of April-May-June 1986.

This officer, employed in construction engineering at these headquarters, has at all times displayed untiring devotion to duty, representing much overtime work. His enthusiasm and energy, coupled with his exceptional efficiency, have contributed in a marked degree to the successful manner in which the many difficult construction problems of the west coast have been brought to completion.

LONG, W/C Harle Benson (C2688) - **Officer, Order of the British Empire** - Western Air Command Headquarters - Award effective 2 February 1946 as per **London Gazette** dated 5 February 1946 and AFRO 280/46 dated 15 March 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation.

This officer has undertaken seemingly impossible construction tasks in isolated areas under most difficult circumstances and has through ingenuity and steadfast effort completed them in a most commendable manner on schedule. In so doing, he has contributed in no small measure to the Royal Canadian Air Force war effort. In all his undertakings he has displayed an optimistic and cheerful attitude and has given unstintingly of his leisure time in devoting his attention to his Royal Canadian Air Force responsibilities.

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LONG, F/O Hazen Herbert (J25982) - **Distinguished Flying Cross** - No.630 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 23 May 1914 in Collena, New Brunswick; home in Fredericton (teacher and radio operator); enlisted in Moncton, 16 March 1942 and posted to No.5 Manning Depot. To No.3 ITS, 18 July 1942; graduated and promoted LAC, 12 September 1942 but not posted to No.11 EFTS until 10 October 1942; may have graduated 4 December 1942 but not posted to No.5 SFTS until 27 December 1942; graduated and commissioned, 30 April 1943. To "Y" Depot, 14 May 1943. To RAF overseas, 22 June 1943. Promoted Flying Officer, 30 October 1943. Repatriated 6 February 1945. To No.1 Radio and Navigation School, 22 March 1945. To Moncton, 3 April 1945. Promoted Flight Lieutenant, 30 April 1945. To No.1 Release Centre, 14 January 1945. Retired 19 January 1945.

Throughout his operational tour this officer has showed consistent determination, fine leadership and gallant fortitude. He has completed many sorties including attacks against major German targets. He has also taken part in attacks against enemy supply depots, communications and military concentrations. prior to and during the Normandy campaign. When on a night operation over Darmstadt in September 1944, his outstanding airmanship enabled his rear gunner to destroy an enemy fighter which was preparing to attack a friendly bomber during the run over the target area.

Public Records Office Air 2/9038 has recommendation dated 18 October 1944 when he had flown 35 sorties (200 hours 32 minutes).

1 June 1944 - Saumur (6.12)
4 June 1944 - Maisy (3.50)
5 June 1944 - La Pernelle (4.17)
7 June 1944 - Foret Dedery (4.47)
9 June 1944 - Etampes (4.28)
12 June 1944 - Caen (4.21)
14 June 1944 - Aunay sur Odon (4.55)
16 June 1944 - Doullen (3.42)
21 June 1944 - Wesserling (4.20)
4 July 1944 - Creil (4.00)
7 July 1944 - Creil (4.30)
12 July 1944 - Chateau Chalindrey (7.46)
14 July 1944 - Villeneuve St.Georges (6.45)
18 July 1944 - Caen (3.37)
19 July 1944 - Creil (4.07)

20 July 1944 - Coutrai (2.57)
24 July 1944 - Stuttgart (8.12)
25 July 1944 - Stuttgart (8.47)
26 July 1944 - Givors (8.36)
28 July 1944 - Stuttgart (7.56)
30 July 1944 - Aunay sur Odon (5.48)
31 July 1944 - Joigny (5.07)
2 August 1944 - Trossy St.Maximim (4.14)
5 August 1944 - St.Leu d'Esserent (4.31)
9 August 1944 - Chatelleault (6.26)
10 August 1944 - Bordeaux (6.50)
11 August 1944 - Givors (8.16)
25 August 1944 - Barnstadt (8.25)
26 August 1944 - Koenigsburg (10.38)
29 August 1944 - Danzig (11.10)
31 August 1944 - Berguenuse (3.48)
3 September 1944 - Doelen (3.37)
9 September 1944 - Munchen (4.20)
11 September 1944 - Darmstadt
11 September 1944 - Le Havre (3.33)

This officer has carried out 35 operational sorties over heavily defended targets in Germany and over enemy occupied territory, taking part in attacks against the enemy's supply dumps, communications, military concentrations, etc., prior to and during the Normandy campaign.

During September whilst on a night operation over Darmstadt, his skilful handling of his aircraft enabled his rear gunner to shoot down an enemy fighter which was preparing to attack another Lancaster during the run over the target area.

Throughout his entire operational tour, he has never had occasion to return early to base. Likewise his photographic results have been most gratifying exhibiting a fine spirit of endeavour to reach the target and drop his bombs in the correct place. In every way, this captain has shown determination to press home his attack with great vigour and fortitude, particularly against targets in France, where he encountered heavy fighter opposition.

Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

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LONG, FS Kenneth Lawrence (R159115) - **Distinguished Flying Medal** - No.78 Squadron - Award effective 13 July 1944 as per **London Gazette** dated 28 July and AFRO 2160/44 dated 6 October 1944. Originally published as a DFC citation in AFRO 2052/44, cancelled by AFRO 2101/44 and then corrected. Born 24 January 1921, Blackfalds, Alberta. Home in Edmonton, Alberta (farmer). Enlisted there 11 April 1942. To No.3 Manning Depot, 28 April 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; graduated 30 December 1942 but not posted to No.3 SFTS until 9 January 1943; graduated and promoted Sergeant, 30 April 1943. Had 14 days embarkation leave and arrived in Halifax on 15 May 1943. To RAF overseas, 26 May 1943. To No.3 Personnel Reception Centre, Bournemouth on 27 July 1943; to No.14 Advanced Flying Unit, Banff, Scotland (Airspeed Oxfords). Posted 12 October 1943 to No.20 Operational Training Unit, Lossiemouth, Scotland (Wellingtons). Promoted Flight Sergeant, 30 October 1943. Attended a 30 day commando course at RAF Driffield. To No.1663 Conversion Unit, RAF Station Rufforth (Halifax II and Halifax V). Posted 29 April 1944 to No. 78 Squadron (Halifax III). On third operation was shot up by a Ju.88 and lost several of his crew. On 8 June 1944 he picked up a new crew at No.1652 Conversion Unit, returning to No.78 Squadron on 24 June 1944. Commissioned 6 July 1944. Promoted Flying Officer, 22 September 1944. Last operation (his 35th) on night of October 30/31, 1944. To Repatriation Depot, Warrington on 4 December 1944 and back home on December 25, 1944 when posted to Northwest Air Command. To Station Edmonton, 26 January 1945. Discharged from the RCAF on 26 March 1945. Bought a quarter-section of land through the DVA and started farming. Married Marie McMillan of Gadsby, Alberta on 4 August 1947 and they had five daughters and one son. Quit farming in 1973 and worked for Tim-Con Construction until 1978 in Red Deer. Moved to Oliver, British Columbia for 11 years and in 1989 moved back to Lacombe, Alberta; living there in 1999. Died 18 May 2016. Medals include: DFM, 1939-1945 Star, France and Germany Star, Defence Medal, Canadian Volunteer Service Medal and Bar, 1939-1945 War Medal. Donated his uniform and log book to the Reynolds Alberta Museum. Details of his career via John Blatherwick. Cited with Sergeants L.C. Browne and F.B. Drew (RAF).

Sergeant Drew, Flight Sergeant Long and Sergeant Browne were flight engineer, pilot and wireless operator (air) of an aircraft detailed to attack Bourg-Leopold one night in May 1944. When nearing the enemy coast on the homeward flight, the aircraft was attacked by a fighter and sustained considerable damage. Two engines were put out of action and extensive fires started in the fuselage. The bomber temporarily went out of control. At this moment it was struck by bullets from another enemy aircraft. Sergeant Drew was badly wounded in the foot, the thigh and arm; Sergeant Browne also sustained severe wounds in the arm and

thigh. The situation was critical but although Sergeant Long ordered his crew to prepare to abandon the aircraft, he attempted to regain control. He succeeded in so doing. Meanwhile, Sergeant Drew, in spite of considerable suffering and weakness through loss of blood, fought the fires and his efforts were successful; he also succeeded in restarting one of the damaged engines. By now he was unable to move about. Nevertheless, throughout the remainder of the homeward flight he directed other of his comrades in the necessary engineering tasks. Sergeant Browne also proved himself to be a devoted member of aircraft crew for, injured as he was and suffering acutely, he insisted on remaining by his wireless apparatus to assist his pilot on his course. Eventually Flight Sergeant Long reached an airfield in this country and made a safe landing. In the face of a trying ordeal, these airmen displayed high courage, great skill and endurance. Their example ranks high.

NOTE: Public Record Office Air 2/9157 has recommendation drafted by the Commanding Officer, No.78 Squadron, 31 May 1944 when he had flown four sorties (one as second pilot) and 15 hours 32 minutes on operations. Sortie list and submission as follows:

1 May 1944 - Mailnes (3.42, second pilot)
19 May 1944 - Boulogne (3.21)
22 May 1944 - Orleans (5.05)
27 May 1944 - Bourg Leopold

On the 27th May 1944, Flight Sergeant Long was the captain of a Halifax bomber which took part in the attack on Bourg Leopold. Returning over the enemy coast, the aircraft was attacked by an enemy fighter, causing extensive fires in the fuselage and putting both starboard engines out of action. The aircraft went out of control and the crew were ordered to prepare to abandon aircraft. At that moment another fighter attack caused serious wounds to the Flight Engineer and Wireless Operator which would have made it impossible for them to use their parachutes. Realising this, Flight Sergeant Long rose to the occasion, and by extremely skilful airmanship under most trying conditions, regained control and flew the aircraft back to this country.

By his ability to make an instantaneous decision in this emergency and his skilful pilotage this Non-Commissioned Officer undoubtedly saved the lives of the wounded members of his crew, and safeguarded valuable equipment.

I consider his devotion to duty and gallant conduct fully merit the award of the Distinguished Flying Medal.

On 1 June 1944 the Officer Commanding, Station Brighton, added his remarks:

On the night of 27th May Flight Sergeant Long was carrying out his third operational sortie. While crossing the enemy coast he was repeatedly attacked by a fighter which not only caused fire within his aircraft and damage to controlling surfaces, but seriously wounded two members of his crew. Despite his lack of operational experience, this Non-Commissioned Officer was undaunted and rose to the occasion with commendable courage and skill. He displayed powers of captaincy and resource which would have been commendable in a veteran of many sorties. I strongly recommend Flight Sergeant Long's courage, skill and fearlessness in the face of the enemy should be recognised by the immediate award of the Distinguished Flying Medal.

This was endorsed by the Air Officer Commanding, No.4 Group on 4 June 1944 and approved by Air Chief Marshal Sir Arthur Harris, Air Officer Commanding-in-Chief, Bomber Command, on 11 June 1944.

RCAF Press Release No. 7845 dated December 13, 1944 from "MacPherson" read as follows:

With Canadians flying in the R.A.F. – F/L K.L. "Shorty" Long of Lacombe, Alberta, who won the Distinguished Flying Medal for his grim determination and courage while he was still a Flight Sergeant pilot of a Halifax bomber, and F/O T.J. Chiverton of Maidstone, Saskatchewan, his navigator, were recently screened.

The mission on which Long won the DFM was one of the most hazardous and nerve-wracking of his whole career in the RCAF, the attack on the military depot at Bourg-Leopold in Belgium.

Long was just bringing the big Halifax out of its bombing run when a German night fighter attacked. Not one member of the crew caught a glimpse of the enemy until cannon shells and machine gun bullets smashed into the bomber wounding the flight engineer and wireless operator.

Both starboard engines of the Halifax were shot up and fire broke out in the bomb bay and the hydraulics were rendered useless.

Fearing he would have to abandon the aircraft, Long ordered Chiverton and other members of the crew to prepare to bale out. He managed to straighten out the damaged aircraft, but just after the bomb-aimer had escaped through a

hatch, Long decided to try to get the wounded aircraft back to friendly England.

The skipper fought the controls all the way back and the fire in the bomb bay was finally extinguished by the other members of the crew a short time before Long set his badly damaged Halifax down on the runway of an emergency landing field in England.

Long and Chiverton completed a total of 14 trips to major German targets before they were screened.

Chiverton joined the RCAF in late 1939 as transport driver, remustering to aircrew in 1942. Long joined up in 1942, and they arrived in England within a few days of each other in June, 1943.

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LONG, F/L Robert Stanley (J17582) - **Commended For Valuable Services in the Air** - No.3 OTU - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born 3 November 1921. Home in Aldershot, Ontario; enlisted in Hamilton, 21 August 1940. To No.1 ITS, 12 October 1940; graduated and promoted LAC, 16 November 1940; posted that date to No.9 EFTS; to No.5 SFTS, 4 January 1941; graduated and promoted Sergeant, 20 March 1941. To No.31 GRS, 30 March 1941. To RAF overseas, 16 July 1941. Commissioned 15 February 1943. Promoted Flying Officer, 15 August 1943. Repatriated 25 October 1944. To No.3 OTU, 26 November 1944. Promoted Flight Lieutenant, 15 February 1945. To Release Centre, 27 September 1945. Released 5 October 1945, settling again in Aldershot. Living in Hamilton, Ontario as of July 1950. Died 6 June 1999 in Gorrie, Ontario as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 2000. DHist file 181.009 D.2280 (RG.24 Vol.20623) has recommendation of a Mention in Despatches dated 25 July 1945 when he had flown 1,960 hours, 240 in previous six months, and 448 hours as instructor (240 in previous six months). Described as having flown 60 sorties (800 operational hours).

This officer, after a tour of operations during which he proved himself to be an outstanding captain, has returned to Canada and applied himself to Operational Flying Training with equal skill and diligence. As an Instructor, he has shown exceptional qualities of character and leadership, which have been reflected in the excellent results achieved by the students in his charge. His devotion to duty has been exemplary and his constant efforts have been an inspiration to his fellow instructors.

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LONG, F/L Ronald Walter (J18760) - **Distinguished Flying Cross** - No.405 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 26 August 1920 in Stratford, Ontario. Home in Windsor, Ontario (office clerk); enlisted there, 19 August 1940. To No.4 SFTS (non-flying duty), 23 October 1940. To No.2 ITS, 11 December 1940; graduated and promoted LAC, 15 January 1941 when posted to No.6 EFTS; to No.2 Manning Depot, 11 March 1941; to No.4 SFTS, 17 March 1941; graduated and promoted Sergeant, 3 July 1941. To Embarkation Depot, 4 July 1941. To RAF overseas, 25 July 1941. Promoted WO2, 9 April 1943. Commissioned 6 June 1943. Promoted Flying Officer, 6 December 1943. Promoted Flight Lieutenant, 1 June 1944. Missing, presumed dead, 16 September 1944 (Lancaster PB527). No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office document Air 2/8823 has recommendation dated 20 August 1944 when he had flown 41 sorties (187 hours 40 minutes). Sortie list begins 3 December 1943 (Leipzig) and continues to 22 May 1944 (Le Mans) with three consecutive trips to Berlin (27 January, 28 January and 15 February 1944) plus Berlin again on 24 March 1944 and Nuremburg on 30 March 1944. Also flew against Longues on 5 June 1944 and in support of TOTALIZE, August 1944.

This officer is an outstanding pilot and captain now on his second tour of operations. The majority of the sorties carried out by Flight Lieutenant Long have been directed against heavily defended enemy targets, but he has never been deterred from pressing home his attacks to the full, thereby setting a fine personal example to his crew. His airmanship and leadership are above reproach and have had a salutary effect on all pilots in this squadron less experienced than himself. Strongly recommended for the non-immediate award of the Distinguished Flying Cross.

Public Record Office Air 50/248 has Combat Report from night of 1/2 March 1944, Lancaster JB286, K/405. Crew consisted of J18760 P/O R.W. Long (pilot), 1395885 Flight Sergeant R. Brock, 979645 Sergeant G.J. Edwards (later commissioned and awarded DFC), 1575439 Sergeant A.D. Leavesley, 1813553 Sergeant A.W. Cowdey (rear gunner), R187162 Sergeant H.A. Stroud (mid-upper gunner) and 1819034 Sergeant R.I. York.

1. On 2nd March 1944, Lancaster Type III, "K" JB286 of No.405 Squadron during outward journey to Stuttgart.
2. Position 48° 20" North 07° 50" East. Time 0236 hours. Speed 145 knots. Course 061 True.

3. Visibility good. 10/10 cloud type about 12,000 feet.
4. No searchlight or other ground cooperation before, during or after the attack.
5. No unusual phenomena.
6. Unidentified single engine aircraft flying along.
7. No lights carried.
8. Armament carried by enemy aircraft unknown.
9. Enemy aircraft seen by rear gunner [Sergeant Stroud] at 600 yards, dead astern about 30° down.
10. Enemy aircraft made one attack from dead astern down and broke away below.
11. When enemy aircraft was at 500 yards the rear gunner gave "Corkscrew Starboard"; two complete corkscrews were made before course was resumed.
12. Fire was opened by rear gunner at about 500 yards. A short burst was made of about 50 rounds. The enemy aircraft did not open fire.
13. No casualties or damage to the Lancaster. No damage claimed to enemy aircraft.
14. 50 rounds approximately were fired from rear turret, stoppages were experienced on both left-hand guns (outer having 2.00 position and inner having 1.00 position). The mid-upper did not fire.
15. Rear Gunner - R187162 Sergeant Stroud, H.A. - No.9 B and G School, Mont Joli and No.10 OTU, Abingdon. Mid-Upper Gunner - 1813553 Sergeant Cowdey, No.1 AGS, Pombrey and No.10 OTU, Abingdon
16. No claim made by gunner for damage to enemy aircraft.

The website "Lost Bombers" provides the following on his last sortie. Lancaster PB527 (LQ-K), target Kiel, 15/16 September 1944. Aircraft originally was delivered to No.635 Squadron, 5

September 1944, joining No.405 Squadron three days later. PB527 was lost on its first operation. Airborne 2235 hours, 15 September 1944 from Gransden Lodge. Crashed in the North Sea off the west coast of Denmark.

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LONGARD, FS Roy Edward (R76064) - **British Empire Medal** - No.51 Squadron (AFRO gives unit only as "Overseas") - Award effective 1 January 1943 as per **London Gazette** of that date and AFRO 410/43 dated 12 March 1943. Originally published as "effective 23 December 1942" (AFRO 232/43, 12 February 1943). Effective date corrected in subsequent order. Born 28 January 1921. Enlisted in Halifax, 15 October 1940. To No.1 ITS, 28 October 1940; graduated and promoted LAC, 27 November 1940 when posted to No.8 EFTS; to No.3 SFTS, 15 January 1941. Graduated and promoted Sergeant, 4 May 1941. To Embarkation Depot, 5 May 1941. To RAF Trainee Pool, 18 June 1941. Attained rank of WO2, 11 November 1942. To Canada via Rockcliffe, 25 December 1942. To No.1 ITS, 1 March 1943. Promoted WO1, 1 May 1943. To No.5 Manning Depot, 2 July 1944. Reclassified as Technical Assistant, 19 July 1944. To No.1 ITS, 15 August 1944. Retained in postwar RCAF, 1 October 1946 (21989) as Technical Assistant in rank of WO2; promoted WO1, 1 October 1948. Commissioned at uncertain date with rank of Flight Lieutenant. Awarded operational wings for one tour. It is interesting to note the sequence by which he got his operational wings; application received at No.1 Training Command, 25 August 1943; checked by a D. Brown, 27 August 1943; sent to AMAS/D/Ops, 30 August 1943; returned from AMAS/D/Ops, 1 January 1944; decision rendered in favour; wings despatched with certificate, 25 January 1944; recorded in AFRO 358/44 dated 18 January 1944. BEM citation found in Public Records Office Air 2/8871.

On 22nd July 1942, Flight Sergeant Longard was the captain of a Whitley aircraft detailed for convoy escort. When 60 miles off Hartland Point both engines failed and caught fire. Flight Sergeant Longard, despite adverse weather conditions, alighted on the sea but unfortunately the wireless operator, who had broken his arm, was further injured, sustaining a fractured leg and pelvis when the aircraft came down on the water. Although he was aware that the badly damaged aircraft could not float in the rough sea, Flight Sergeant Longard went down into the well and, with water up to his armpits, hauled the injured wireless operator out and with the help of two other members of the crew got him into the dinghy before the aircraft sank. This flight sergeant displayed courage and devotion to duty in rescuing a member of his crew under difficult and dangerous circumstances.

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LONGMORE, FS Edward Bruce (R100212) - **Mention in Despatches** - No.97 Squadron - Award

effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Elbow, Saskatchewan, 17 February 1911. Educated in Saskatchewan. Home in Flin Flon, Manitoba where he was a "puncher" for Hudson Bay Mining and Smelting, 1934 to enlistment. Enlisted in Flin Flon, 10 April 1941 as Radio Technician. To No.2A Manning Depot, Penhold, 13 May 1941. To University of Manitoba, Winnipeg, 6 June 1941. Promoted LAC, 13 September 1941 when reclassified as Radar Mechanic. To OAC, Guelph, 29 September 1941. To No.1 Manning Depot, Toronto, 1 November 1941. To No.31 Radio School, Clinton, 14 November 1941. To No.31 Personnel Depot, Moncton, for embarkation, date uncertain but attachment ceased as of 8 January 1942. Disembarked in Britain, 19 January 1942. To No.3 PRC, Bournemouth, 21 January 1942. To No.97 Squadron, 7 February 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 29 December 1942. Promoted Flight Sergeant, 1 July 1943. To No.54 Base, 23 September 1944. To Station Upwood, 31 March 1945. To Station Downham Market, 2 April 1945. Promoted WO2, 12 April 1945. Repatriated to Canada, 21 August 1945. Retired 4 October 1945. Died in Flin Flon, 30 May 1969 as per **Legion Magazine** of October 1969.

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LONGTHORNE, WO1 (now P/O) Thomas Frederick Appleby (R63581/C95088) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 22 January 1913. Home in London, Ontario; enlisted there 19 April 1940 as Aero Engine Mechanic. To Technical Training School, St. Thomas, 17 May 1940. To No.4 SFTS, 18 July 1940. Promoted AC1, 19 July 1940. Promoted LAC, 1 December 1940. Promoted Corporal 1 May 1941. Promoted Sergeant, 1 May 1942. To No.9 BGS, 18 November 1942 on remuster to aircrew (Flight Engineer); graduated 29 December 1942 posted next day to Aero Engineer School. To No.3 OTU, 16 January 1943; may have graduated 19 February 1943 but not posted to Eastern Air Command until 6 March 1943. To No.117 (BR) Squadron, 9 March 1943. Promoted Flight Sergeant, 1 April 1943. To Shelburne, 28 November 1943. To "Y" Depot, 4 February 1944. Taken on strength of No.3 PRC, 14 February 1944. Commissioned 1 May 1945. Repatriated 5 August 1945. Retired 18 September 1945. Died in Barrie, Ontario, 10 July 2005.

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LONSETH, F/L Palmer (J7323) - **Mention in Despatches** - No.11 Squadron (Canada) - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 24 January 1916 at Dinsmore, Saskatchewan (RCAF press release 2659 announcing award); home there; enlisted in Saskatoon, 18 December 1940 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 28 January 1941. To No.2 ITS, 4 March 1941; 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 commissioned, 1 September 1941. To Eastern Air Command, 2 September 1941. To No.11 (BR) Squadron, 16 September 1941. To "K", date uncertain. Promoted Flying Officer, 1 September 1942. Promoted Flight Lieutenant, 1 December 1942. No.11 (BR) Squadron, Torbay, 26 October 1943. To an OTU, 14 April 1944. To Eastern Air Command Headquarters, 19 April 1944. Promoted Squadron Leader, 1 August 1944. To No.11 (BR) Squadron again, 31 August 1944. To Mountain View, 16 February 1945. To No.1 Air Command, 4 September 1945. To No.6 Release Centre, 23 October 1945. Retired 24 October 1945.

This officer has displayed keenness in his work and his active interest in instruction and supervision of training has been largely instrumental in increasing the efficiency of the squadron.

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LOOMIS, S/L James Gordon Mann (C8264) - **Mention in Despatches** - No.62 Base - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. Home in Westmount, Quebec; enlisted in Montreal, 24 October 1941 in Aero Engineering Branch with rank of Pilot Officer. To Moncton, 7 November 1941. To No.13 SFTS, 18 April 1942. Promoted Flying Officer, 24 April 1942. To "Y" Depot, 4 January 1943. To RAF overseas, 2 February 1943. Promoted Flight Lieutenant, 22 May 1943. Promoted Squadron Leader, 31 May 1944. Repatriated via No.4 Repair Depot, 31 May 1945. To No.428 Squadron, 10 June 1945. To Scoudouc, 14 July 1945. To No.2 Release Centre, 22 September 1945. Retired 3 October 1945. Died in Montreal, 20 April 1969. 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.

LOOMIS, S/L James Gordon Mann (C8264) - **Member, Order of the British Empire** - No.62 Base - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. No citation in AFRO or DHist biographical file. DHist file 181.009 D.1725 (RG.24 Vol.20607) has recommendation from W/C Carr-Harris, dated 21 May 1945 when Loomis was Officer in charge, No.62 Base Major Servicing Section. An identical recommendation had been submitted on 3 February 1945 (DHist file 181.009 D.1722, RG.24 Vol.20606).

Squadron Leader Loomis is an outstanding Engineer Officer, employed since May 1944 as Officer Commanding No.62 Base Major Servicing Section. When he took command of his section the heavy pre-invasion bombing effort was in full stride. On top of this, plans had been made for refitting five of the six squadrons in the base with new aircraft, all of which were passed through the base section. These two factors placed extraordinary demands in Squadron Leader Loomis' section. It was decided not only to double the output of spare power plants and

components to handle the increased flying commitment but also to double the rate of output of accepted aircraft for refitting the four squadrons. Much of the detail of these changes fell on Squadron Leader Loomis' shoulders. He did an exceptional job. In one case it had been planned to stand one squadron (No.426) down for a week while the change was made. So consistent and so large was the flow of machines through the base section, however, that this squadron was completely fitted with new aircraft in six days, and the squadron did not cease flying commitments at all. Not one operational sortie was lost while the change was being made. Re-equipping of the other three squadrons went forward at a very rapid rate as well.

Squadron Leader Loomis' loyalty, devotion to duty and ability have been consistently of a high order. His men have been inspired to great efforts. He is highly recommended for the award of the MBE.

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LOOSELEY, F/L Herbert William (C6538) - **King Haakron VII's Medal of Liberation (Norway)** - Award effective 13 December 1949 as per **Canada Gazette** of 17 December 1949 and AFRO dated 23 December 1949. Born in Brighton, England, 20 June 1906. Home in Vancouver. Enlisted 8 August 1941 in Administration Branch with rank of Flying Officer. To No.1 Manning Depot, 16 September 1941. Promoted Flight Lieutenant, 15 August 1942. To No.4 Aircrew Graduate Training School, 15 January 1944. To No.1 ITS, 6 July 1944. To AFHQ, 17 November 1944. To No.4 Release Centre, 6 September 1945. Retired 19 September 1945. Living in Vancouver as of June 1949. Died in Oakville, Ontario, 3 September 1988. Award had been for work as a liaison officer with Norwegians.

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LORD, F/L Forrest Guy (J4883) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 14 April 1944 as per **London Gazette** dated 18 April 1944 and AFRO 1020/44 dated 12 May 1944. Born 24 August 1917 in Winnipeg. Attended Bishop's College where he was in Cadet Corps, 1931 to 1936; home in Lennoxville, Quebec; described himself as working for himself, "proprietor", 1937-1940. Enlisted in Montreal, 21 September 1940. To No.2 ITS, 14 October 1940; promoted LAC, 3 November 1940 and posted that date to No.6 EFTS; to No.4 SFTS, 3 January 1941; graduated 17 March 1941; commissioned 19 March 1941. Attended Central Flying School, Trenton, 5 May to 24 June 1941. Posted to No.12 SFTS, 24 June 1941. Promoted Flying Officer, 1 February 1942. To "Y" Depot, 28 February 1943. To RAF overseas, 26 March 1943. To No.20 (Pilots) AFU, 4 May 1943. Attached to No.1538 Beam Approach Training Flight, 14-24 May 1943. To No.24 OTU, 15 June 1943. To No.1664 Conversion Unit, 4 September 1943.

To No.428 Squadron, 28 September 19453. Promoted Flight Lieutenant, 27 November 1943 and assigned to Flight Commander post. To No.6 Group Headquarters for training staff duty, 12 August 1944.Promoted Squadron Leader, 15 October 1944. Repatriated 9 March 1945. To Central Flying School, 19 May 1945. To No.6 OTU, 15 July 1945, serving there to 19 February 1945. Retired 22 February 1946. Subsequently granted rank of Squadron while a University Cadet Squadron officer, 15 October 1948 to 31 August 1958. Died in Sherbrooke, Quebec, 13 March 1980 as per **Legion Magazine** of July 1980. RCAF photo PL-28380 (ex UK-9274 dated 28 March 1944) shows him as a flight commander in No.428 Squadron. Photos PL-28671 (ex UK-9665) and PL-28672 (ex UK-9666), both dated 17 April 1944 describe him as a flight commander and the latest member of the Ghost Squadron (No.428) to be decorated. PL-28673 (ex UK-9667 dated 17 April 1944) is captioned as follows: "Just awarded the Distinguished Flying Cross for gallantry in air operations, F/L Forrest G. Lord (left) of 31 Newton Street, Sherbrooke, Quebec is pictured receiving congratulations from a member of his aircraft's ground crew, LAC E.D. 'Ernie' Pierce, Coldbrook, New Brunswick. They are both members of the RCAF Bomber Group's 'Ghost' Squadron." Photo PL-3266 (ex UK-13672) taken about time of investiture.

This officer has set a fine example of skill and determination, qualities which have been amply demonstrated on numerous occasions when his aircraft has been damaged by enemy action. Recently Flight Lieutenant Lord participated in an attack on a target in northern France. On the outward flight one engine of his aircraft became useless. Nevertheless, Flight Lieutenant Lord continued to the target and executed a successful attack. This officer has completed very many sorties and has invariably displayed a high degree of courage and devotion to duty.

Notes: Reprimanded, 9 July 1941for unauthorized low flying, 3 July 1941, Crane 7768, in the vicinity of Clear Lake, Manitoba. He was with J4863, P/O D.E. Noonan. His trial was on 7 July 1941, beginning with the evidence of the first witness:

Squadron Leader J.D. Twigg, C167, Officer Commanding Flying Squadron, No.1 Air Navigation School, Rivers, being duly sworn, States:

On the afternoon of July 3rd at 1415 hours I was on the golf course at Clear Lake, Manitoba, and heard the noise of aircraft engines approaching from the west. I observed an aircraft zoom over the trees at the east end of Clear Lake. The aircraft was proceeding in an easterly direction. After clearing the tree tops the aircraft levelled out at approximately 100 feet and proceeded to the east where it disappeared out of sight behind a rise of ground.

The aircraft was a Cessna, registration number 7768. From the angle of climb over the trees at the end of the lake and since the aircraft was out of sight until it

cleared these trees it must have been over the water of the lake at a very low altitude.

On July 4th I phoned Squadron Leader E.A. Nanton of No.12 SFTS to enquire whether this particular aircraft belonged to that station. He said that it did and I reported the circumstances to him.

The second witness called was F/O F.H. Boulton, C1090, Flight Commander of Conversion Flight, No.12 SFTS, Brandon, who stated:

The first piece of evidence I have to offer is the RCAF Form F.117 Serial No.8 dated 3-7-41. On the form I authorized Flying Officer Lord and Pilot Officer Noonan to carry out general practice flying in Crane aircraft number 7768 from 1330 hours to 1530 hours. Pilot Officer Lord was to be first pilot of said aircraft from 1330 to 1430 hours and Pilot Officer Noonan was to be first pilot from 1430 to 1530 hours.

Neither Lord nor Noonan admitted to being the pilot at the time as they were alternating at the controls.

Application for Operational Wing dated 22 August 1944 stated he had flown 35 sorties, 29 September 1943 to 25 July 1944 (238 hours five minutes)

Repatriation Form dated 20 February 1945 stated he had flown 35 sorties, the last on 25 July 1944; operations hours were 245, non-operational hours 250. Types flown were Proctor (10.00), Oxford (40.00), Whitley (80.00), Halifax (315) and Lancaster (50.00).

Assessments: "The above mentioned officer has been employed on this Station for the past five months as a Flying Instructor. His work and conduct are highly satisfactory, and he has proved himself to be a capable and reliable officer. It is considered that he is entirely suitable to be retained in commissioned rank." (W/C R.C. Gordon, Commanding Officer, No.12 SFTS, Brandon, 13 December 1941)

"A quiet, capable officer who has been very patient with some difficult pupils." (Squadron Leader D.A.S. Laing, No.12 SFTS, 12 August 1942).

"A steady, dependable and reliable flight commander who has been acting and assisting as examining officer for the past two months." (S/L D.A.S. Laing, No.12 SFTS, 30 December 1942).

"This young man has adopted a rather superior attitude towards his contemporaries and his

work without displaying superior ability. Has been taken to task for this attitude by his Squadron Commander and a further warning issued to snap out of it." (W/C W.R. Suggitt, Middleton St. George, 22 October 1943)

"A very capable officer and a very capable and dependable operational captain." (W/C David C. French, No.428 Squadron, 18 December 1943)

"As flight commander he has been a great asset to the squadron. Worked exceptionally hard during conversion to a new type of aircraft. Reliability and judgement are very sound." (W/C W.A.G. Mcleish, 23 July 1944, noting that at that date he had flown 1,672 hours 20 minutes of which 163.40 had been in previous six months).

RCAF Press Release No.4338 dated 17 April 1944 (transcribed by Huguette Oates), from P/O Fred Jackson (associated with photos UK-9665, UK-9666 and UK-9669) reads as follows:

WITH THE RCAF BOMBER GROUP OVERSEAS: -- F/L Forrest Lord, 31 Newton Street, Sherbrooke, Quebec, winner of the DFC, got his wings on St. Patrick's Day and figures the luck of the Irish has been with him ever since. A veteran of 24 trips when notice of his Distinguished Flying Cross came through, he is rated as one of the "Ghost" squadron's "gen" pilots and serves as deputy to S/L W.A.C. Mcleish, DFC, Hamilton, Ontario, "A" Flight Commander.

The award came to F/L Lord as a result of fine work during a trip to Amiens, France plus an outstanding record in his other missions. On the Amiens job, his 19th, he lost his starboard inner engine shortly after leaving base and proceeded at a low level to complete his assignment. Due to inability to maintain height, he was forced to take violent evasive action going through a powerfully-equipped searchlight belt and so skillfully did the captain handle his ship that it came through without a scratch.

F/L Lord's capable handling of his aircraft was well demonstrated on a job that took him to Dusseldorf, the fourth of his operational career. Five times during that mission, German night-fighters swooped in for "a kill" and were successfully given the slip without a shot being fired. Two of the Jerries were Me.109's and the other three FW.190's.

Only other incident F/L Lord could recall that was a bit out of the way came on his fifth trip with Ludwigshafen as the target when he ran into some predicted flak. "It wasn't bad though," he related. "There were just a few holes in the kite."

F/L Lord instructed at Brandon, Manitoba, for two years before proceeding overseas and joining the Ghost squadron in September of '43. His brother Rix is back home with the RCAF training as a wireless operator.

RCAF Press Release No.6142 dated August 12, 1944 from F/L H.W. Eggleston reads as follows:

WITH RCAF BOMBER GROUP OVERSEAS: -- S/L F.G. Lord, DFC of Sherbrooke, Quebec, (31 Newton Street), has just completed his first operational tour as flight commander with the Ghost squadron.

His sorties include 15 major operations against Stuttgart, Mannheim, Leipzig, Kassel, Hanover and Berlin.

He made three trips to the German capital which he well remembers but a raid on Dusseldorf by Halifax bombers was the most memorable experience.

Five fighters attacked S/L Lord's "Hally" riddling it with bullets but failing to injure any of the crew.

The 27-year-old pilot won an immediate DFC for an attack on Amiens, France. Although his inner starboard engine "packed up" soon after he crossed the English coast, S/L Lord continued to his target and successfully bombed it.

Of his tour Lord said: "It has been a very successful tour with lots of luck thrown in".

S/L Lord enlisted in Montreal in 1940, won his wings and commission at Saskatoon, Saskatchewan, in March, 1941, instructed at Brandon, Manitoba until the end of February, 1943, and arrived overseas in April that year. He was a florist and undertaker in civil life, is married and has a young son.

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LORD, Corporal Richard Hugh (R133461) - **Mention in Despatches** - Linton-on-Ouse - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 18 June 1913. Home in Turner Valley, Alberta; enlisted Vancouver, 10 October 1941 for General Duties and posted to No.3 Manning Depot. To "Y" Depot, 19 September 1942. Promoted AC1, 10 January 1942. Promoted LAC, 10 April 1942. To RAF overseas, 23 October 1942. Remustered to Radio trade, 3 March 1943. Repatriated 23 July 1945. Released 5 October 1945. AFRO gives unit only as "Overseas"; DHist file 181.009 D.1725 (PAC RG.24 Vol

20607) has list of MiDs this date with unit. DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) has recommendation forwarded 3 February 1945 when he had served eleven months in Canada, 27 months overseas.

Corporal Lord is an outstanding Radio Telephone Operator who has done excellent work in training new R/T Operators and given this station the high standing it enjoys in this regard. A tireless worker, he devotes his full energies to any job assigned to him and did especially good work as a volunteer worker after hours during the recent successful Victory Loan Campaign on this station. Corporal Lord has set a fine example to his associates in devotion to duty.

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LOREE, Corporal Stanley Claudius (R85059) - **Mention in Despatches** - Overseas - Award effective 8 June 1944 as per **London Gazette** of that date and AFRO 1729/44 dated 11 August 1944. Born 15 November 1914. Home in Fort Qu'Appelle; enlisted Regina, 18 December 1940 as Aero Engine Mechanic. Posted that date to No.1 Manning Depot. To Technical Training School, St. Thomas, 10 January 1941. Promoted AC1, 7 June 1941. To No.15 SFTS, 11 June 1941. Promoted LAC, 7 September 1941. Promoted Corporal, 1 October 1941. To "Y" Depot, 16 March 1942; to RAF overseas, 30 April 1943. Promoted Sergeant, date uncertain. Commissioned (C92301) on 12 April 1945. Repatriated 27 September 1945. Promoted Flying Officer, 12 October 1945. Released 6 November 1945. No citation in AFRO.

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LOTT, F/L Angus McKay (J22812) - **Distinguished Flying Cross** - No.541 Squadron - Award effective 27 April 1945 as per **London Gazette** dated 8 May 1945 and AFRO 966/45 dated 8 June 1945. Born 26 May 1919 in Sarnia, Ontario. Educated University of Toronto and member of COTC. Home in Sarnia (accountant). Enlisted in London, Ontario, 24 November 1941. To No.1 Manning Depot, 10 December 1941. To No.5 SFTS (guard duty), 4 January 1942. To No.5 ITS, 28 March 1942; graduated and promoted LAC on 23 May 1942 but not taken on strength of No.13 EFTS until 18 July 1942; may have graduated 11 September 1942 but not posted to No.2 SFTS until 26 September 1942; graduated and commissioned 22 January 1943. To No.1 GRS, 5 February 1943. To "Y" Depot, 24 April 1943. To RAF overseas, 8 May 1943. Promoted Flying Officer, 22 May 1943; promoted Flight Lieutenant, 22 January 1945. Repatriated 21 August 1945. Retired 11 October 1945.

Throughout a large number of sorties this officer has proved to be a courageous and resolute photographic reconnaissance pilot who has never let either enemy opposition or adverse weather deter him from completing his allotted tasks. In

August 1944 he photographed the port of Le Havre from a low level and in September 1944 he photographed the bridge at Nijmegen from fifty feet. He also secured excellent low level photographs of the breakers in the sea wall at Walcheren in October 1944.

Public Record Office Air 2/9078 has recommendation drafted 21 March 1945 when he had flown 75 sorties (198 hours 50 minutes):

Flying Officer Lott is an extremely keen and capable pilot. Among other excellent sorties, on August 24th, 1944 he photographed the port of Le Havre from low level; on September 6th, 1944 he took forward facing obliques of the bridge at Nijmegen from 50 feet; on October 3rd, 1944 he obtained low level photographs of the breaches in the sea wall at Walcheren. In December 1944 he was a member of a detachment at Brussels, and on two days running flew two sorties a day. He has shown himself to be a most resolute and thorough photographic reconnaissance pilot, even though vigorously opposed by the enemy.

On 23 March 1945 the Commanding Officer, Station Benson, wrote, "Strongly recommended."

On 29 March 1945 the Air Officer Commanding, No.106 Group added his remarks: "A pilot who has always pressed on to his target regardless of opposition. His low level work in particular has been very hazardous but well executed. Strongly recommended."

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LOUBERT, P/O Joseph Charles (J86570) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 17 November 1944 and AFRO 239/45 dated 9 February 1945. Born 2 June 1912 in Campbellton, New Brunswick; home in Smooth Rock Falls, Ontario; enlisted Timmins, 27 July 1942. To No.2 Manning Depot, 25 August 1942; to No.12 SFTS (guard duty), 8 October 1942. Posted elsewhere, 6 March 1943. Promoted LAC, 16 April 1943. To No.3 BGS, 17 April 1943; graduated and promoted Sergeant 28 May 1943. To "Y" Depot, 11 June 1943. To RAF overseas, 15 June 1943. Commissioned 23 May 1944. Repatriated 3 November 1944. Promoted Flying Officer, 23 November 1944, To No.4 BGS, 10 December 1944. To Release Centre, 22 January 1945. Released 12 February 1945. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.5526 (RG.24 Vol.20667) has recommendation dated 20 August 1944 when he had flown 33 1/2 sorties (187 hours), 3 November 1943 to 3 August 1944. These included a return on three engines from Lens (20 April 1944) and a combat during raid on Essen (26 April 1944).

Pilot Officer Loubert has completed 33 1/2 successful operations as a mid-upper gunner. He has been engaged on sorties over Berlin, Mannheim, Dusseldorf, and many other highly defended targets. This officer has shown coolness and devotion to duty of a high order and his continued courage and keenness to operate is deserving of the highest praise. His cheerfulness and courage have been an inspiration to his crew at all times. I strongly recommend that, in view of his fine operational record, Pilot Officer Loubert be awarded the Distinguished Flying Cross.

The sortie list was as follows:

3 November 1943 - Dusseldorf (6.25)
18 November 1943 - Mannheim (8.05)
19 November 1943 - Leverkusen (4.15, early return)
3 December 1943 - Leipzig (9.50)
20 December 1943 - Frankfurt (7.25)
29 December 1943 - Berlin (8.20)
15 February 1944 - Berlin (6.50)
6 March 1944 - Trappes (5.45)
7 March 1944 - Le Mans (5.25)
22 March 1944 - mining (6.15)
26 March 1944 - Courtrai (4.55)
9 April 1944 - Lille (4.40)
18 April 1944 - Noisy-le-Sec (5.25)
20 April 1944 - Lens (4.40, returned on three engines)
22 April 1944 - Dusseldorf (5.10)
24 April 1944 - Karlsruhe (7.15)
26 April 1944 - Essen (5.10, combat)
27 April 1944 - Montzen (4.25)
11 May 1944 - Boulogne (3.50)
12 May 1944 - Louvain (4.55)
24 May 1944 - Trouville (4.10)
27 May 1944 - Le Clipon (3.50)
4 June 1944 - Pas de Calais (3.55)
5 June 1944 - Meriville (4.45)
6 June 1944 - Conde-sur-Noreau (5.15)
24 June 1944 - Bonnetot (4.00, daylight)
25 June 1944 - Gorneflos (4.00, daylight)
27 June 1944 - Wizernes (3.30)
1 July 1944 - Biennais (3.35)

5 July 1944 - Biennais (3.30)
8 July 1944 - Mont Candon (4.05)
17 July 1944 - Caen (4.45)
21 July 1944 - sea search (5.15)
28 July 1944 - Hamburg (5.25)
1 August 1944 - Acquet (4.00)
3 August 1944 - Foret de Nieppe (4.00)

RCAF Press Release No. 4443 dated 3 April 1944 from P/O Fred Jackson (transcribed by Huguette Oates) reads as follows; is this the correct man ?

WITH THE RCAF BOMBER GROUP OVERSEAS: -- Flight-Sergeant Joe Loubert, a mid-upper gunner with the Iroquois squadron, is taking a ribbing from his mates during the crew room "bull" sessions.

Joe, who names Smooth Rock Falls, Ontario and Toronto, Ontario, as his back-home addresses, was out with the rest of the crew on a cross-country trip when the fun started. Before it was over, Loubert, along with F/S Johnny Dixon, the rear-gunner, an English lad and Sergeant Leonard Keir, Flight Engineer from Dundas, Scotland, had bailed out thinking the rest of the crew were following right behind only to eventually get back home to find out that they had flown the ship back to base and were enjoying a hearty dish of bacon and eggs. Here's how it happened. P/O Bill Craig, the Australian skipper, had the Halifax tooling along smoothly about 35 minutes from base when the engineer sang out "No temperature and 40 pounds pressure in the starboard outer, sir!" The captain tried to feather the propeller but failed at first but finally got it to windmill. Later, the motor speeded up and gobs of oil began spurting all over the place. That was enough and Craig headed for home.

They were about ten minutes off base when flame and smoke erupted from the engine, the cowling started to peel off and the propeller began to wobble as if it was ready to drop off any minute. To make matters worse the aircraft heaved, shook and shuddered and Craig figured the engine was going to drop right out of the thing. Fearing that the loose propeller would smash back and into the cabin, the skipper ordered a bail out.

Seconds later the propeller did come off and missed the cabin by a scant foot. Realizing that the real danger had passed and the worst he now faced was a trip on three engines, the skipper counter-manded his bail out order. It was too late. By then, Loubert, Dixon and Keir were floating earthward. "I could hardly

believe my eyes," said Craig. "It was all a matter of seconds. We got back in fine style and were on the job to give them the razz when they finally came home. Boy, were they surprised to see us!"

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LOUCKS, S/L Malcolm Dalton (C8588) - **Member, Order of the British Empire** - Station Linton (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 24 August 1910 (date in obituary notice). Home in Montreal; enlisted there 31 October 1941. Posted overseas, 21 December 1941. Classified as Flying Control Officer, 1 September 1944. Repatriated 5 September 1945. Released 16 October 1945. Invested with MBE in Canada by Viscount Alexander. Postwar he worked 49 years with Sun Life Assurance. Died in Oakville, Ontario, 9 October 2006. Photo PL-28335 (ex UK-9101 dated 23 March 1944) shows S/L Mel Loucks (Montreal), Mrs. Margaret Lay (YMCA hostess at No.6 Group Headquarters), S/L W.C. Durham and his bride, Section Officer Aileen Purves of Hong Kong and Edinburgh, attached to No.6 Group Headquarters. (Loucks was best man). RCAF photo PL-42499 (ex UK-19352 dated 9 March 1945) shows him check crew lists before an operation. RCAF photo PL-45828 (ex UK-24161 dated 8 August 1945) shows four Flying Control officers in front of Torquay hotel prior to repatriation; identified as S/L J.M. Robbie (Ottawa), F/L E.C. Gagden (Toronto), S/L A.D. Cleland (Montreal - most likely F.D. Cleland) and S/L M.D. Loucks (Montreal). No citation in AFRO or DHist biographical file. DHist file 181.009 D.1725 (PAC RG.24 Vol.20607) has recommendation dated 5 May 1945 when he was Station Flying Control Officer.

During the time that Squadron Leader Loucks has been a flying control officer at a two squadron Heavy Bomber Station, he has displayed the highest organizing abilities in getting his section to operate smoothly and efficiently. On many occasions when his station was being congested by other aircraft diverted from other aerodromes, he personally directed landing operations in a calm and cool manner which was undoubtedly responsible for the safe landing of every aircraft.

On occasions of inclement weather and poor visibility or on occasions when damaged aircraft were returning to base, the knowledge that Squadron Leader Loucks was directing operations from Flying Control gave the pilots and crews a sense of complete confidence ultimately resulting in their safe landing.

Squadron Leader Loucks has served two terms as PMC and has done outstanding work in this respect. His untiring efforts in passing on to the members of his staff his wealth of knowledge, and his assistance in their training, has been

directly responsible for the efficiency and morale of his personnel.

The devotion to duty and tireless efforts shown by this officer are considered worthy of the highest praise...

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LOUDOUN, F/L Norman Gemmell (J8946) - **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 7 November 1921 in Victoria, British Columbia; home there. Enlisted in Vancouver, 8 March 1941 and posted to No.2 Manning Depot. To No.1 ANS (guard duty), 10 April 1941. To No.2 ITS, 8 June 1941; graduated and promoted LAC, 14 July 1941; to No.5 EFTS on 14 July 1941; to No.10 SFTS, 30 August 1941; graduated and promoted Sergeant, 21 November 1941. Commissioned 5 December 1941. To Central Flying School, 21 December 1941. To No.10 SFTS to instruct, 28 February 1942. Promoted Flying Officer, 1 November 1942. To "Y" Depot, 28 March 1943; to RAF overseas, 13 April 1943. Survived the sinking of the SS **Amerika**, 22 April 1943; landed in Iceland, 28 April 1943. Promoted Flight Lieutenant, 21 November 1943. Repatriated 18 June 1945. To Debert, 19 June 1945. Released 13 September 1945. Later employed by Imperial Oil. Died in Calgary, 25 September 2012. RCAF photo PL-33744 (ex-UK-15965, 18 October 1944) shows him before take-off; caption describes him as a former reporter for the **Victoria Times**. RCAF photo PL-33745 (ex-UK-15966, 18 October 1944) show him examining his aircraft. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". DHist file 181.009 D.2609 (RG.24 Vol.20632) has recommendation by W/C J.D. Blane dated 23 July 1944 when he had flown 28 sorties (155 hours 35 minutes), 20 October 1943 to 12 July 1944. The sortie list notes encounters with fighters on three successive trips - 20 February 1944 (Stuttgart, Me.210), 25 February 1944 (Augsburg, Ju.88) and 7 March 1944 (Le Mans, Me.210) plus a brush with a Me.210 on 16 June 1944. His aircraft was also holed by flak while mining (11 April 1944) and he had to make two runs to complete a mining mission to Brest (1 May 1944).

Flight Lieutenant Loudoun is a captain of a four-engined heavy bomber aircraft who throughout his twenty-eight sorties over enemy targets has at all times displayed great personal initiative in pressing home his attacks. His exceptional airmanship is responsible to a large extent for his successes and his coolness and courage has been an example of great worth to all on the squadron.

Flight Lieutenant Loudoun's fine qualities of leadership as Deputy Flight Commander have been demonstrated many times and his devotion to duty despite all hazards has gained the respect and praise of all who know him.

This officer's very co-operative personality has had a very beneficial effect on the members of the squadron and I unhesitatingly recommend him for the award of the Distinguished Flying Cross.

The sortie list was as follows:

20 October 1943 - Le Mans (5.30, Nickel raid)
15 February 1944 - Berlin (6.45, heavy flak on target)
19 February 1944 - Leipzig (1.30, duty not carried out; complete W/T failure)
20 February 1944 - Stuttgart (8.05, fired on one Me.210)
25 February 1944 - Augsburg (7.10, attacked by Ju.88)
7 March 1944 - Le Mans (6.20, attacked by Me.210)
15 March 1944 - Stuttgart (7.25, fighter activity but no attacks)
18 March 1944 - Frankfurt (6.05, no trouble)
22 March 1944 - Mining, Kiel Bay (6.35, uneventful)
9 April 1944 - Villeneuve St. George (5.50, good trip)
11 April 1944 - Gardening (5.45, some flak holes)
18 April 1944 - Noisy-le-Sec (4.40, good trip)
20 April 1944 - Lens (5.35, uneventful)
22 April 1944 - Dusseldorf (5.45, good trip)
24 April 1944 - Karlsruhe (6.55, bad weather and icing, good trip)
26 April 1944 - Essen (5.10, good trip, many searchlights)
27 April 1944 - Aulnoye (4.15, uneventful)
30 April 1944 - Somain (4.35, good trip)
1 May 1944 - Mining, Brest (4.55, made two good runs, successful)
11 May 1944 - Boulogne (3.55, good trip)
12 May 1944 - Mining, Borkum (3.25, uneventful)
20 May 1944 - Mining, Kattegat (6.00, good trip)
27 May 1944 - Bourg Leopold (5.30, many enemy aircraft but no attacks)
31 May 1944 - Au Fevre (4.10, very poor weather en route).
13 June 1944 - Mayenne (5.30, poor weather en route, good raid)
16 June 1944 - Sautrecourt (5.05, fired on Me.110)
24 June 1944 - Bonnetot (4.20, daylight raid, good results)
25 June 1944 - Gorenflos (4.35, daylight raid, good bombing)
12 July 1944 - Bremont (4.15, good trip)

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LOUGHEED, F/L James Hugh Alexander (C4005) - **Commended for Valuable Services in the Air** -

No.165 (Transport) Squadron - Award effective 11 August 1945 as per **Canada Gazette** of that date and AFRO 1453/45 dated 14th September 1945. Born in Calgary, 6 May 1914. Educated there plus a Navigation course taken in British Columbia, 1933. Employed by Canadian Airways, 1932-1933 as Apprentice, Crewman and Co-Pilot. With Great West Airways, Calgary as a mechanic, 1933-34. With Advanced Air Service, Calgary as a mechanic and pilot, 1935; with Columbia Aviation, Edmonton, 1935-1936 as mechanic and pilot; with Advanced Air Service, Calgary, 1936 as mechanic and pilot. With Brewster Transport, Banff, 1936 as bus driver and assistant traffic agent. With White Pass Yukon Route, 1936-1937 as co-pilot; with Brewster Transport in Banff again, 1937 (bus driver, assistant traffic agent). With Canadian Airways, Winnipeg, 1937-1938 and co-pilot and crewman. With Mannix and Davidson, Vancouver, 1938 as mechanical and diesel tractor operator. With Trans-Canada Airlines, 1938-1940 as mechanic. Home in Vancouver; enlisted there 7 February 1940 with rank of Sergeant and posted to Trenton. To Camp Borden, 27 May 1940. To No.3 EFTS, London, 22 June 1940. To Camp Borden again, 4 July 1940. To Trenton, 20 July 1940. To No.2 SFTS, Uplands, 12 October 1940. Commissioned 7 February 1941. To Trenton, 10 February 1941. To No.18 EFTS, 18 November 1941. To No.15 SFTS, Claresholm, 7 May 1942. To No.36 OTU, Greenwood, 19 July 1942 as Hudson and Ventura instructor. To No.12 (Communications) Squadron, Rockcliffe, 24 May 1943 for training in heavy transport work. On 26 July 1943, W/C H.M. Kennedy wrote to W/C Z.L. Leigh stating that Lougheed was |"quite unsatisfactory material due to his temperament and to the fact that he appears to be on the verge of a mental breakdown from East Coast OTU duty." However, a medical report from No.12 Squadron, dated 27 August 1943, gave his medical category as A1B. To No.165 (Transport) Squadron, Sea Island, 1 October 1943. Promoted Flight Lieutenant, 1 December 1943. To No.168 (Heavy Transport) Squadron, Rockcliffe, 7 June 1944. To AFHQ, Ottawa, 1 July 1944. To Canadian Air Liaison Mission, 15 July 1944 for assignment overseas to review RCAF commitments and future in Far East theatre. Struck off strength of Canadian Air Liaison Mission, 30 November 1944 and posted next day to Sea Island. On detached duties to Prince George for "Polar Bear", 25 January to 10 February 1945; again from 27 February to 2 March 1945; gain from 16 March to 5 April 1945. To No.8 Release Centre, Vancouver, 23 July 1945. Retired 24 July 1945. In 1946 he was tested and approved as a flying instructor. Died in Calgary, 4 August 1968 as per **Legion Magazine** of June/July 1969. Recommendation for Commendation was raised on 12 May 1945 by W/C H.O. Madden, No.165 (Transport) Squadron when he had flown 4.645 hours 20 minutes (317 hours 45 minutes in previous six months). It was endorsed by G/C Z.L. Leigh of No.9 (Transport) Group on 31 May 1945, by Air Commodore M. Costello on 9 July 1945, and by the Chief of the Air Staff on 12 July 1945.

Flight Lieutenant Lougheed as a heavy transport captain has consistently shown exceptional ability. During a recent supply dropping expedition when material of all kinds including awkward and heavy pieces had to be dropped in a narrow mountain canyon, this officer displayed unusual skill and judgement coupled

with a keenness that made the operation an undoubted success.

NOTE: For more see DHist 746.009 (D2), WEEKLY PROGRESS REPORTS OF 'POLAR BEAR' RCAF DETACHMENT, DECEMBER 1944 TO APRIL 1945. Operating from Prince George under W/C R.I. Thomas; the following is from report for 12-18 March 1945:

With the combat force beyond reach of its wheeled vehicles, air supply became a useful job to be done instead of merely an exercise. The crew of the Dakota, who have at all times shown great determination to deliver supplies by on schedule, seem to be even more determined to get through.

The first drop beyond Precipice was carried out under very turbulent conditions which required a high degree of courage and skill on the part of the pilot, F/L Lougheed. During this trip, several bales of hay struck the port tail plane of the aircraft, stoving in the leading edge.

This necessitated flying the aircraft to Sea Island for repairs which delayed movement of supplies for two days. Some time was saved by taking on a load at Vancouver to drop en route back to Prince George.

It was thought that the bales of hay hit the tailplane because of the turbulence and the need to turn and climb shortly after reaching the dropping areas. However, this theory was shaken when the tailplane was again struck by a bale when the dropping run was very good and the air calm.

And the following for week of 26 March to 1 April 1945:

"Y" Force was maintained during the week entirely by air supply, using the Dakota to place a three days supply of rations along with tents and other winter camping equipment at Fish Lake, and the Norseman to maintain a daily supply from the 31st March on. This operation was carried out without a hitch, so much so that Major Wood, USAAF, who was on the flight, commented that it was the finest supply dropping operation he had witnessed. As Major Wood has been associated with supply dropping for the past ten years, and was connected with the Eskimo Exercise recently, this is considered the highest compliment for F/L Lougheed and his crew who carried out the dropping. The Norseman pilots also received favourable comments from FS Drake who was with "Y" Force as radio operator. He stated that the last days' drop was so accurate that seven parachute bundles dropped in about ten square yards.

Note: Memo, 10 October 1941 in which G/C T.A. Lawrence (Station Trenton) recommends promotion of several officers including F/O J.H.A. Lougheed:

This officer has been a quiet, unassuming, hard working instructor who takes a keen interest in his pupils and profession. He has merited the promotion to acting rank by his application to duty.

Further Notes: At the time he first approached the RCAF (September 1939) he stated he had flown 425 hours 18 minutes as a pilot, the greatest numbers of hours being on Stinson aircraft, wheels and skis (123 hours 12 minutes), Avro Avian, wheels and skis 62 hours 17 minutes), Fairchild FC-2, wheels and skis (48 hours 35 minutes), Waco types on floats and skis (44 hours ten minutes) and Aeronca (36 hours 17 minutes). Other types included Boeing 40 (12 hours 30 minutes) and Puss Moth (22 hours). He also claimed 400 hours as a co-pilot, the dominant types being Ford Tri-Motor (200 hours), Sikorski S-38 (155 hours) plus Junkers (25 hours) and Curtiss Condor (20 hours). As a crewman he claimed 295 hours (135 hours on Fokker Super, 75 on Boeing Boat, 50 hours on Fairchild 71C and 35 hours on Junkers 34).

Instructor in Finch 4456 in accident at Trenton, 30 June 1941 with pupil H.S. Boyd (RAF). Instrument flying exercise; aircraft turned over on landing. No injuries. "Carelessness on part of captain of aircraft." Aircraft category "B".

In Harvard 1338 when it was damaged at Trenton, Category C1, 24 October 1941. Pilot was F/O F.H. Watkins. It was an instructional flight; pilot levelled off too high and then stalled aircraft; starboard wing struck ground. "Error in judgement on the part of the pilot." Neither man was injured.

On 23 April 1942 he wrote to F/L F. Frederickson, Chief Supervisory Officer, No.18 EFTS, Boundary Bay, requesting transfer to an operational squadron on the west coast. He complained of insufficient flying experience at No.18 EFTS.

When released he reported his service flying as 5,159 hours of which 2,349.45 was single-engine (non-operational), 1,442.55 was multi-engine (non-operational) and 1,366.20 was multi-engine (operational). Major types flown had been C-47 (906.40), Lodestar (534.45), Hudson (491.20), Cessna (276.45), Lockheed 10 (284.55), Lockheed 12 (153.15), Harvard (659.40), Battle (404.15), Fleet (382.05), and Tiger Moth (233.55). Other types had included Boeing 247 (25.15), Mosquito 18.10), Douglas B-18 (31.05), Liberator (10 hours), Fortress (72.05), Fairchild 51 (34.35), Fairchild 71 (53.25), Wapiti (21.35) and Norseman (15.05).

Assessments: On 14 October 1940, S/L .R. Lloyd (Officer Commanding, Air Armament School, Trenton), wrote of him as a pilot, "A very good pilot who has been commended by the AOC,

No.1 Training Command, for his handling of a Battle aircraft in a service emergency.” Nevertheless, he added, “This NCO considers he is entitled to a Commission, although he has no documentary evidence to support his claim that he was ‘promised’ such before he enlisted. This is a constant source of discontent which detracts greatly from his general efficiency as an NCO.” The commendation was on 16 September 1940 in the form of a letter from Air Commodore G.E. Brookes to the Commanding Officer, Station Trenton, dealing with Battle 1601 and which read, in part:

It is considered that Sergeant J.H.A. Lougheed, who piloted the aircraft at the time of the accident, should receive commendation for the manner in which he executed a skilful one-wheel landing, and it is requested that this information be placed on the NCO’s record.

With reference to Part D on page 13 of the report giving the recommendations for the prevention of a repetition of this type of accident, this is not concurred with in view of the fact that this appears to be an isolated case of the locking catch jamming, probably due to severe strain during a previous landing. The investigation as recommended in Part D is therefore considered to be unnecessary.

The above letter was further minuted by W/C F.J. Mawdesley, Commanding Officer, Station Trenton, “Sergeant J.H.A. Lougheed was paraded before me this morning for the purpose of being commended in accordance with the instructions contained in Para.2 of minute 1.”

On 28 November 1940, F/O J.D.W. Willis, No.2 SFTS, Uplands, tested him for recategorization as instructor. “On the test he demonstrated that he has a very sound knowledge of the sequence and that he could apply it correctly to the advanced type aeroplane. On the ground he appears rather quiet and a little under-confident but there was no signs of this in the air. His general flying ability is high and he is now definitely a good ‘B’ instructor. It is recommended that this category be awarded.”

“A hard worker and a satisfactory flying instructor. He has a thorough knowledge of ground subjects, etc. connected with flying, no doubt as a result of his experience as a commercial pilot and air engineer. Always neat and tidy, and carried any job through to completion.” (F/L E.T, Webb, No.2 SFTS, 2 January 1941).

“A very capable, hard working and experienced officer with many flying hours” (G/C W.J. Seward, No.36 OTU, where Lougheed was instructing, 15 April 1943).

“A very capable twin-engine pilot with a fair knowledge of Airway procedure. General bearing

is not good and he has not shown much leadership qualities so far.” (W/C H.M. Kennedy, No.12 Squadron, 22 September 1943; however, W/C D.D. Findlay, Commanding Officer at Rockcliffe, pointedly wrote, “I do not concur.”).

“This officer is an extremely competent and conscientious captain of transport aircraft. He has a wide technical knowledge of aircraft and is capable of handling responsibility over and above his pilot’s duties. I strongly recommend he be promoted to the rank of Acting Flight Lieutenant.” (F/L F.E.W. Smith, No.165 Squadron, 22 November 1943; concurred in by W/C H.O. Madden).

“Not particularly suited to CALM work due to personality and inexperience in an entirely new field of activity. One has to be smart and tactful to get help in India. He is an excellent captain and pilot, but he was given a difficult crew. I would say he is an excellent transport pilot and very considerate and obliging. Group Captain Carpenter spoke to Flight Lieutenant Lougheed about tact in dealing with Royal Air Force.” (A/V/M L.F. Stevenson, 8 September 1944.

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LOUGHEED, F/L Norman Newton (J10726) - **Mention in Despatches** - No.116 Squadron (Canada), now with No.3 OTU - Award effective 1 January 1944 as per **London Gazette** of that date and AFRO 113/44 dated 21 January 1944. Born 23 June 1915 in Calgary (RCAF press release 2659 announcing award); home there; enlisted there 13 April 1940. To Calgary Flying Club, 23 May 1940; graduated and promoted LAC, 24 May 1940 but not posted to No.1 SFTS until 20 July 1940; graduated and promoted Sergeant, 6 November 1940 although posting to Patricia Bay dated 4 November 1940. To Eastern Air Command, 6 January 1941. To No.5 (BR) Squadron, 16 January 1941. To No.3 Training Command, 20 June 1941. To No.116 (BR) Squadron, 1 July 1941. Promoted WO2, 1 December 1941. Commissioned 15 March 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 1 February 1943. To No.3 OTU, Patricia Bay, 20 or 30 September 1943. To No.31 Personnel Depot, 31 January 1944. Taken on strength of No.3 PRC, Bournemouth, 9 January 1945. Repatriated 26 September 1945. Retired 7 November 1945. Opened first native sweater store in Victoria (late1940s). Died in Victoria, 13 March 2005. DHist file 181.009 D.1636 (RG.24 Vol.20604) has application for Operational Wings dated 14 January 1944; claimed first sortie was with No.5 (BR) on Stranraers, 6 January 1941 (53 patrols, 250 hours); to No.116 Squadron, July 1941 (135 patrols, 1,050 hours). Claimed one submarine attack, four mercy flights (including searches for survivors of sunken ships).

This officer has demonstrated unusual skill in handling flying boats under the most difficult conditions. In addition he has proved to be an extremely competent instructor in the training of new pilots and the utmost confidence is placed in him at all times. His work has been outstanding and an inspiring

example to others in zeal and devotion to duty.

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LOUNT, S/L Harold Frederick Cotter (C7284) - **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. Enlisted 6 September 1941 in Administration Branch. Flying Officer as of 4 October 1941. To No.7 ITS, 8 December 1941. To Trenton, dated uncertain. To "Y" Depot, 3 February 1943. To RAF overseas, 8 March 1943. Promoted Flight Lieutenant, 7 April 1943. Promoted Squadron Leader, 1 December 1943. Repatriated by air, 18 June 1945. To Debert, 19 June 1945. To Halifax, 7 September 1945. Retired 13 September 1945. Later living in Toronto. RCAF photo PL-40550 (ex UK-17255 dated 8 December 1944) is captioned as follows: "Intelligence Officers of the Canadian Bomber Group discussing interrogation reports following an attack by the Alouette and Snowy Owl Squadrons. Left to right, F/O Syd Hasted (Toronto), F/L Harold F.C. Lount (Toronto) and F/L Frank McRae, also of Toronto." Originally recommended 20 June 1944. Recommendation forwarded 3 February 1945 on DHist file 181.009 D.1719 (PAC RG.24 Vol.20606) gives his unit as Tholthorpe (Intelligence Officer) and stated he had served in Canada 18 months, overseas 22 months.

This officer by his untiring efforts and cheerfulness has added considerably to the smooth operation of this unit, His energy and devotion to duty are outstanding.

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LOVE, Sergeant Edgar James (R152964) - **British Empire Medal** - No.1666 Heavy Conversion Unit - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 155/46 dated 15 February 1946. Born 9 June 1914. Home in Ewart, Manitoba; enlisted Winnipeg 2 February 1942 as Radar Mechanic and posted to No.1 Manning Depot. To McGill University, 15 March 1942. Promoted LAC, 10 July 1942; to No.1 Manning Depot, 10 July 1942 and then to No.31 Radio School. To "Y" Depot, 19 September 1942; to RAF overseas, 25 September 1942. These dates do not agree with documents stating he had spent two years and eight months in Canada before posting overseas. Promoted Corporal, 2 July 1943. Promoted Sergeant, date uncertain. Repatriated 23 October 1945. To Suffield Detachment, 3 December 1945. Re-engaged with interim force; to No.2 Air Command, 16 April 1946. To North-West Air Command, 4 September 1946. Retired 17 March 1947. RCAF photo PL-40432 (ex UK-17114 dated 7 December 1944) shows WO.E.J. Love (Winnipeg) and F/O G. Crook (Vancouver and Regina) leading horses wearing racing colours. Recommended 16 May 1945 for an MiD, this had been upgraded to a BEM recommendation by 21 June 1945. The former recommendation (found 16 September 1991) identifies him as NCO in charge of Radar Maintenance. States he had been on

operational and training units; "While acting as NCO in charge of Radar maintenance at a Heavy Conversion Unit he has been largely responsible for the high standard of serviceability of the Radar equipment. Through his ingenuity he has been responsible for the maintenance of Radar training equipment at a time when spares were not available." DHist file 181.009 D.2813 (RG.24 Vol.20632) has recommendation for BEM dated 21 June 1945 which gives service as seven months in Canada, 33 months overseas:

Sergeant Love has been overseas for nearly three years serving on both operational and training units. As NCO in charge of Radar Maintenance at this Unit he has at all times shown the highest qualities of leadership and devotion to duty, and can be depended upon at all times to complete the most difficult tasks. During the past six months under his supervision, Radar serviceability has increased from 75% to over 90% due largely to his untiring efforts. This improvement is particularly commendable as the section was during that period handling a heavy training programme with only two thirds of the established personnel. When special test equipment required for Radar servicing was not available, he designed his own, one of the most successful being a tester for crystals CV101. He has been responsible for the high standard of serviceability of Trainers Type 54 at a time when spare parts were not available. By his resourcefulness and ingenuity in devising and executing repairs he has greatly reduced the unserviceability periods of these trainers enabling training programmes to be carried through smoothly and without interruption. He has at all times been a cheerful and willing worker.

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LOVE, F/O Gilbert (J21222) - **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 4 May 1919. Enlisted in Vancouver, 18 August 1941 and posted to No.3 Manning Depot. To No.15 SFTS (guard), 25 September 1941. To No.4 ITS, 26 October 1941; graduated and promoted LAC, 2 January 1942 when posted to No.18 EFTS; may have graduated 13 March 1942 but not posted to No.15 SFTS until 28 March 1942; graduated and commissioned, 17 July 1942. To No.31 GRS, 7 August 1942. To Eastern Air Command, 24 October 1942. Promoted Flying Officer, 17 January 1943. To No.145 (BR) Squadron, 28 February 1943. Promoted Flight Lieutenant, 4 August 1944. To No.2 Repair Depot, 22 September 1944. To No.1 Central Navigation School, 30 November 1944. To No.8 Release Centre, 24 March 1945. Retired 28 March 1945.

This officer, as pilot of aircraft on anti-submarine and convoy escort patrols, has consistently executed his duties with cheerfulness and loyalty and meticulous

attention to detail. His work as a pilot is praiseworthy.

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LOVE, P/O James Nelson (J18385) - **Distinguished Flying Cross** - No.207 Squadron - Award effective 30 November 1943 as per **London Gazette** dated 10 December 1943 and AFRO 297/44 dated 11 February 1944. Born in Weyburn, Saskatchewan, 30 September 1922; raised in Regina where he attended Lakeview School, delivered the **Regina Leader-Post**, and later attended Central Collegiate. Enlisted there 8 August 1941. To No.2 Manning Depot, 1 September 1941. To No.5 Personnel Holding Unit, 24 October 1941. To No.39 SFTS (guard), 5 December 1941. To No.2 ITS, 17 January 1942; graduated and promoted LAC, 14 March 1942; to No.3 AOS on 28 March 1942; graduated and promoted Sergeant, 31 July 1942. To "Y" Depot, 1 August 1942. To RAF overseas, 20 August 1942. Commissioned 19 July 1943. Repatriated 15 November 1944. To No.2 Air Command, 2 January 1945. To No.3 EFTS, 9 January 1945. To No.1 Central Navigation School, 12 May 1945. To No.23 EFTS, 20 June 1945. To No.6 Release Centre, 5 September 1945. Retired 7 September 1945. Married Bee Avison, December 1944. After discharge he attended the University of Saskatchewan (Saskatoon), graduating in 1948 with a Bachelor of Commerce. Joined Imperial Oil with whom he worked for 25 years. Left the company in 1974 as Western Canada President of Marketing. Jim joined Mohawk Oil (1980) as Vice President where he remained for eight years, retiring in 1988. Died in Calgary, 17 May 2005. No citation other than "completed...many successful operations against the enemy in which [he has] displayed high skill, fortitude and devotion to duty."

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LOVE, F/O Robert Jack (J24148) - **Mention in Despatches** - No.160 (Bomber Reconnaissance) Squadron - Award effective 6 January 1945 as per **Canada Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 3 December 1909. Home in Saskatoon, Saskatchewan; enlisted in Edmonton, 2 March 1942 and posted to No.3 Manning Depot. To No.7 ITS, 20 June 1942; graduated and promoted LAC, 14 August 1942 but not posted to No.6 EFTS until 12 September 1942; graduated 6 November 1942 and posted next day to No.4 SFTS; graduated and commissioned, 5 March 1943. To No.1 GRS, 19 March 1943. To No.160 BR) Squadron, 11 June 1943. Promoted Flying Officer, 5 September 1943. Promoted Flight Lieutenant, 1 December 1944. To No.165 (Transport) Squadron, 11 April 1945. To No.168 (Heavy Transport) Squadron, 26 May 1945. To No.9 Group Headquarters, 29 January 1946. Returned to No.168 Squadron, 31 January 1946. To No.8 Release Centre, 13 March 1946. Retired 2 April 1946. No citation.

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LOVE, F/O Taylor Harold (J91037) - **Distinguished Flying Cross** - No.192 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 17 April 1945 and AFRO 918/45 dated 1 June 1945. Born 2 January 1920 in Winnipeg; home there (bank teller); enlisted there 6 June 1942. To No.2 Manning Depot, 13 September 1942. To No.7 ITS, 5 December 1942; graduated and promoted LAC, 19 February 1943; posted next day to No.6 EFTS; graduated 16 April 1943 and posted next day to No.10 SFTS; graduated and promoted Sergeant, 6 August 1943. To "Y" Depot, 20 August 1943. To United Kingdom, 12 September 1943. Commissioned 20 October 1944. Repatriated 9 February 1945. To No.2 Air Command, 26 February 1945. To No.7 Equipment Depot, 5 April 1945. Promoted Flying Officer, 20 April 1945. To No.5 Release Centre, 2 December 1945; retired 4 December 1945. Died in Winnipeg, 18 April 2008. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost courage and devotion to duty". Public Records Office Air 2/9089 has recommendation dated 15 January 1945 when he had flown 33 sorties (162 hours five minutes), 24 May 1944 to 5 January 1945. Because some trips counted only as half-trips (and the sortie list is unclear as to which), he was officially credited with only 31 sorties. With the exception of the first sortie ("Nickling" or leaflet dropping") all are described as "Special Duty" rather than bombing - appropriate to a unit in No.100 Group.

24 May 1944 - NICKLING, Le Mans (4.20)
18 August 1944 - Sterkrade (3.10)
29 August 1944 - Heligoland Bay (3.00)
5 September 1944 - North Sea Patrol (4.10)
6 September 1944 - Dutch/German/Danish coasts (5.05)
10 September 1944 - Dutch coast (7.00)
12 September 1944 - Belgian and Dutch coasts (6.20)
14 September 1944 - Belgian and Dutch coasts (4.20)
16 September 1944 - Belgian and Dutch coasts (5.50)
18 September 1944 - Belgian and Dutch coasts (7.30)
26 September 1944 - Karlsruhe (6.20)
27 September 1944 - Kaiserlauten (6.15)
6 October 1944 - Bremen (4.10)
15 October 1944 - Wilhelmshaven (5.00)
19 October 1944 - Stuttgart (6.35)
23 October 1944 - Essen (4.30)
26 October 1944 - Leverkusen (3.30)
4 November 1944 - Dutch/German frontier (3.30)
11 November 1944 - Harburg (4.10)
25 November 1944 - Mainz (5.30)
27 November 1944 - Neuss (4.30)
28 November 1944 - Essen (4.30)

30 November 1944 - Krefeld area (3.00)
4 December 1944 - Karlsruhe (5.00)
5 December 1944 - Soest (5.10)
17 December 1944 - Duisburg (5.20)
22 December 1944 - Bingen (5.00)
24 December 1944 - Munster area (4.10)
27 December 1944 - Opladen (4.10)
29 December 1944 - Scholven (4.50)
31 December 1944 - Osterfeld (5.00)
2 January 1945 - Nuremburg (7.20)
5 January 1945 - Hanover (3.50)

This officer has completed a tour of operations as captain and pilot of a heavy bomber. During his tour he has taken part in attacks against distant and heavily defended targets both by day and by night.

He has at all times shown a great keenness for operational flying and with cheerful courage has always completed his missions no matter how difficult or hazardous they may have appeared.

By his skilful flying he has completed sorties in most adverse weather conditions and due to his determination much valuable information has been obtained.

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LOVELACE, P/O James Cameron (J15409) - **Distinguished Flying Cross** - No.150 Squadron - Award effective 2 November 1942 as per **London Gazette** dated 6 November 1942 and AFRO 272/43 dated 19 February 1943. Born in Sydney, Nova Scotia, 21 or 28 April 1920; home there; enlisted Halifax 18 May 1940. Posted to No.2 ITS, 30 June 1940. Promoted LAC, 17 August 1940 when posted to No.1 WS. Graduated and posted on 20 December 1940 to No.1 BGS. Graduated and promoted Sergeant, 18 January 1941. To Embarkation Depot, 30 January 1941. In UK, 2 March 1941, serving there until March 1942 with Nos.103 and 458 Squadrons; in Africa with No.458 Squadron, March 1942 to August 1942 (commissioned 1 May 1942); with No.150 Squadron, August 1942 to March 1943 (promoted Flying Officer, 1 October 1942); in Training Command, March 1943 to November 1944 (promoted Flight Lieutenant, 23 April 1943). Repatriated to Canada, 1 April 1944 but returned to Britain, being taken on strength of No.3 PRC, 11 June 1944. Subsequently in charge of POW repatriation, Bournemouth, 1945 as Acting Squadron Leader. Repatriated again, 28 August 1945; retired 15 October 1945. Rejoined RCAF, 4 October 1948 with Flight Lieutenant rank, being taken on at No.10 Group Headquarters. Promoted Squadron Leader, 1 January 1952. Postings included No.103 Search and Rescue Unit

(1948-49), Training Command Headquarters (1953), Tactical Air Command Headquarters (1953-1954) and Canadian Joint Staff, Washington (1955-1956). Date of retirement uncertain. Died in Halifax, Nova Scotia, 22 February 2002. RCAF Photo PL-43313 (ex-UK-20788, 23 April 1945) is captioned as follows: "For 11 months, airmen of Stalag 344, Lamsdorf, wore shackles in retaliation, their German captors said, for alleged mistreatment of German prisoners taken at Dieppe. Here is Warrant Officer William Ralston, RCAF pilot from St. Stephen, New Brunswick who was recently released from prison camp after a 500 mile march across Germany from the Russian to the western front, shows a set of shackles to S/L I.C. [sic] Lovelace, DFC, of Sydney, Nova Scotia. Lovelace is commanding officer of the new RCAF released prisoner of war reception depot at Bournemouth." RCAF photo PL-43921 (ex UK-21070 dated 5 May 1945 has following caption: "News of home in Sydney, Nova Scotia is given three RCAF prisoners of war just returned to Great Britain by F/L Thomas de Courcy, left, and S/L James Lovelace, DFC. All five are from Syney. The interested audience in the centre are three airmen who were prisoners of war in Germany. The are WOs William A.M. MacDonal and Percy Guam, and F/O E. O'Reilly," . RCAF photo PL-43922 (ex UK-21071 dated 5 May 1945 is captioned as follows: "Three Canadian airmen from Sydney, Nova Scotia who were together as prisoners of war in Germany and separated during forced marches through Germany meet two friends from home on their arrival in Great Britain. S/L James Lovelace, DFC and F/L Thomas de Courcy, right, welcome the three returned from Germany. Left to right the three are F/O E. O'Reilly, WO W.A.M.Macdonald and WO Percy Gaum." PL-43974 (ex UK-21283 dated 10 May 1945) is captioned as follows: "Just released from prison camps in Germany and flown back to the RCAF released prisoner of war centre in Bournemouth, two airmen tell S/L J. Lovelace, DFC, Syney, Nova Scotia, in command of the centre, about their experience. Centre, wearing German sniper's jacket is Warrant Officer R.H. Masters, air gunner from Nelson and Vancouncer, B.C., and right is Warrant Officer A.W. Brown of Notre Dame de Grace, Quebec. They were prisoners of war for over two years." Photo PL-44722 (ex UK-22032 dated 7 June 1945) shows him presenting operational wing to F/O D.R. Waddell (Sperling, Manitoba). Photo PL-44723 (ex UK-22033 dated 7 June 1944) shows him presenting operational wing to F/O R. Ritch of Edmonton.

As wireless operator Pilot Officer Lovelace has at all times shown courage, skill and great devotion to duty. During one operation when he attacked Frankfurt his aircraft was very badly damaged by anti-aircraft fire but Pilot Officer Lovelace, displaying great coolness, kept the wireless functioning, thus enabling his captain to bring the aircraft safely home. On at least three other occasions when his aircraft has been badly damaged it has been almost entirely due to this wireless operator that the aircraft was returned to base safely.

NOTE: Public Records Office Air 2/9604 has recommendation dated 20 September 1942 when he had flown 24 sorties (150 hours 55 minutes) in two blocks, with three long-range hops of a delivery flight in between.

Unidentified Squadron

23 June 1941 - Charleroi (5.40)
2 August 1941 - Cherbourg (5.20)
5 August 1941 - Frankfurt (7.20)
7 August 1941 - Essen (6.00)
14 August 1941 - Hanover (6.00)
19 August 1941 - Kiel (7.40)
22 August 1941 - Mannheim (6.55)
27 August 1941 - Mannheim (7.30)
29 August 1941 - Mannheim (6.30)
31 August 1941 - Essen (5.10)
20 October 1941 - Emden (7.30) - with No.458 Squadron
22 October 1941 - Le Havre (5.45) - but ORB does not list him crew this date.
29 October 1941 - Brest (6.15) - with No.458 Squadron
1 November 1941 - Aachen (4.55) - but ORB shows no operations this date
7 December 1941 - Dusseldorf (5.00) - ORB lists target as Aachen
21 December 1941 - Air/Sea Search (5.55)
27 December 1941 - Dusseldorf (4.49) - found in ORB but not in PRO document.

Delivery Flight and No.50 Squadron

5 March 1942 - Portreath-Gibraltar (8.20)
6 March 1942 - Gibraltar-Malta (8.00)
8 March 1942 - Malta-Egypt (8.30)
* * *
15 Aug 42 - Dusseldorf (4.35)
17 Aug 42 - Osnabruck (5.00)
28 Aug 42 - Saarbrucken (6.30)
1 September 1942 - Saarbrucken (6.00)
2 September 1942 - Karlsruhe (6.40)
4 September 1942 - Bremen (6.10)
8 September 1942 - Frankfurt (7.30)

Pilot Officer Lovelace is a Canadian who joined the squadron on the 21st July 1942, since when he has completed seven operational sorties. These included Kiel, Bremen and Essen. He was also the wireless operator of an aircraft which his crew ferried out to Cairo, and was largely responsible for the successful completion of this long trip.

His outstanding ability as a Wireless Operator has been an inspiration to his crew and his courage and determination, together with his cheerful confidence, have gone a long way to sustaining their morale through several very difficult times.

On his last sortie, Pilot Officer Lovelace and his crew were detailed to attack Frankfurt. While attacking the target, his aircraft was extremely badly damaged by flak, and it seemed almost impossible that they could reach home. Pilot Officer Lovelace, however, very coolly obtained fix after fix, which enabled his captain very accurately to plot his course and thus avoid all defended areas, for evasive action was impossible. The aircraft was eventually brought back to this country largely due to his efforts.

On at least three other occasions this officer's aircraft was very badly damaged by flak or fighters and on each occasion it was almost entirely due to his skill, courage and determination in action that the aircraft safely returned to base.

This officer's dogged determination, skill and devotion to duty well merit the award of the Distinguished Flying Cross.

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LOVING, P/O Leslie Roland Bond (J16130) - **Distinguished Flying Cross** - No.149 Squadron - Award effective 3 February 1943 as per **London Gazette** dated 9 February 1943 and AFRO 373/43 dated 5 March 1943. Born in Regina, 10 February 1921; home in New Westminster or Mission City (mechanic); enlisted Regina, 7 September 1939 as "Batman". To No.120 Squadron, Patricia Bay, 7 November 1939. Promoted AC1, 24 February 1940. Promoted LAC, 29 May 1940. Promoted Corporal, 1 January 1941. To No.6 (BR) Squadron, 17 January 1941. Remustered to aircrew and posted to No.2 ITS, Regina, 17 March 1941 (reverted to AC2 that date). Promoted LAC on 9 April 1941 and posted next day to No.14 EFTS, Portage la Prairie. To No.11 SFTS, Yorkton, 9 June 1941; Graduated and promoted Sergeant, 20 August 1941. To "Y" Depot, Halifax, 22 August 1941. Embarked 14 September 1941. Taken on strength of No.3 PRC overseas, 15 October 1941. To No.19 OTU, 27 October 1941 (Whitleys). To Waterbeach (supernumerary), 20 February 1942. Attached to No.1651 Conversion Unit, 20 February to 29 March 1942 (Stirlings). To No.149 Squadron, 29 March 1942 (Stirlings). Commissioned 17 October 1942. From squadron to No.1657 Conversion Unit, 13 December 1942 (Stirlings). Attended BAT courses while there and attached to No.3 FIS, 24 November to 25 December 1943 (Oxfords). Promoted Flying Officer, 17 April 1943. To RCAF Overseas Headquarters, 10 May 1944, proceeding on leave to Canada (arrived 18 May). Embarked again for United Kingdom, 26 June 1944. Arrived in UK, 3 July 1944. To No.61 Base, 22 July 1944. Attended Dalton Battle School, 22-31 July 1944. Attached to No.1664 Conversion Unit, 31 July 1944. To No.424 Squadron, 1 September 1944. Promoted Flight Lieutenant, 17 October 1944. Missing,

presumed dead, 5 November 1944 (Halifax MZ896). RCAF photo PL-24863 taken during Canadian leave.

One night in September 1942, Pilot Officer Loving was detailed for a low level attack on the submarine base building yard near Bremen. In a determined effort to locate and bomb the target, which was obscured by a heavy cloud, he descended to a height of only eight hundred feet. He was immediately engaged by searchlights and the ground defences. His aircraft was twice hit by anti-aircraft fire and Pilot Officer Loving was forced down to fifty feet to evade the fire attack. His gunner succeeded in extinguishing two searchlights and from this low altitude, in the glare of other searchlights, he released his bombs. Throughout, this officer has set a splendid example and his devotion to duty in the face of the heaviest opposition is worthy of the highest praise.

NOTE: Public Records Office Air 2/8934 has recommendation dated 14 December 1942 which includes sortie list and a more detailed narrative from that published. He had flown 30 sorties (151 hours 55 minutes):

29 May 1942 - Cherbourg - Docks and shipping
30 May 1942 - Cologne - Industrial targets
1 June 1942 - Essen - do.
2 June 1942 - Essen - do.
16 June 1942 - Essen - do.
19 June 1942 - Emden - Docks and shipping
25 June 1942 - Bremen - do.
27 June 1942 - Bremen - do.
7 July 1942 - Frisians - Minelaying
8 July 1942 - Wilhelmshaven - Docks and shipping
21 July 1942 - Duisburg - Industrial targets
23 July 1942 - Duisburg - do.
26 July 1942 - Hamburg - Docks and shipping
10 September 1942 - Dusseldorf - Industrial target
15 September 1942 - South French coast - Minelaying
16 September 1942 - Essen - Industrial target
18 September 1942 - Frisians - Minelaying
19 September 1942 - Munich - Industrial target
23 September 1942 - Bremen - Docks and shipping
1 October 1942 - Herenwoik - do.
2 October 1942 - Krefeld - Industrial target
5 October 1942 - Aachen - do.

12 October 1942 - Spanish border - Minelaying
15 October 1942 - Cologne - Industrial target
23 October 1942 - Genoa - do.
24 October 1942 - Milan - do.
26 October 1942 - French coast - Minelaying
7 November 1942 - Genoa - Industrial target
20 November 1942 - Turin - do.
22 November 1942 - Stuttgart - do.

On the night of 23/24 September 1942, Pilot Officer Loving was detailed to carry out a low level attack on the submarine shipbuilding yards at Vegasack, northwest of Bremen. On his arrival over the target area Pilot Officer Loving found 10.10 low cloud with the top at 2,000 feet. He was, however, undeterred by this and went down below the cloud, the base of which was at 800 feet, in a determined effort to locate and bomb his target. He was immediately picked up by searchlights and engaged by light flak. During the run up to the target area the aircraft was hit twice by light flak and Pilot Officer Loving was forced to dive within 50 feet of the ground to evade the most accurate fire. His gunners succeeded in shooting out two searchlights and Pilot Officer Loving, being unable to locate his precise target from this low altitude and in the glare of the searchlights, bombed the town of Vegasack.

This attack was typical of all Pilot Officer Loving's operational sorties. He showed at all times the greatest keenness and determination. He would always do everything within his power to carry out his orders to the letter. His example to the rest of the squadron was of the highest order, and his devotion to duty in the face of the heaviest opposition over such targets as Essen and Hamburg are worthy of recognition by the award of the Distinguished Flying Cross.

On returning to Canada in the summer of 1944 he filed in a form stating he had flown 31 sorties (200 operational hours) and had 507 hours overall. His preferences for another posting were (1) Tactical Air Force Mosquitos, (2) "Any Mosquito job" and (3) 138 Special Duties Squadron, 3 Group.

His service file also includes a poem he wrote, dated 23 November 1942, titled "To my Sterling [sic] Bomber":

When first we met I felt afraid,
You looked so cumbersome and staid,
Standing quietly near some trees,
Shuddering gently in the breeze.

It seemed so incredible to me
That you and I would ever see
Vast tracts of German territory.
Then you'd remember our first flight ?
Climbing steadily through the night ?
We went to Bremen I believe,
Or was it Kiel or Ludenschieve ?
But anyway I could surmise
That in spite of your great size
You loved your element the skies.
Then other raids that we went through,
Each one an epic, each one new,
Each filled with thrills and fears,
Sitting sick and near to tears,
And what about the Berlin raid
When on returning home we strayed
And Emden shot us "up to hell."
Rotterdam, Brest and Hamm as well.
Faltering we nearly fell,
And as before on frenzied nights,
You dived steeply, and curved lights
Of tracer shell scorched through your frame,
Explosives rocked you - but this game
Of cheating death brought you no fame.
But if one night we don't return,
There'll be another star to burn -
Brighter than the rest - descending
Reflecting on the clouds, and lending
Glorious colours to our ending.

The website "Lost Bombers" dealing with his last sortie notes that Halifax MX896, No.424 Squadron (QB-Q) was operating against Bochum, 4/5 November 1944. Airborne at 1712 hours, 4 November 1944 from Skipton-on-Swale. Lost without trace. Crew were F/O L.R.B.Loving DFC RCAF (killed); Sergeant B.McGarrity (killed), F/O A.D.Chapman, RCAF (killed); P/O G.A.Running, RCAF (killed); P/O A.L.Flatt RCAF (killed); P/O W.C.Davidson (killed); P/O J.P.Durkin RCAF (killed).

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LOW, Sergeant Gordon Hansen (R105598, later J18453) - **Distinguished Flying Medal** - No.419 Squadron - Award effective 4 October 1943 as per **London Gazette** dated 19 October 1943 and

AFRO 2437/43 dated 26 November 1943. Born in Glevavon, Saskatchewan, 20 December 1920; home in Edmonton (painter); enlisted there 26 May 1941 and posted to No.2A Manning Depot. To No.2 WS, 20 July 1941. Promoted LAC, 15 October 1941; to No.8 BGS, 28 February 1942; graduated and promoted Sergeant, 30 March 1942. To "Y" Depot, 31 March 1942. To RAF overseas, 21 April 1942. Commissioned 14 June 1943. Promoted Flying Officer, date unclear; promoted Flight Lieutenant, 19 April 1944. Repatriated 7 June 1945. To Debent, 8 June 1945. Retired 13 September 1945. RCAF photo PL-22396 (ex UK-6270 dated) 24 November 1943 shows him; caption reads in part, "Recently awarded the Distinguished Flying Medal, P/O G.H. 'Gordie' Low, DFM, of Edmonton was WAG in a Halifax of the Moose Squadron on one mining trip when it was badly shot up by a flak ship. With both port engines and the port wing badly shot up the heavy bomber was force-landed in the sea and Low's emergency wireless work was responsible for the crew's rescue after they had been in the water for 22 hours. Now an instructor at a Heavy Conversion Unit in the RCAF Bomber Group overseas, he is stressing this emergency procedure in training other Canadians preparing for operations." Photo PL-43050 (ex UK-19679) shows F/L Bruce Warren (left), F/L Gordon Low (Edmonton, middle) and F/L Douglas Warren (right), all from Edmonton.

This airman has completed numerous bombing and mining sorties against the enemy. In February 1943 the aircraft in which he was flying was forced to alight on the sea owing to damage caused by enemy action. In this hazardous situation his skill and coolness played a major part in the subsequent rescue of the entire crew. Throughout his operational career Sergeant Low's technical ability, determination and fine fighting spirit have been most praiseworthy.

Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000) has the following recommendation from Public Record Office Air 2/8983, drafted 15 August 1943 when he had flown 28 sorties (143 hours 52 minutes) as Wireless Operator.

This Non-Commissioned Officer, a Canadian, has completed 28 bombing and mining sorties against the enemy as a Wireless Operator/Air Gunner. His tour includes attacks on such heavily defended targets as Essen, Dortmund, Cologne, Hamburg, Bremen and Berlin. On the night of February 27th/28th, 1943, whilst returning from a mining operation off the Frisian Islands, the aircraft in which he was flying was forced to alight onto the sea owing to damage caused by enemy action. At no time on the homeward journey was the aircraft at a height making wireless communication easy but despite the difficulty in such an emergency, Sergeant Low maintained contact with a ground station and the position of the aircraft was fixed accurately up to the moment of ditching. His skill and coolness on this occasion played a major part in the subsequent rescue of the entire crew

from a point 105 miles from the English coast. I consider the undoubted ability and great determination and spirit he has shown throughout his tour fully merits the Distinguished Flying Medal.

On this occasion the Halifax aircraft (DT615, VR-P or "P For Peter") was airborne at 1825 hours, 27 February 1943 from Middleton St. George to lay mines off the Frisian Islands (Nectarines Region). Hit by Kriegmarine Flak and ditched. Twenty-two hours later, having been sighted earlier in the day, the crew were picked up by the Royal Navy. Sergeant M.F. Gray RCAF, Sergeant C.F. Wilby RCAF, Flight Sergeant C.O. Hancock RCAF, F/O W.J. McNicol RCAF, Sergeant G.H. Low RCAF, Sergeant M.S. Braniff RCAF, P/O R. Harling, DFC, RCAF.

RCAF Press Release 2498 dated 11 November 1943 includes his own narrative:

"We were on a mining trip, and while flying at 500 feet over the North Sea got shot up by a flak ship," Low related. He added, "It knocked out our port outer engine and damaged the port inner, which kept heating up, as well as raking the whole port wing. The skipper, Flight Sergeant Malcolm 'Bill' Gray, DFM (of 2892-28th Avenue, Vancouver, B.C.) managed to keep the kite flying and we went on dropped our mines in the target area. Afterwards we found the bomb doors would not close. Then, half an hour from the English coast the damaged engine quit and there was nothing to do but to ditch in the sea. It (the Halifax) floated like a washtub, even though the bomb doors were open and the port wing had been riddled. I was in water up to my armpits when I got out, but the kite stayed afloat for 20 minutes afterwards."

RCAF Press Release (Immediate) No. 2498 dated 11 November 1943, transcribed by Huguette Mondor Oates reads:

LONDON (RCAF NEWS SERVICE): -- The citation accompanying the award of the Distinguished Flying Medal to Pilot Officer Gordon Hanson "Gordie" Low, of 11428-87th Street, Edmonton, Alberta, is in its official brevity inadequate to describe the adventure-bristling flying career that has been his since he joined the Royal Canadian Air Force in May, 1941.

P/O Low won his DFM while a sergeant-wireless operator with the famous Moose squadron of the RCAF Bomber Group in England, and the citation, relates that P/O Low's aircraft was forced down over the sea by damage through enemy action, and that Low's "skill and coolness" played a major part in the subsequent rescue of the entire crew.

An interior decorator in peacetime, P/O Low took his early RCAF training at No.2 Wireless School, Calgary, and received his Wireless Air-Gunner Wing in March, 1942 at No.8 Bombing and Gunnery School, Lethbridge. The following month, he arrived in England. While at an RAF operational training unit, he participated in two of the big raids on Germany last autumn, one of them over Dusseldorf, and the other over Bremen. In the Bremen raid, his aircraft was badly shot up and was forced to crash land on reaching Britain.

After being posted to the Moose squadron, Sergeant Low did a tour as wireless operator in Halifax bombers. The trip he recalls best is that mentioned in his citation. "We were on a mining trip, and while flying at 500 feet over the North Sea, got shot up by a flak ship," Low related. He added, "It knocked out our port outer engine and damaged the port inner, which kept heating up, as well as raking the whole port wing. The skipper, Flight Sergeant Malcolm "Bill" Gray, DFM, of 2892-28th Avenue, Vancouver, B.C., managed to keep the kite flying and we went on and dropped our mines in the target area. Afterwards, we found the bomb doors wouldn't close. Then, half an hour from the English coast, the damaged engine quit and there was nothing to do but to ditch in the sea. It (the Halifax) floated like a washtub, even though the bomb doors were open and the port wing had been riddled. I was in water up to my armpits when I got out, but the kite stayed afloat for 20 minutes afterwards." That is all that P/O Low modestly says of his part in the action which won him the DFM.

P/O Low is now an instructor at a heavy conversion unit. After the war, he hopes to return to Canada to complete his schooling and study dentistry. His parents, Mr. and Mrs. W.R. Low are in Edmonton, Alberta, where his father is a grain buyer.

LOW, F/L Gordon Hansen, DFM (J18453) - **Distinguished Flying Cross** - No.431 Squadron - Award effective 5 July 1945 as per **London Gazette** dated 17 July 1945 and AFRO 1507/45 dated 28 September 1945.

Since the award of the Distinguished Flying Medal, Flight Lieutenant Low has continued to display great skill and courage in the face of the enemy. As signals leader in his squadron his high qualities of leadership and devotion to duty have been an inspiring example to all.

DHist file 181.009 D.1941 (RG.24 Vol.20612) has recommendation dated 18 March 1945 when he had flown 20 sorties (131 hours 30 minutes), 7 May 1944 to 21 February 1945. NOTE: recommendation gives Christian names as Arthur Alfred!

7 May 1944 - Haine St.Pierre (4.20)
17 July 1944 - Boulogne (3.55)
10 September 1944 - Le Havre (4.40)
13 September 1944 - Osnabruck (4.27)
18 September 1944 - Homberg (3.53)
6 October 1944 - Dortmund (6.10)
1 November 1944 - Oberhausen (5.45)
21 November 1944 - Castrop Rauxel (6.30)
2 December 1944 - Hagen (8.00)
15 December 1944 - Ludwig (6.40)
30 December 1944 - Cologne (7.57)
5 January 1945 - Hanover (6.08)
6 January 1945 - Hanover (7.50)
14 January 1945 - Merseberg (9.05)
16 January 1945 - Zeitz (8.43)
28 January 1945 - Stuttgart (7.40)
7 February 1945 - Goch (6.05)
13 February 1945 - Dresden (9.41)
14 February 1945 - Chemnitz (8.53)
21 February 1945 - Duisburg (6.46)

Flight Lieutenant Low, DFM, a wireless operator has completed two operational tours of 46 sorties against the enemy. Since being awarded the Distinguished Flying Medal Flight Lieutenant Low has at all times and even under the most difficult circumstances displayed great fortitude and fearlessness in the face of the enemy. As Signals Leader of this squadron, this officer has exhibited sterling qualities of leadership and has been an outstanding example to those in his section and a steady influence upon the crews with whom he has flown. In recognition of Flight Lieutenant Low's courage and devotion to duty, I strongly recommend the award of the Distinguished Flying Cross.

RCAF photo PL-43053 (ex UK-19682, 22 March 1945) has the following caption: "F/L G.H. Low, Edmonton, Alberta. Completed two tours of operations with the RCAF Bomber Group. First tour was with the famed Moose Squadron, during which time he won the DFM. Returning from a mine laying operation, their Halifax damaged by enemy action. They had to ditch into the North Sea. After 22 hours in a rubber raft, they were rescued. Before enlisting F/L Low worked for the Alberta Government in the Municipal Affairs Department. He was married overseas and three weeks ago his wife (nee Betty Hains of Winchmore Hill, London) presented him with a daughter, Nedra."

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LOW, S/L Harry Rattray (C3783) - **Member, Order of the British Empire** - AFHQ, Directorate of Personnel Educational and Welfare Services. Award effective 28 May 1943 as per **London Gazette** dated 28 May 1943 and AFRO 1459/43 dated 30 July 1943. Born in Glasgow, Scotland, 1 February 1907; educated there including University of Glasgow (B.Sc, Ed.B, M.A.). Taught school in Glasgow, 1929-1932, professor at University of North Wales, 1932 to 1935, moved to Canada and accepted a post at University of Manitoba (Professor, 1935-1939). Appointed Superintendent of Education for Manitoba, 1939, which post he held to joining the RCAF. Enlisted in Winnipeg, 27 January 1941 (Administration Branch) and posted to No.2 Manning Depot; commission dated 27 January 1941. To No.2 Training Command Headquarters, Winnipeg, 7 February 1941. Promoted Flying Officer, 1 March 1941. Transferred to Education Branch, 17 May 1941. To AFHQ, Ottawa, 27 July 1941. Position included Temporary Duty in Washington, 4-10 August 1942 and again 4-11 April 1943. Promoted Flight Lieutenant, 1 December 1941. Promoted Squadron Leader, 15 June 1942. Promoted Wing Commander, 1 April 1943. Emplaned from Canada, 4 September 1943, arriving in United Kingdom, 5 September 1943. To RCAF Overseas Headquarters, 6 September 1943. Departed London, 9 November 1943, arriving in Canada 12 November 1943 when reposted to Air Member for Training, AFHQ, Ottawa. Appointed Director of Education, RCAF, 1 August 1944 Promoted Group Captain, 1 September 1944.. Emplaned from Dorval, 10 March 1945, arriving in Britain 11 March 1945 for Temporary Duty at RCAF Overseas Headquarters. Returned to Canada, 25 April 1945. To No.3 Release Centre, 25 July 1945; retired 26 July 1945. Died in Ottawa, 19 July 1957 as per **Legionary** of September 1957. RCAF photo PL-43070 (ex UK-20054 dated 9 April 1945) shows the following "enjoying a joke in the interrogation room " following a Lion Squadron raid on Hanover - Dr. F.C. James (principal, McGill University, second from right), G/C H.R. Low, OBE (Ottawa and Winnipeg, Director of Education, AFHQ), Air Commodore F.R. Miller (Base Commander) and W/C R.M. Winter (Kingston, Senior Education Officer, RCAF Overseas Headquarters, extreme right). RCAF photo PL-43072 (ex UK-20056 dated 9 April 1945) shows G/C H.R. Low (Director of Education, AFHQ Ottawa, left), Dr. F.C. James (principal, McGill University, second from right), W/C R.M. Winter (extreme right, Director of Education, RCAF Overseas Headquarters), having tea with F/L W.M. Walker in interrogation room after raid on Hanover.

Squadron Leader Low has been responsible for the organization of the Educational Services within the Royal Canadian Air Force. Through these Educational Services thousands of young men have been enabled to obtain the educational standing required for aircrew training. Also, tradesmen in the Service have been provided with the opportunity to advance themselves in their trades through organized trade improvement classes; the RCAF Educational

Services have published Trade Improvement Manuals for use in these classes. The organization of the Educational Services has been the result of an intimate and detailed knowledge of the educational system of Canada; active co-operation with Civilian educational authorities and with many Directorates and Divisions within the Royal Canadian Air Force, long hours of work and planning and organising ability of a very high order on the part of this officer.

Note: Recommendation drafted 15 March 1943 by W/C P.J. Coffey who wrote:

Squadron Leader Low has been responsible for the organization within the RCAF of the Educational Services. These Educational Services include the organisation of classes at Air Force units to enable ground crew, who desire to remuster to aircrew, to obtain instruction in Mathematics and Science; organization of trade improvement classes and publication of Trade Improvement Manuals to enable ground crew to advance in their trades; organization of Pre-Aircrew Education courses at universities throughout Canada to enable aircrew trainees to obtain the required educational standing for further Service training as aircrew; organization of the School of English for French Canadian airmen and airwomen to obtain proficiency in the English language to enable them to undertake later Service training as aircrew or ground crew; organisation of libraries at units; organization of Current Events and Progress of War Study discussion groups at units to enable RCAF personnel to be intelligently informed about the War Effort and the purposes for which we are fighting; co-operation with Training Division to improve standard of instruction at ground schools.

This organization of the RCAF Educational Services has been the result of an intimate and detailed knowledge of the educational system of Canada; active co-operation with Civilian educational authorities and with many Directorates and Divisions within the RCAF; long hours of work and planning and organising ability of a very high order on the part of this officer.

This was immediately signed off as approved by Air Marshal L.S. Breadner, Chief of the Air Staff.

Assessments: His assessments were routinely favourable; the following are examples:

15 June 1941: Command Education Officer. This officer is doing exceptionally well in his present position. He possesses common sense of a high order, is enthusiastic over his work and has already made many useful suggestions resulting in a higher standard of ground training throughout the Command. Tactful and he has a pleasant manner. (G/C D.W.F. Bonham-Carter, No.2 Training

Command Headquarters).

20 April 1942: Special Report - It is strongly recommended that this officer be promoted to the rank of Acting Squadron Leader (paid) while so employed. Confidential reports submitted on this officer have been consistently good and he has recently been posted to this Directorate as an Educational Officer. He is in charge of Educational Services at all units. A request was received from the Director of Personnel Selection, Militia Headquarters for the release of this officer from the RCAF. It was stated that should his service be available to the Militia he would be granted the rank of Major on appointment. It is felt that he is most competent to fill the position of a Squadron Leader, and advancement to this rank would be in the interests of the service. (W/C A.C.H. MacLean, Directorate of Personnel, AFHQ).

3 February 1943: Is recommended for promotion to Temporary Squadron Leader and appointment to Acting Wing Commander. Has been placed in charge of the entire branch which embodies Education, Welfare, Entertainment, Personnel Research, P.T. and Drill. Is organizing this Branch splendidly. (G/C D.E. MacKell, Director of Personnel).

5 September 1944: Is doing an outstanding job as Director of Education, for which position by virtue of his civilian experience he is eminently suited. (A/V/M Albert de Niverville, Air Member for Training).

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LOW, WO1 Howard Pilmore (R74966) - **Mention in Despatches** - No.607 Squadron (AFRO gives unit only as "Overseas (deceased)" - Award as per **London Gazette** dated 1 October 1946 and AFRO 1059/46 dated 8 November 1946. Born 24 March 1918 in Calgary but largely raised in Vancouver. Messenger boy in 1936-37 until hired as salesman and assistant manager at an automobile firm. Served in Militia, 22 August to 4 November 1940. Enlisted in RCAF in Vancouver, British Columbia, 5 November 1940. To No.4 SFTS, 11 December 1940 (guard). To No.2 ITS, Regina, 4 January 1941; graduated and promoted LAC, 20 February 1941 when posted to No.16 EFTS, Edmonton (Tiger Moths); may have graduated 22 April 1941 but not posted to No.32 SFTS, Moose Jaw (Harvards) until 2 May 1941; graduated and promoted Sergeant, 15 July 1941). To "Y" Depot, Halifax, 16 July 1941; to RAF overseas, 6 August 1941, arriving 16 August 1941. At No.58 Operational Training Unit, 25 August to 6 October 1941 (flew two hours 35 minutes dual and ten hours five minutes solo on Master plus 40 hours 30 minutes on Spitfire). Graded average in all categories except formation flying where he was above average To No.122 Squadron, 7 October 1941; to No.611 Squadron, 29 October 1941; to Station Drem, 26

November 1941; to RAF Far East, 4 December 1941. Reported missing in Far East as of 1 February 1942 but almost certainly at liberty for a few days after that. Killed 15 April 1942. No citation other than:

...in recognition of gallant and distinguished service whilst prisoners of war in Japanese hands.

Public Records Office Air 2/8774 dealing with awards to former prisoners of the Japanese has a joint citation for Low and WO R.C. Smith:

Whilst prisoners of war in Japanese hands, these Warrant Officers were implicated in an attempt to escape by stealing an aircraft from an enemy airfield. The attempt was, unfortunately, unsuccessful and Warrant Officers Smith and Low were recaptured and executed by the Japanese.

A letter dated 4 December 1945 (RCAF Casualties Officer to Command Chaplain, Western Air Command stated that a report had been received from a F/O Paylen (believed to be F/O G.K. Palin, RCAF, former POW):

Sergeant Low, a pilot, whose number and initials I don't know, sailed with me from England on December 5th, 1941 aboard the **Athlone Castle**. He was then 24 I'm pretty sure, because we used to contrast his age with that of his friend, Sergeant Smith, who was 19. Sergeant Low was slightly built, had brown hair, and was about five feet eight inches tall. We transferred at Durban to the **City of Canterbury** in which we arrived at Batavia, Java about February 8th, 1942. As far as I know he never went to Sumatra, and the last time I saw him, after the capitulation of Java to the Japanese, was on the south coast of Java when we were trying to get away. The next time I heard of him was when we were both caught. I was in a camp at Bandoeng, he had been taken to one in Batavia. From there he had tried to escape with Smith and Siddells, an RAF Flying Officer and pilot. The story was that they had reached an airdrome and started one engine of one of the captured Hudsons, but were unable to start the other before the Japanese caught them. The Japanese shot them a day or so later.

In January 1946 the following statement was made by AC1 J. Donn and a Sergeant Grant (both RAF, released from Japanese captivity):

Warrant Officers Low and Smith, both RCAF and one English Flying Officer broke from jail Boei Glodock Camp, Batavia, Java, Spring 1942 and attempted to steal an aircraft. They only succeeded in starting one motor. The Japanese

recaptured them and the Camp were informed they were executed.

This statement had also been made by another former POW, AC 1 D.F. Melville. In a letter from RCAF Casualties Officer to Command Chaplain, Western Air Command, 14 January 1946, the following statement is also made:

A statement has also been made by an Australian, 19062 Group Captain C.H. Noble. His statement is more complete in that he states that Warrant Officer Low and Warrant Officer Smith escaped early April 8th 1942 from Boei Glodock Camp and attempted to steal an aircraft from the acrodrome, where they were recaptured and a few days later Group Captain Noble was officially informed by the Japanese Commandant that they had been shot.

There are various messages in his file suggesting that the aircraft being stolen was either a Hudson or a DC-2 or DC-3. On 19 July 1946, Corporal C. Cooper, RAF, made the following statement:

I was in company with Sergeant Low and Sergeant James [R74782 William Henry James] in Palembang, Sumatra at 1030 hours on approximately 10th February 1942 when we saw 400 Japanese paratroops attacking Palembang aerodrome (P.1). We reported back to headquarters and picked up arms and ammunition and set out for Palembang 'drome in two single files, one either side of the road. There were 30 men. One column was led by Sergeant James and the other by Sergeant Low.

When we were one miles off the drome I saw Sergeant James being taken prisoner. Sergeant Low and myself then charged over the road to try and release him. There was a burst of automatic fire and Sergeant Low, who was approximately six yards ahead of me, threw up his arms and fell. I ran to him and saw that he was still breathing but was very badly wounded in the chest and throat. At this time I was taken prisoner and forced into a ditch approximately 15 yards from Sergeant Low. I never saw Sergeant Low again.

When I escaped I reported back to Headquarters and volunteered to go back with a wagon of provisions. We passed the spot where Sergeant James was taken prisoner and there was no sign of him.

The last time I saw Sergeant Jenson [Aus 412337 H.P. Jenson] and Sergeant Lawrence [Aus 402195 A.K. Lawrence] was when we passed them arguing with F/O Welch of 266 Wing, trying to obtain permission to fly against the Jap Air

Force in any serviceable aircraft. They stated that should they be refused permission they would go off anyway/ They left F/O Welch, running towards the 'drome. I was on guard with LAC Walker (WOP) and was one of the last to leave the island for Java and am certain that Sergeant Jenson, Sergeant Lawrence, Sergeant Low and Sergeant t James did not leave Sumatra. They were friends of mine and I kept a particular watch on them. I am also fairly certain that Sergeant Low was killed, as the nature of his wounds were such as to make it impossible for him to live.

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LOW, F/O Robert Alexander (J90554) - **Distinguished Flying Cross** - No.101 Squadron - Award effective 12 November 1945 as per **London Gazette** dated 16 November 1945 and AFRO 133/46 dated 8 February 1946. Born 15 June 1924 in Edmonton; home in Calgary (student); enlisted there 4 April 1942. To No.3 Manning Depot, 27 October 1942. To No.4 ITS, 28 December 1942; graduated and promoted LAC, 30 April 1943; posted next day to No.5 EFTS; graduated 26 June 1943 when posted to No.3 SFTS; graduated and promoted Sergeant, 15 October 1943; to "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, 21 October 1943. Commissioned 2 October 1944. Promoted Flying Officer, 2 April 1945. Repatriated 1 June 1945. To No.2 Air Command, 12 June 1945. To No.7 Release Centre, 5 September 1945. Retired 7 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 2/9137 has recommendation dated 15 May 1945 when he had flown 30 sorties (205 hours 45 minutes) as follows:

21 November 1944 - Aschaffenburg
27 November 1944 - Freiburg
29 November 1944 - Dortmund
30 November 1944 - Duisburg
2 December 1944 - Hagen
6 December 1944 - Osnabruck
23 December 1944 - Coblenz
28 December 1944 - Bonn
29 December 1944 - Sholven
31 December 1944 - Osterfeld
2 January 1945 - Nuremburg
5 January 1945 - Hanover
6 January 1945 - Neuse
14 January 1945 - Merseburg
7 February 1945 - Cleve

14 February 1945 - Dresden
15 February 1945 - Chemnitz
20 February 1945 - Dortmund
21 February 1945 - Duisburg
23 February 1945 - Pforzheim
1 March 1945 - Mannheim
2 March 1945 - Cologne
5 March 1945 - Chemnitz
8 March 1945 - Dessau
11 March 1945 - Essen
12 March 1945 - Dortmund
15 March 1945 - Misburg
31 March 1945 - Hamburg
3 April 1945 - Nordhausen
4 April 1945 - Lutzendorf

Flying Officer Low, a Canadian, is a pilot of outstanding ability. He has just completed a very fine tour of operations with this squadron comprising 30 sorties against the enemy. On many of these sorties intense opposition was experienced, but neither flak nor fighters deterred this officer from pressing home his attack and completing the task in hand. His outstanding spirit of daring and calm determination have set a very fine record of achievement.

This officer's leadership together with his complete devotion to duty have been an inspiration not only to his crew but to all those around him.

Flying Officer Low by his high degree of personal courage, skill and determination has shown himself to be a superb captain of aircraft and it is recommended that his highly successful operational tour be recognized by the award of the Distinguished Flying Cross.

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LOWANS, Flight Sergeant Edward John (R96467, later J18661) - **Distinguished Flying Medal** - No.49 Squadron - Award effective 21 March 1943 as per **London Gazette** dated 2 April 1943 and AFRO 757/43 dated 30 April 1943. Born in Toronto, 27 December 1922; home in Gananoque (clerk); enlisted Ottawa 16 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 AOS; to No.4 BGS, 31 January 1942; graduated and promoted Sergeant, 14 March 1942 when posted to No.2 ANS; graduated 14 April 1942 when posted to

"Y" Depot. To RAF overseas, 30 April 1942. Promoted Flight Sergeant, 14 September 1942. Promoted WO2, 14 March 1943. Commissioned 26 July 1943. Promoted Flying Officer, 26 January 1944. Promoted Flight Lieutenant, 5 August 1944. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.16 SFTS, 18 April 1945. To No.3 Release Centre, 7 May 1945. Retired 10 May 1945. Cited with Sergeant John Lamont Matthews (which see). Also a Sergeant Sylvester and a Sergeant Tickler. RCAF photo PL-15929 (ex UK-3940 dated 20 May 1943) taken after investiture - FS A. Harrison (Cornwall), FS J.L. Matthews (Port Arthur, Ontario), FS E.J. Lowans (Gananoque, Ontario). PL-15930 (ex UK-3941 dated 20 May 1943) shows same group.

Public Record Office Air 50/187 has the following which seems to bear upon P/O (previous Flight Sergeant) B.L. Schauenberg and Flight Sergeant Edwin John Lowans on the night of 12/13 June 1943:

Aircraft: Lancaster ED625 "B"

Target: Mannheim

Time: 0155

Height: 19,000 feet

Position: 52.25 N 06.50 E.

Heading: 3,000 [sic]

Crew: Captain: F/L Munro; Flight Engineer, Sergeant Reddish; Navigator, P/O Harris; Wireless Operator: P/O Schauenberg [Schauenberg?]; Bomb Aimer, Flight Sergeant Lowans. Mid-Upper Gunner, Flight Sergeant Wood (Gunnery School, Port Perry, Australia, No.29 OTU and Wigalsy Conversion Flight; Rear Gunner: Flight Sergeant Dreaver, Gunnery School, Levin New Zealand and Chakea, New Zealand and OTU, Old Sarrum.

Combat Report

Conditions: No clouds. No searchlights.

Sighted astern and above at 600 yards an enemy aircraft, unknown, twin engines. Corkscrew action was taken and the rear gunner opened fire, firing a four-second burst. The fighter closed in to 200 yards and pushed its nose down, last seen diving vertically. Rear gunner fired approximately 300 rounds. No return fire from enemy aircraft.

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LOWE, S/L Allister Duncan Ross (J1477) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 5 April 1915 in Springhill, Nova Scotia (RAF Ferry Command records gives birthday); home in Calgary. Educated two years at University of Alberta; served three years as a Militia Trooper, two years as Militia Lieutenant. Field engineer in civil life.

Enlisted in Calgary, 6 June 1940. To No.1 ITS, 24 June 1940; graduated and promoted LAC, 19 July 1940 when posted to No.8 EFTS; may have graduated 15 September 1940 but not posted to No.4 SFTS until 12 October 1940; graduated and promoted Sergeant, 20 December 1940 when posted to Trenton. To No.8 SFTS, 24 February 1941. Commissioned 15 December 1941. To Trenton, 19 February 1942. Promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 15 January 1943. Attached to Ferry Command, 18 April or 3 May 1943. Departed Montreal, 15 June 1943 in Mitchell FR178 via Goose Bay and Reykjavik to Britain, arriving 17/18 June 1943. Promoted Squadron Leader, 10 April 1944. Promoted Wing Commander, 26 July 1944. Repatriated 21 August 1945. Released 9 October 1945. Awarded Queen's Coronation Medal, 23 October 1953 while commanding (as Wing Commander) No.418 (Auxiliary) Squadron. Photos taken in A.F. Avant series include the following - PL-40324 (ex UK-16925) Avant trying out controls in a flight engineering section, with (left to right) W/C Al Lowe, DFC (Calgary, chief instructor and former Leaside Squadron CO), Avant, F/L Roland Laporte (student pilot, Montreal), and in background, Sergeant Arthur Pettifor (Brooks, Alberta, student flight engineer); PL-40325 (ex UK-16926) in a hangar with a wingless Halifax used to practice ditching at sea - Avant (arms akimbo) stands with W/C Al Lowe, DFC (Calgary, chief instructor and former Leaside Squadron CO) - "The lad in the net, which in reality would be a rubber dinghy, is P/O Earl Cotter, flight engineer from Hazlet, Saskatchewan, while the aircrew trio clambering on the fuselage are, left to right, F/O Bob Purnell, pilot, Hamilton, F/O Al Wynant, bomb aimer, Winnipeg, and Sergeant Jim Barrett, air gunner, Verdun". 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 undated (about 30 July 1944) when he had flown 27 sorties (135 hours ten minutes), 25 February to 25 July 1944.

Squadron Leader Lowe is a capable and confident captain whose determination to complete his sorties successfully has been a feature of his tour. In his capacity of Flight Commander he has maintained an exceptionally high standard in every branch of activity. His 27 sorties have been over a wide variety of targets, including some of the most heavily defended in Germany.

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

The sortie list was as follows:

25 February 1944 - Augsburg (7.15, second pilot)
1 March 1944 - Stuttgart (8.25)
6 March 1944 - Trappes (4.25)
7 March 1944 - Le Mans (5.10)
22 March 1944 - Frankfurt (5.55)
26 March 1944 - Essen (5.00)
30 March 1944 - Nuremberg (8.00)

9 April 1944 - Paris (5.19)
10 April 1944 - Ghent (3.29)
20 April 1944 - Lens (4.05)
26 April 1944 - Essen (4.45)
27 April 1944 - Montman (4.20)
1 May 1944 - Ghislain (1.40, duty not carried out)
8 May 1944 - Haine St. Pierre (3.45)
19 May 1944 - Le Cripon (3.20)
22 May 1944 - Le Mans (4.50)
31 May 1944 - Mont Couple (3.00)
6 June 1944 - Courtrances (4.10)
7 June 1944 - Ancheres (2.045, duty not carried out)
8 June 1944 - Mayenne (5.55)
10 June 1944 - Versailles Matelot (5.05)
15 June 1944 - Boulogne (3.35)
17 June 1944 - Oisemont (3.45)
5 July 1944 - Biennaid (4.00)
7 July 1944 - Caen "B" (4.05)
12 July 1944 - Thiarney (4.10)
17 July 1944 - Caen (4.05)
20 July 1944 - Sennes (3.30)
25 July 1944 - Stuttgart (7.50)

LOWE, W/C Allister Duncan Ross, DFC (J1477) - **Air Force Cross** - No.1659 CU (now No.7 RC) - Award effective 7 September 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Public Record Office Air 2/9117, courtesy of Steve Brew, indicates that this was drafted when he had flown 2,375 hours, 1,740 on current duties and 117 in previous six months.

In February 1941, Wing Commander Lowe began his instructional duties in Canada at No.8 Service Flying Training School and after a year was posted to Central Flying School as deputy flight commander. He remained at this unit until April 1943 in the capacity of flight commander and examining officer, after which he came to England to commence his operational flying. After completing an exceptionally fine tour of operational duty as squadron commander at No.432 Squadron, Wing Commander Lowe was posted to his present unit in the capacity of chief instructor. His untiring efforts, sound judgement and initiative have been an inspiration to all and have contributed largely to the success of the training program of his unit.

LOWE, W/C Allister Duncan Ross, DFC, AFC (J1477) - **Mention in Despatches** - No.1659 HCU - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946. Served three years in Canada; as of recommendation (23 June 1945) he had served one year 11 months in UK. Chief instructor; no citation in AFRO but DHist file 181.002

D.225 has recommendation:

This officer completed a tour of operations with No.432 Squadron in September 1944, and since that time has been employed as Chief Instructor at this unit. The undoubted success of the training programme has been due in no small measure to his capable guidance and industrious and far sighted efforts. His keenness and initiative are outstanding and his reliability and excellent personality have secured him universal co-operation. In addition, he has devoted much of his spare time to station activities and has taken an unflinching interest in the morale and welfare of the aircrew personnel.

Note: The following material, an incident in his career, is from the website <http://yorkshire-aircraft.co.uk/aircraft/planes/ryedale/lw615.html>

Halifax LW615 at East Moor airfield.

What is known about the incident to LW615 is that on 7th May 1944 it crash-landed at East Moor at 16.00hrs when the experienced crew were flying a familiarization flight. The familiarization flight was probably to benefit the high ranking passenger who was the commanding officer of East Moor, rather than the regular aircrew. The aircraft is reported to have bounced on landing, drifted off the runway and its undercarriage collapsed as it ran off the runway area of the airfield collided with an air-raid shelter behind the old airmen's mess building, crossed Strensall Road and halted in Goose Wood. All escaped without injury

Pilot - S/Ldr Allister Duncan Ross Lowe RCAF (J/1477), of Calgary, Alberta.

Passenger - G/C Herbert Hugh Carvell Rutledge RCAF (C/149).

The following were S/Ldr Lowe's regular crew and were possibly in the aircraft when this mishap occurred,

Flight Engineer - Sgt David Charles Darnell RAFVR (1637235).

Navigator - F/Sgt Douglas Ian McLeod RCAF (R/161134), of Hawkstone, Ontario, later DFC.

Bomb Aimer - F/O Ralph Maxwell Potts RCAF (J/26299), of Toronto, Ontario.

Wireless Operator / Air Gunner - Sgt James William Chadwick RAFVR (1397359), of Hove, Sussex; later DFC..

Air Gunner - Sgt John Sowerby RAFVR (1624932).

Air Gunner - Sgt G. Turreno RCAF (R/205169).

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LOWE, S/L Frank Frederick (J7779) - **Officer, Legion of Merit (United States)** - AFHQ (AFRO says "Overseas" but there no overseas postings indicated in his file) - Award effective 4 March 1946 as per **Canada Gazette** dated 4 May 1946 and AFRO 473/46 dated 10 May 1946. (NOTE: had earlier been announced as effective 4 March 1946 - see AFRO 388/46 dated 12 April 1946). Born in Swift Current, Saskatchewan 26 June 1918. Home in Montreal; enlisted Calgary 20 December 1940 and posted to No.2 Manning Depot. To No.11 Equipment Depot, 26 January

1941. To No.2 ITS, 28 March 1941; graduated and promoted LAC, 28 April 1941 when posted to No.3 AOS; graduated 21 July 1941 when posted to No.2 BGS; graduated and promoted Sergeant, 1 September 1941 when posted to No.1 ANS; graduated and commissioned, 29 September 1941. To Suffield, 30 September 1941. Promoted Flying Officer, 29 September 1942; to AFHQ, 20 September 1943. Seconded to Canadian Army for duty with Directorate of Chemical Warfare and Smoke, effective 24 September 1943; made Liaison Officer to Edgeworth Arsenal in United States. Promoted Flight Lieutenant, 1 November 1943. Promoted Squadron Leader, 1 October 1944. Returned to RCAF, 1 December 1945. Released 20 December 1945. Colonel Francis J. Graling, Military Attache, American Embassy, writing to AFHQ, 23 February 1946, gives citation:

Squadron Leader F.F. Lowe, Royal Canadian Air Force, as Liaison Officer between the Technical Division, Office of the Chief of Chemical Warfare Service and the Directorate, Chemical Warfare and Smoke, Canada, from September 1942 to October 1945, expedited the transmittal of technical information between the two agencies and did all in his power to increase the efficiency of technical developments.

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LOWEN, F/L Irvin Lawrence (J7449) - **Mention in Despatches** - No.134 Squadron - Award effective 14 January 1944 as per **London Gazette** of that date and AFRO 874/44 dated 21 April 1944. Born in Hachstadt, Manitoba, 23 May 1911. Educated at Tache Public School (Norwood), Kelvin Technical School (Winnipeg), and night courses at Daniel MacIntyre School (drafting). Member of No.12 (Army Cooperation) Squadron, 5 April 1934 to 4 April 1937, training in drill, theoretical and practical instruction on aero engines. Home in St.James, Manitoba; shop foreman in Lon's Stone Works, Winnipeg. Served with Second Battalion, Queen's Own Cameron Highlanders of Canada, 14 August to 12 December 1940. Enlisted in RCAF, Winnipeg, 21 December 1940 as Aero Engine Mechanic and posted to No.2 Manning Depot, Brandon. To No.11 Equipment Depot, Calgary, 26 January 1941. Remustered for aircrew and posted to No.2 ITS, Regina, 28 March 1941; graduated and promoted LAC, 3 May 1941 when posted to No.14 EFTS, Portage la Prairie; graduated 3 July 1941 when posted to No.11 SFTS, Yorkton; graduated and commissioned, 13 September 1941. To Embarkation Depot, 14 September 1941. To RAF Overseas, 4 October 1941. To No.6 (Pilots) AFU, 3 January 1942. To No.4 (Pilots) AFU, 4 January 1942 for flying instructor course. To No.1 EFTS. 31 March 1942. To No.7 (Pilots) AFU, 27 July 1942. On posting to No.7 (Pilots) AFU, it was reported by No.1 EFTS that he was an above average pilot but that he was unsatisfactory as an instructor because of a toneless voice. To No.55 OTU, 1 September 1942, course lasting to 24 November 1942. Promoted Flying Officer, 13 September 1942. To Middle East Wastage Pool, December 1942. To No.134 Squadron, 2 February 1943. Promoted Flight Lieutenant, 13 September 1943. To Warli, 16 December 1944, To United Kingdom, 17 January 1945, arriving 21 February 1945. Repatriated 12 April 1945. To No.2 Air Command, 22 May 1945. To No.5 Release Centre, 6 August 1945. Retired 5 September 1945. Re-engaged as Air Cadet Officer, 15 September 1947 (300381) with rank of Flight Lieutenant. Served with No.6 Air Cadet Squadron, Winnipeg. Promoted

Squadron Leader, 1 May 1951. Retired 27 October 1952, living in St. James, Manitoba. Died 28 January 1997 in Winnipeg as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 1997. RCAF photos PL-27027 (ex UK-9475) and PL-27028 (ex UK-9476), both dated 4 April 1944 show P/O Wilf Danby (J19149) of Toronto and F/L I.L. "Johnny" Lowen of Toronto smoking Burmese cigars. Caption says, in part, "Johnny Lowen has been overseas since the fall of 1941 and has been in India for more than a year. He was flying in the Middle East for a year before that. He brought a Hurricane safely back to Tobruk from a strafing mission on Crete with a flat tire and no air brakes. Shrapnel had done the damage to the air hose attached to the control column between knees, and a piece passed through his trouser leg. Danby used to be with a Hurricane bomber squadron in England but, he mourns, 'I wasn't posted to it until after Dieppe.' He's been with a Hurricane night fighter squadron too. He's been in India since last fall."

Notes: Assessed 27 July 1944 when he had flown 1,031 hours (89.15 in past six months). "Reliable and sound. A little old for a fighter pilot but is a good organizer and accepts responsibility." (S/L D.K. McDonald, No.134 Squadron). On 10 August 1944, W/C R. Bitmead added, "A good, steady, reliable but rather unimaginative type of officer. Apart from this, thoroughly sound."

Application for Operational Wing dated 15 December 1944 did not state number of sorties but claimed 115 hours five minutes operational time in Middle East (January to November 1943) and India (November 1943 to December 1944).

Training: Attended No.2 ITS, 29 March to 29 April 1941. Courses in Mathematics (61/100), Armament, practical and oral (67/100), Signals (90/100), Hygiene and Sanitation (28/40), Drill (86/100) and Law and Disciplines (54/60). Scored 85 percent in Visual Link. Placed 79th in a class of 167. "In father's stone cutting works eight years to vice president. Mature, cool, determined. Three years 112th Squadron Auxiliary RCAF as fitter. Active in sports, mainly individual. Special, motor cycling (Club trophies and provincial championship)."

Attended No.14 EFTS, 4 May to 3 July 1941. Tiger Moth aircraft - 25.10 dual, 43.40 solo. On instruments five hours. Logged twelve hours in Link. "Good steady student. Works hard and should become excellent pilot." (H. Taylor, Chief Flying Instructor). Courses in Airmanship (176/200), Airframes (80/100), Aero Engines (87/100), Signals, practical (90/100), Theory of Flight (68/100), Air Navigation (161/200) and Armament, oral (177/200). Rated 160/200 in Qualities as NCO. "A good type of student who has done well and should be a valuable officer. Is inclined to be shy and lacks confidence in himself."

Attended No.11 SFTS, 3 July to 13 September 1941. Harvard II aircraft - 43.20 day dual, 37.30 day solo, 3.55 night dual, 6.10 night solo. Was 21.10 on instruments and logged 20 hours in Link. "A steady and reliable pilot, spins have caused him a little trouble. A very capable navigator." (S/L G.H. Sellers). Ground school marks were Airmanship and Maintenance (125/200), Armament, written (61/100), Armament, practical (78/100), Navigation (119/150), Meteorology (50/50), Signals,, written (77/100) and Signals, practical (38/50). "A sound and

particularly reliable pupil, willing, apt and well spoken. Acted as one of class seniors during course and performed his duties very well." (W/C C.H. Greenaway).

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LOWENSTEIN, W/C Louis (C5020) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1395/45 dated 31 August 1945. American by birth. Home in Montreal; enlisted there 26 March 1941 in Medical Branch. Promoted Flight Lieutenant, 26 June 1941. At No.6 ITS as of 29 January 1942. To No.10 AOS, 28 February 1942. To No.5 ITS, 2 May 1942. Promoted Squadron Leader, 15 December 1942. To Trenton, 24 January 1943. To "Y" Depot, Lachine, 13 March 1944. Taken on strength of No.3 PRC, Bournemouth, 30 March 1944. Promoted Wing Commander, 2 December 1944. Repatriated 26 September 1945. Retired 27 November 1945. Died in Montreal, 23 March 1968 as per DVA letter dated 26 March 1968.

LOWENSTEIN, W/C Louis (C5020) - **Mention in Despatches** - Overseas - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 322/46 dated 29 March 1946.

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LOWER, F/L William Matthew (C8042) - **Mention in Despatches** - No.202 Group, France - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 337/45 dated 23 February 1945. Born in Toronto, 2 May 1919 (RCAF press release announcing MBE). Educated there; home there; enlisted there 4 April 1941 as Radio Mechanic. To No.1 Manning Depot, 27 April 1941. To University of Toronto, 23 May 1941. Commissioned 30 August 1941. To Trenton, 17 September 1941. To No.31 Radio School, 17 October 1941. To RAF overseas, 7 January 1942. Promoted Flying Officer, 10 March 1942. Promoted Flight Lieutenant, 9 May 1943. Radar Officer, serving in Europe, the Middle East and Africa. Repatriated 28 February 1945. To No.1 Air Command, 13 March 1945. To No.5 Radio School, 18 May 1945. To Moncton, 19 June 1945. To No.3 Radio School, 24 June 1945. To No.4 Release Centre, 5 August 1945. To No.1 Composite Training School, 10 August 1945. To No.4 Release Centre again, 28 August 1945. Retired 3 September 1945. Following the war he graduated from the University of Toronto (Engineering Physics) and worked in electronics. No citation. Died in Toronto, 12 January 2002. RCAF photos PL-27031 and PL-27032 (ex UK-9385 and UK-9386, dated 30 March 1944) captioned as follows: "F/L Bill M. Lower, Toronto, is now stationed on the Anzio beach-head. Lower, who joined the Army as a Private, and later transferred to the Air Force, arrived in the Middle East in May 1942. He was at Alamein and Tobruk with the Desert Air Force, and has taken part in three invasions - D Day at Sicily, Salerno and Anzio." RCAF photo PL-27037 (ex UK-9391 dated 30 March 1944) is captioned as follows - "Three RCAF Technical personnel who have been together on the Sicilian, Salerno and Anzio landings are (left to right) Sergeant 'Ray' H.C. Lapp (Frobisher, Saskatchewan), F/L Bill M. Lower (Toronto) and Sergeant 'Glen' G. Rosebrugh (Sarnia, Ontario)."

LOWER, F/L William Matthew (C8042) - **Member, Order of the British Empire** - No.871 AMES - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1219/45 dated 27

July 1945. Although as of 27 November 1994 no citation has been found, the following found in DHist file 181.009 D.3054 (RG.24 Vol.20634) seems to have had some bearing. On 8 February 1945 Wing Commander N.J. Smith (Commanding Officer, RCAF District Headquarters, Italy) wrote to the RCAF AOC-in-C, London, first quoting an RAF MAAF Order dated 3 February 1945, and then adding his own comments:

While it is not the usual practice to commend individual Units, The Commander-in-Chief wishes to make an exception in the case of No.871 A.M.E.S. This Unit landed in enemy-occupied soil on D-Day, or shortly afterwards, during the landings in Sicily, at Salerno, at Anzio and in southern France.

No.871 A.M.E.S. is commended by the Commander-in-Chief, Royal Air Force Mediterranean and Middle East, on the Station's outstanding record of uninterrupted operations under M.A.T.A.F. since July 1943. This Unit's success during four operations between July 1943 and September 1944 is due in a large measure to the whole-hearted co-operation, skill and enterprise of each individual member. The conduct of the entire Unit has been exemplary and in the best tradition of the Royal Air Force.

To the above, W/C Walsh adds:

It is interesting in that a Canadian, Flight Lieutenant W.M. Lower (C8042) was posted to this unit as an Acting Flight Lieutenant on May 1st, 1943, and was posted to the United Kingdom on December 27th, 1944. It would appear, therefore, that to a great extent the cause of the commendation is the work done by this officer.

Public Records Office Air 2/9056 has recommendation for MBE which is probably the definitive final statement:

This officer was posted to form No.871 AMES in May 1943. Since that time he has worked unceasingly to build up a reputation and efficiency second to none for his unit. He has displayed an extremely high standard of technical skill and excellent qualifications of leadership and initiative. The skill and high standard of the station as a whole can be attributed to his unfailing enthusiasm and example. Under his command the unit has accounted for 30 enemy aircraft.

An RCAF draft press release, circa April 1944 but otherwise undated, relates more of his experiences. The first sentence reads as though incomplete but is transcribed as it appears:- :

Anzio Beach-Head, Italy - On this audacious Allied bite into enemy territory where they say if you want to blow your nose so German artillery won't see your handkerchief, five RCAF technical types are living and working under conditions that are not soothing to the nervous system.

The booming of artillery, the shrieking of shell, or the explosion of aerial bombs accompanies their thoughts and movements around the clock on this slowly growing but still tiny toehold below Rome. The shells kick up dirt and smoke all too close to their technical stations, and shrapnel cuts holes in their tents.

Flight Lieutenant William M. Lower of 258 St. Clements Avenue, Toronto, impresses you with just how cramped things are on the beach-head by stepping outside his tent and saying as he points across the flat plain, "You see that neat, white farmhouse a few hundreds yards across there ? Well, that's empty. No one lives in that. But you see the next one to it ? About 300 yards away ? Jerry lives there."

Flight Lieutenant Lower, who moved his unit along with the Desert Air Force through the African campaigns, has been with advance parties in the invasions of Sicily, Salerno and Anzio. "I swore that Salerno would be my last invasion," he said, but here I am again."

He summoned two other Canadians on his station and, while the enemy and Allied artillery popped away, they were photographed by Flying Officer E.A. (Ted) MacDonald, RCAF press photographer, of Calgary, one of the comparatively few press cameramen to visit the area.

The other two, who have been with their Commanding Officer, Flight Lieutenant Lower, on all three invasions, are Sergeant Glen Rosebrugh of 186 Proctor Street, Sarnia, Ontario, and Sergeant Ray Lapp of Frobisher, Saskatchewan. At the time they were engaged in building huts with earth and sandbags as shelters to sleep in. For three nights previous they had been unable to rest in their tents because of the persistence of the enemy shelling.

On another technical station in the beach-head, Flying Officer Harvey Schartz of 2220 Maplewood Avenue, Montreal, had solved the sleeping quarters problem in a different way. He had stacked bales of straw into four walls and a roof. "I admit", he said, "the protection is mainly psychological, but I like it. I like it better than sleeping in that farmhouse, and I feel fine." Sharing his house of straw against the enemy high explosives is Corporal Maurice Harrold whose parents live at 594 St. Clarens Avenue, Toronto, and whose wife lives at 45 Montreal Road, Ottawa.

While Canadian fighter pilots battle daily in the skies over the beach-head and at other points on the Italian front, these five Canadians on that little Allied ledge of land, with their backs against the sea, do their job under the noses of Nazi guns.

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LOWERISON, F/L Harold Stewart (C8738) - **Mention in Despatches** - No.127 Wing (AFRO gives only "Overseas" as unit) - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1672/45 dated 2 November 1945. Name possibly Harold Stuart. Home in Sackville, New Brunswick; enlisted Moncton 31 October 1941. Posted overseas, 24 December 1941. Promoted Flying Officer, 1 May 1942. Promoted Flight Lieutenant, 8 June 1943. Repatriated to Canada, 31 August 1945. Released 2 November 1945. Died in Fredericton, 29 September 1984 as per **Legion Magazine**, December 1984.

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LOWNDS, F/O Ernest (J25344) - **Distinguished Flying Cross** - No.78 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 20 February 1945 and AFRO 563/45 dated 29 March 1945. Born 28 August 1914 in Prince Alberta, Saskatchewan; home in Victoria; served two years in Army Reserves. Enlisted in Vancouver, 26 May 1942. To No.3 Manning Depot, 29 June 1942. To No.2 ITS, 26 September 1942; graduated and promoted LAC, 5 December 1942 but not posted to No.6 AOS until 27 December 1942; graduated and commissioned, 16 April 1943. To "Y" Depot, 30 April 1943. To RAF overseas, 26 May 1943. Promoted Flying Officer, 16 October 1943. Repatriated 15 November 1944. To No.2 Air Command, 4 January 1945. To No.4 Release Centre, 12 February 1945. Retired 5 March 1945. No citation other than "completed ...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 18 November 1944 when he had flown 39 sorties (164 hours 35 minutes), 30 April to 6 October 1944.

30 April 1944 - Acheres (4.31)
1 May 1944 - Malines (3.47)
10 May 1944 - Boulogne (3.50)
22 May 1944 - Orleans (1.32), DNCO, port inner u/s
24 May 1944 - Aachen (4.13)
27 May 1944 - Bourg Leopold (4.24)
31 May 1944 - Trappes (5.24)
5 June 1944 - Courseulles (4.02)
6 June 1944 - St.Lo (5.35)
9 June 1944 - Laval Airfield (4.58)
12 June 1944 - Amiens (3.54)
22 June 1944 - Laon (4.55)
24 June 1944 - Noyelle E.C. (3.30)
25 June 1944 - Montorgueille (3.54)
27 June 1944 - Mont Condon (3.32)
28 June 1944 - Blainville (6.48)
1 July 1944 - St.Martin l'Hey (3.21)
4 July 1944 - St.Martin l'Hey (3.25)
5 July 1944 - St.Martin l'Hey (3.45)
8 July 1944 - Chateau Bernapre (4.16)

12 July 1944 - GARDENING (4.00)
15 July 1944 - Nucourt (4.21)
17 July 1944 - Caen (4.14)
18 July 1944 - Acquet (4.07)
20 July 1944 - Bottrop (8.05)
24 July 1944 - Stuttgart (8.05)
28 July 1944 - Foret de Nieppe (1.27), DNCO
29 July 1944 - Foret de Nieppe (3.15)
7 August 1944 - GARDENING (4.59)
9 August 1944 - Foret de Mormal (3.47)
12 August 1944 - Brunswick (5.50)
14 August 1944 - Falaise (3.47)
16 August 1944 - GARDENING (5.30)
26 August 1944 - Homburg (4.33)
15 September 1944 - Kiel (6.00)
20 September 1944 - Calais (3.45)
23 September 1944 - Neuss (4.49)
25 September 1944 - Calais (3.43)
26 September 1944 - Calais (3.22)
4 October 1944 - GARDENING (5.56)
6 October 1944 - GARDENING (3.51)

This officer has now completed his first operational tour consisting of 39 sorties (129 points) involving a total of 164 hours.

As a member of one of the most outstanding crews, he has given most valuable service to the squadron. His enthusiasm for his work, [and] his accuracy at all times have resulted in some very good work. he has always shown great keenness for operations and has taken part in attacks against some of the enemy's most heavily defended targets.

For his devotion to duty and good operational record, this officer is most strongly recommended for the award of the Distinguished Flying Cross.

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LOWNDES, F/O John Ashe (J12893) - **Croix de Guerre (France)** - No.430 Squadron - Awarded as per AFRO 1619/45 dated 19 October 1945. Born in Moose Jaw, 27 December 1917. Home in Toronto; enlisted there 9 August 1941. To No.1 Manning Depot, 27 August 1941. To Trenton, 25 September 1941. To No.6 ITS, 10 November 1941; graduated and promoted LAC, 2 January 1942; posted next day to No.10 EFTS; graduated 28 March 1942 when posted to No.1 SFTS; graduated and commissioned, 17 July 1942. To "Y" Depot, 31 July 1942; to RAF overseas, 7 August 1942. Promoted Flying Officer, 17 January 1943. Promoted Flight Lieutenant, 17 July 1944. Repatriated 1 June 1945. Retired 12 July 1945. Died in Gananoque, Ontario, 12 July 2004.

Unit not given in AFRO, which gives only "Overseas". See **The RCAF Overseas: The Fifth Year**, pp.259 and 272. Destroyed one FW.190, 26 August 1944. Public Records Office Air 2/9645 has citation.

This officer flew a large number of photographic sorties prior to D-Day, all of which were carried out at low level and many of them over heavily defended areas. He at all times executed his tasks most efficiently. After D-Day he continued to carry out all the missions assigned to him with keenness and enthusiasm, and displayed great courage and determination.

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LOWRY, P/O Arthur Edward (J86770) - **Distinguished Flying Cross** - No.12 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 12 December 1944 and AFRO 293/45 dated 16 February 1945. Born in Toronto, 12 July 1923; home there; enlisted there 6 April 1942. To No.1 Manning Depot, 19 April 1942. To No.6 ITS, 29 August 1942; graduated and promoted LAC, 23 October 1942; to No.20 EFTS, 21 November 1942; to No.6 SFTS, 6 February 1943 (graduated 25 June 1943 and promoted Sergeant). To "Y" Depot, 9 July 1943. To United Kingdom, 15 July 1943. Commissioned 16 May 1944. Promoted Flying Officer, 16 November 1944. Repatriated 23 January 1945. To No.16 SFTS, 23 February 1945. To Western Air Command, 19 May 1945. To No.5 OTU, 3 July 1945. To Release Centre, 10 September 1945. Released 13 September 1945.

This captain of aircraft has operated against the enemy with fearless enthusiasm which has never waned in the face of enemy opposition. On one occasion his aircraft was damaged by an encounter with an enemy fighter but Pilot Officer Lowry completed his mission under the most trying circumstances and landed at base in safety. On another sortie damage from anti-aircraft fire was sustained and two engines rendered unserviceable. By skilful pilotage and cool judgement he again effected an emergency landing without further damage to the aircraft. Pilot Officer Lowry has proved himself a skilful operational pilot and his cheerful confidence in the air has set an inspiring example to his crew.

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LOWRY, F/L (now S/L) Donovan Johnson (C1177) - **Mention in Despatches** - No.145 Squadron (Canada) - Award effective 11 December 1943 as per **Canada Gazette** dated 11 December 1943, **London Gazette** dated 14 December 1943 and AFRO 568/44 dated 17 March 1944. Home in Toronto; enlisted there 9 September 1939. Promoted Flight Lieutenant, 15 August 1941. To No.2 ANS, 12 December 1941. To No.11 (BR) Squadron, 4 April 1942. To No.145 (BR) Squadron, 19 June 1942. To Eastern Air Command Headquarters, 10 April 1943. To No.119 (BR) Squadron, 26 April 1943. Promoted Squadron Leader, 1 May 1943. To "A", 10 May 1943. To Eastern Air Command Headquarters, 3 August 1943. To No.3 Training Command, 12 May 1944. To No.2 Air Command, 14 May 1945. To Release Centre, 3 September 1945. Retired 24 September 1945.

This officer as pilot has completed numerous operational sorties and has at all times shown unbounded enthusiasm and devotion to duty. His extreme keenness and outstanding skill have won the admiration and respect of all his squadron. His thoroughness in everything he has undertaken, and excellent deportment have been outstanding.

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LOWRY, F/O George Hamilton (J35520) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 10 May 1945 as per **London Gazette** dated 25 May 1945 and AFRO 1291/45 dated 10 August 1945. Born 29 January 1920 in Winnipeg; home there; enlisted there 18 June 1941. To No.2 Manning Depot, 15 August 1941. To No.5 Personnel Holding Unit, 10 October 1941. To No.12 SFTS, 23 November 1941. To No.2 ITS, 4 January 1942. Promoted LAC, 28 February 1942. To No.5 EFTS, 28 March 1942. Posted "elsewhere", 3 June 1942. To No.1 Manning Depot, 16 June 1942. Reduced to AC2 and classified as General Duties, 23 June 1942. To No.1 GRS, 8 July 1942. Promoted LAC, 25 October 1942. To No.3 ITS, 23 January 1943; completed course, 16 April 1943; to No.9 AOS, 1 May 1943. Promoted Sergeant, 17 August 1943. 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 to Canada, 1 June 1945. Retired 27 September 1945. Lived post-war in West Kildonan, Manitoba. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.2610 (RG.24 Vol.20627) has recommendation dated 20 November 1944 when he had flown 21 sorties (107 hours), 5 July to 11 November 1944.

Flying Officer Lowry is a navigator of exceptional ability. His track-keeping and timing have been of the highest standard and his work both in the air and on the ground has been an example to other navigators in the section. This officer has completed a large number of successful sorties over enemy territory including many on heavily defended targets in Germany such as Wesseling, Stuttgart and most cities of the Ruhr Valley. At all times he has shown great courage and determination and his fine crew spirit has been an inspiration to the members of the navigation section and to other members of aircrew of the squadron. In addition to his excellent work in the air, Flying Officer Lowry has been of great value in helping newcomers in ironing out their navigation problems. His aptitude for operational flying and his keen interest in his work have been largely responsible for his crew successfully finding and accurately bombing many important targets.

The sortie list was as follows:

5 July 1944 - Caen (4.50)
18 July 1944 - Wesseling (5.25)

23 July 1944 - Donges (6.00)
24 July 1944 - L'Hey (4.05)
25 July 1944 - Stuttgart (9.10)
30 July 1944 - Villers Bocage (4.15)
3 August 1944 - Foret de Nieppe (4.05)
15 August 1944 - Bons Tassily (4.35)
15 August 1944 - Soesterburg (3.50)
18 August 1944 - Connantre (6.30)
28 August 1944 - Ferme du Grand Bois (3.45)
6 September 1944 - Emden (4.15)
15 September 1944 - Kiel (6.000)
17 September 1944 - Boulogne (3.55)
23 September 1944 - Domburg (3.40)
27 September 1944 - Sterkrade (5.30)
5 October 1944 - Heligoland (4.25)
14 October 1944 - Duisburg (5.40)
25 October 1944 - Essen (5.55)
26 October 1944 - Cologne (5.05)
11 November 1944 - Bochum (6.10)

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LOWRY, S/L Romney Hollins (C1176) - **Air Force Cross** - No.4 (BR) Squadron - Award effective 3 November 1944 as per **London Gazette** of that date and AFRO 2479/44 dated 17 November 1944. Born in Toronto, 21 July 1920; home in Toronto; enlisted there, 9 October 1939 as General List. Flight Lieutenant as of 15 August 1941. With No.6 (BR) Squadron as of 1 December 1941, To No.6 Group Headquarters, 21 January 1943. Promoted Squadron Leader, 1 April 1943. To No.4 (BR) Squadron, 11 September 1943. To No.1 Air Command Headquarters, 9 January 1945. Retired 15 May 1945. Became a doctor and rejoined RCAF as Flight Lieutenant, 19 April 1948 (30194). To Trenton, 23 June 1948. To Toronto, 4 September 1948. Promoted Squadron Leader, 1 January 1950. Promoted Wing Commander, 1 July 1953. To Canadian Joint Staff, Washington, 13 July 1953, Retired 19 September 1958. Name also given as Romney Hollis. Died in Toronto, 8 March 1985. Governor General's Records (RG.7 Group 26, Volume 58, file 190-I) has citation. As of recommendation he had flown 1,745 hours ten minutes, of which 513 hours 30 minutes were on operations (82 sorties).

This officer, during two years of operational flying on the West Coast, has proven himself to be a skilful and resourceful pilot. As officer commanding a squadron he has displayed excellent qualities of leadership and organizing ability. By his own outstanding example and devotion to duty he has been responsible for the high standard of efficiency maintained by his squadron.

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LUCKHART, P/O Rex Claire Frederick (J90446) - **Distinguished Flying Cross** - No.640 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. Born 3 April 1916 in Vancouver; home there (packer); enlisted London, Ontario, 16 June 1942. To No.1 Manning Depot, 5 July 1942. To No.6 ITS, 26 September 1942; graduated and promoted LAC, 4 December 1942 but not posted to No.1 BGS until 3 January 1943; may have graduated 2 April 1943 but not posted to No.10 AOS until 17 April 1943. Graduated and promoted Sergeant, 3 September 1943. To "Y" Depot, 17 September 1943. Taken on strength of No.3 PRC, 8 October 1943. Commissioned 28 September 1944. Repatriated 14 December 1944. To No.9 AOS, 15 January 1945. Promoted Flying Officer, 28 March 1945. To No.2 SFTS, 7 April 1945. To No.4 Release Centre, 15 April 1945. Retired 7 May 1945. Farmed in Bentinck Township, Ontario. Moved into municipal politics and retired as Clerk Treasurer of Chesley, Municipality. Presented with Chevalier of the Legion of Honour, May 2014. Died in Chesley, Ontario, 23 December 2014. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8831 has recommendation dated 14 November 1944 when he had flown 37 sorties (163 hours two minutes), 1 July to 6 November 1944.

(* denotes mission abandoned on orders)

1 July 1944 - Oisemont (3.45)
 4 July 1944 - Domleger (3.48)
 6 July 1944 - Mimoyecques (3.03)
 7 July 1944 - Caen (4.04)
 12 July 1944 - Ferme de Forestal (4.07)
 14 July 1944 - Les Landes V et H (3.52)
 17 July 1944 - Caen H.1 (4.01)
 20 July 1944 - Ardouvai (4.21)
 23 July 1944 - Les Catelliers (3.54)
 24 July 1944 - Stuttgart (8.37)
 30 July 1944 - Battle area (3.46)*
 2 Aug 44 - L'Hey (3.42)
 11 Aug 44 - Etaples (3.45)
 12 Aug 44 - Russelsheim (5.35)
 15 Aug 44 - Eindhoven (3.59)
 16 Aug 44 - Kiel (5.13)
 18 Aug 44 - Sterkrade (4.32)
 25 Aug 44 - Brest/Ile Longue (5.05)
 27 Aug 44 - Homberg (4.40)
 31 Aug 44 - La Pourchinte (3.09)*
 3 September 1944 - Soesterburg (3.49)
 9 September 1944 - Le Havre (4.28)*
 11 September 1944 - Cadillac (4.18)
 12 September 1944 - Schloven (4.29)
 23 September 1944 - Neuss (4.59)
 25 September 1944 - Calais (3.54)
 27 September 1944 - Calais (3.17)
 6 October 1944 - Sterkrade (4.31)
 7 October 1944 - Cleve (4.01)
 9 October 1944 - Bochum (5.12)
 14 October 1944 - Duisburg (5.57)
 16 October 1944 - Wilhelmshaven (4.09)
 21 October 1944 - Hanover (2.27), recalled

23 October 1944 - Essen (5.33)
2 November 1944 - Dusseldorf (5.49)
4 November 1944 - Bochum (4.26)
6 November 1944 - Gelsenkirchen (4.45)

Pilot Officer Luckhart is a very gallant and fearless navigator who has at all times shown a spirit of cool competency. It has been largely due to his skill in the air that many tons of bombs have found their target in Germany and other vital targets in occupied territories.

One night during an attack on Duisburg, this officer became the victim of a severe attack of neuralgia shortly after setting course. In spite of suffering pain and physical discomfort, this navigator uncomplainingly navigated his aircraft in his usual efficient manner which is so characteristic of this officer's personality. It was not until the aircraft had returned safely to base that his captain and other members of the crew were aware of his sufferings. This example is one of many which Pilot Officer Luckhart has set to his comrades.

He has at all times displayed courage, determination and devotion to duty of the highest order, and I therefore consider that his fine operational record is worthy of recognition by the award of the Distinguished Flying Cross.

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

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LUCKING, WO2 Alfred (R189202) - **Mention in Despatches** - Western Air Command Marine Squadron - Western Air Command Headquarters - Award effective 2 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 1 September 1913 in North Vancouver. Worked seven years with CNR Barge and Ferry Service, as deckhand, quartermaster, and mate. Enlisted in Vancouver, 28 August 1942 as Motor Boat Crewman and posted to No.3 Manning Depot, Edmonton. To No.3 Repair Depot, Vancouver (Western Air Command), 11 November 1942. To Western Air Command Marine Squadron, 12 November 1942. Promoted LAC, 1 April 1943. Promoted Sergeant, 1 May 1943. Attained rank of WO2, 1 March 1944. To No.3 Repair Depot, 31 August 1943, for attachment to Western Air Command Marine Squadron. Reconfirmed as being with Western Air Command Marine Squadron, 11 October 1945. To Western Air Command Headquarters, 20 August 1946. To Release Centre, 22 August 1946; discharged 28 September 1946. Died in Kelowna, 22 December 1987 as per British Columbia Vital Statistics.

During the year 1944 and up to the present date, Warrant Officer Second Class Lucking, as Master of the M537 "Arrow", has been responsible for carrying provisions, equipment and moving personnel between Zeballos, Tofino and the radio detachment at Ferrer Point on the west coast of Vancouver Island. During summer and winter this Warrant Officer, under adverse conditions, showed devotion to duty, high courage and extremely fine seamanship in keeping the radio detachment at Ferrer Point happy by regularly supplying them with provisions, mail and moving of personnel. His courage and determination have set a fine example for all to follow.

The award was recommended 17 July 1945 by S/L George F. Robinson, Western Air Command Marine Squadron.

Notes: Assessment dated 19 February 1944 by S/L G.F. Robinson: "Possesses a Mate's Certificate of Competency (Coasting) and tugboat Master No.15406. This NCO has recently been appointed as Master of one of the new Supply and Salvage vessels, Type 3. He has on occasions in the absence of the Master acted as Master of Supply and salvage vessels, Type 2, in an efficient and seamanlike manner. He is recommended for accelerated promotion to the rank of WO2. This NCO is considered of officer calibre."

Assessment dated 4 March 1944 by S/L G.F. Robinson stated, "Though holding the rank of Temporary Corporal Acting Flight Sergeant, this man has held responsible positions as Mate and Master of Supply and Salvage vessels. He has always performed his duties in a smart and seaman like manner."

In listing his vessels for purposes of War Service Gratuities, he reported the following, all described as "Supply and Salvage.":

M-426 **Cape Canso** - 18 January to 5 July 1943 - 169 days.
M-592 **Deer Leap** - 6 July 1943 to 3 February 1944 - 213 days
M-537 **Arrow** - 4 February 194 to 24 July 1945 - 537 days
M-537 **Arrow** (again) - 11 October 1945 to 9 May 1946 (211 days)
M-537 **Arrow** (again) - 30 May to 4 June 1946 (six days)

At the time of his discharge, his career was described as follows:

Enlisted August 1942 as AC2 Motor Boat Crew Man. Remustered to Coxswain in April 1943 and received highest grouping ("A") in same month. Promoted to Flight Sergeant in this trade. Remustered to Seaman in June 1943 with highest grouping ("A"). Promoted to WO2, March 1944. Completed navigation course at Government Navigation School, Vancouver, B.C. in September 1945 and received Home Trade Master's Certificate, B.C. Throughout the service was employed in Marine Section, firstly as Mate and then Skipper of various RCAF Marine craft on West Coast."

Another report noted his intention to enter a Fisheries Cooperative venture or return to CNR Marine. "Has a very wide knowledge of the B.C. coast as a seaman and should do well in taking the above fishing scheme as an occupation."

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LUDLAM, F/O Walter Frederick (J14773) - **Distinguished Flying Cross** - No.116 (BR) Squadron - Award effective 21 April 1945 as per **Canada Gazette** of that date and AFRO 802/45 dated 11 May 1945. Born 26 June 1917. Home in Long Branch, Ontario. Enlisted in Toronto, 6 November 1941. Granted Leave Without Pay until 19 December 1941 when posted to No.1 Manning Depot. To No.5 ITS, 28 March 1942; graduated and promoted LAC, 20 June 1942 and posted next day to No.1 AOS; graduated and commissioned, 9 October 1942; to No.1 BGS, 16 October 1942; to No.1 CNS, 31 October 1942; to Eastern Air Command, 28 February 1943; to No.116 Squadron, 1 March 1943; promoted Flying Officer, 9 April 1943. Promoted Flight Lieutenant, 9 October 1944. To Eastern Air Command Headquarters, 11 March 1945. Date of release

uncertain. Rejoined RCAF, 3 February 1951 (80087); transferring to Secretarial Branch, 1 April 1954. Governor General's Records (RG.7 Group 26 Volume 58, file 190-I, dossier 6) has citation. When recommended he had flown 1,354 hours, of which 935 were on operations (91 sorties).

This officer has completed nearly two years, involving hundreds of hours of operational flying, as a navigator in Bomber Reconnaissance operations in the North Atlantic area. The precision and accuracy of his work has gained for him the complete confidence and respect of his crews. His courage and cheerfulness have done much to keep the morale of his crews to a high degree and his skill has resulted in the successful completion of their many trips. By his inspiring example, his patience and enthusiasm he has been most valuable in training new members of his squadron.

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LUKE, P/O Claude Edward (J85526) - **Commended for Valuable Services** - No.1 Ferry Unit Transport - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 132/45 dated 26 January 1945. Born 13 November 1921 in Coronation, Alberta (RCAF press release 4910 reporting award). Mechanic in Coronation. Enlisted in Edmonton, Alberta, 25 June 1941. Granted Leave Without Pay until 3 August 1941 when posted to No.2 Manning Depot, Brandon. To No.3 BGS, Macdonald (guard), 25 September 1941. To No.2 ITS, Regina, 9 November 1941; graduated and promoted LAC, 2 January 1942 when posted to No.18 EFTS, Boundary Bay; may have graduated 13 March 1942 but not posted to No.15 SFTS, Claresholm, until 28 March 1942; graduated and promoted Sergeant, 17 July 1942. To Ferry Command, 2 August 1942. To RAF overseas, 5 August 1942; disembarked in Britain, 18 August 1942. To No.6 (Pilots) AFU, 1 September 1942. To No.13 OTU, 22 December 1942. . Promoted Flight Sergeant, 17 January 1943. To No.42 OTU, 28 April 1943. Promoted WO2, 17 July 1943. To No.1 Ferry Command P.D., Lyneham, 25 July 1943 for ferrying training. Also attended Nos., 1512 and 1513 Beam Approach Training Flights. To No.1 Ferry Crew Pool, 27 March 1944 for ferry duty to North Africa. Promoted WO1, 17 August 1944. Commissioned 1 May 1944 with effect from 28 September 1943. Promoted Flying Officer, 30 October 1944 with effect from 28 March 1944. To No.5 Ferry Unit, 21 January 1945 for ferry duty to India and Burma. To No.1330 Conversion Unit, 13 June 1945. Repatriated 16 September 1945. Retired 22 October 1945. Died 12 August 1996 in Red Deer, Alberta as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of March/April 1997. No citation in Canadian sources. Public Records Office Air 2/9036 has recommended citation drafted when he had flown 800 hours including 190 in previous six months.

This officer has completed 23 ferry flights to various destinations in the Middle East. His flying ability is of an unusually high standard and he displays outstanding keenness and enthusiasm. He sets a high example in his flying and general conduct. He has had no failures in his deliveries and this is attributable to his skilful planning, attention to detail, determination and devotion to duty.

Note: Assessed at No.1 Ferry Unit, 9 January 1945 when he had flown 1,037 hours (250 in past six months). "A reliable pilot who has worked well. A conscientious officer with a nice personality." (W/C R.H. Barlow).

On Repatriation Form dated 18 August 1945 he stated he had flown 45 sorties (presumably this was delivery flights), the last of 15 August 1945. He claimed 1,100 hours operational and 30

hours non operational. Major types and hours - Beaufighter (400), Beaufort (50), Mosquito (200), Marauder (50), Wellington (50) and Others (280).

Applying for postwar RCAF, 6 January 1946, he listed his types and hours as follows: Tiger Moth (85.00), Cessna Crane (135.00), Oxford (65.00), Blenheim (77.00), Anson (32.00), Beaufort (40.00), Halifax (10.00), Marauder (25.00), Wellington (50.00), Beaufighter (415), Mosquito (205), Dakota (210.00), Liberator (50.00).

Training: Interviewed in Edmonton, 9 June 1941. "Keen, alert and educationally certified for air crew as pilot."

Course at No.2 ITS was 10 October to 30 December 1941. Courses in Mathematics (124/150), Armament (91/100), Signals (150/150). A.T.E. whatever that is (94/100), Drill (85/100) and Law and Discipline (89/100). Scored 72/100 in Link. Placed 72nd in a class of 135. "A lad who is intelligent, cool, confident and reliable. He stood eighth in his class of 135 [sic]. A personable man who is keen and smart and has very definite leadership qualities and is recommended for a commission. He was Flight Senior throughout his course and acted part time as NCO. Is determined to be a pilot."

Course at No.18 EFTS was 5 January to 13 March 1942. Tiger Moth aircraft - 37.20 dual and 47.35 solo. Was 10.20 on instruments, Logged ten hours in Link. "Student does not look around sufficiently. Good in aerobatics. Turn weak, judgement not always reliable, instrument flying somewhat unsteady but recovers quickly." Ground courses in Airmanship (156/200), Airframes (62/100), Engines (70/100), Signals, practical (80/100), Theory of Flight (68/100), Air Navigation (145/200), and Armament, oral (106/125). Rated 72/75 in Qualities as NCO/Officer. Placed 27th in a class of 85. "This student has shown slightly above average ability. Quick intelligence and willingness to learn, His attitude and deportment very satisfactory.'

Course at No.15 SFTS was 30 March to 17 July 1942. Crane aircraft - 47.45 day dual, 73.50 day solo, 6.10 night dual, 9.55 night solo. Was 23.35 on instruments, Logged 20/45 in Link. "Good high average pilot, a few minor errors but nothing outstandingly wrong. Instruments high average." Ground courses in Airmanship and Maintenance (111/200), Armament, written (83/100), Armament, practical (59/100), Navigation and Meteorology (132/200), Signals,, written (31/50) and Signals, practical (90/100). Placed 28th in a class of 40. "A rather restless pupil, confident type, below average in ground school."

Course at No.13 OTU was 22 December 1942 to 27 April 1943. Blenheim aircraft - 2.55 day dual to first solo, 12.10 total day dual, 29.15 day solo. Was 5.05 in formation and 2.10 on instruments. Logged 13.50 in Link. Flying tests in General Flying (260/400), Applied Flying (150/200), Instrument Flying (190/250) and Link (36/50). Ground examinations in Airmanship (216/300), Armament (228/300), Meteorology (60/100), Navigation (120/200) and Signals (82/100). "Recommended for commission. An above average NCO and should make a good operational type."

Course at No.42 OTU was 29 April to 11 July 1943. Oxford aircraft (4.05 day dual, 1.05 day solo) and Blenheim (3.45 day dual, 15.40 day solo, 40 minutes night dual, 3.10 night solo). Was 3.35 in formation and 4.30 on instruments. Logged 5.20 in Link. Flying tests in General Flying (205/400), Applied Flying (155/200), Instrument Flying (195/250), Night Flying (80/100) and Link (30/50). Ground examinations in Airmanship (200/300), Armament (240/300), Navigation

(160/200) and Signals (75/100). "A capable pilot, but tends to be over confident."

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LUKE, G/C Edward Corbus (C508) - **Mention in Despatches** - Western Air Command Headquarters - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 29 October 1903 in Chicago (RCAF press release 4907 reporting award). Attended Royal Military College. Commissioned in Montreal, 14 July 1925; served until 1928 on forestry protection and photo survey in Manitoba and Saskatchewan; re-enlisted in Vancouver, 5 October 1932. Trained as Civil Engineer, employed in Works and Buildings. Wing Commander as of 1 October 1940. With Western Air Command as of 17 July 1941. Promoted Group Captain, 1 March 1943. To No.1 Air Command Headquarters, 13 November 1945. Reverted to Wing Commander, 1 October 1946. To AFHQ, 22 August 1949. Promoted Group Captain, 1 July 1949. To No.1 Air Division, 1 August 1953. Awarded Queen's Coronation Medal, 23 October 1953 while a Group Captain at No.1 Air Division Headquarters. To AFHQ, 26 July 1954. Retired 5 January 1955, settling in Montreal. Died 2 October 1996 in Shoreham Village Home for Special Care (Chester, Ontario). RCAF photo PL-1294 taken as a Squadron Leader.

This officer, presently senior administrative officer, has served in several capacities at this command headquarters for the past three years. Throughout this time he has carried out his duties in a most capable manner. He has inspired his staff with the necessity of being of help to units in the field, which effort has done much to raise the morale of isolated units. He is a determined, energetic officer, whose devotion to duty is outstanding.

LUKE, G/C Edward Corbus (C508) - **Officer, Order of the British Empire** - WAC Headquarters - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Governor General's Records (RG.7 Group 26, Volume 59, file 190-I, dossier 8) has citation.

This officer was Senior Air Staff Officer at Western Air Command at the time of the attack by the Japanese at Pearl Harbour, and his untiring work and quick appreciation of the requirements during this critical time resulted in complete patrol coverage of the Canadian coast being organized within a few hours of the news of the attack. This quick and purposeful action was highly commended. During the following tense weeks, Group Captain Luke's untiring efforts were largely responsible for the maintenance of adequate patrol coverage during a time when equipment and pilots were in extremely short supply. He served in Headquarters successively as Senior Personnel Staff Officer, Senior Administration Officer and presently as Senior Supply and Organization Staff Officer. He has at all times carried out his duties in an exemplary manner. His energy and diligence have been an inspiration to those under him and his good judgement and power of making decisions a great help to his superiors. In addition to his normal duties, Group Captain Luke has always been more than willing to take on any extra tasks which have been assigned to him.

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LUKINUK, F/O Thomas Alexander (J92082) - **Distinguished Flying Cross** - No.640 Squadron -

Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. Born 18 April 1921 in Parkview, Alberta; home in Edmonton (bookkeeper); enlisted there 29 June 1942. To No.3 Manning Depot, 30 July 1942. To No.4 ITS, 7 November 1942; graduated and promoted LAC, 22 January 1943 but not posted to No.2 AOS until 6 February 1943; graduated 16 April 1943 when posted to No.3 Manning Depot; to No.8 BGS, 29 May 1943; graduated 21 August 1943 and posted to No.3 AOS; graduated and promoted Sergeant, 1 October 1943. To "Y" Depot, 15 October 1943. Taken on strength of No.3 PRC, 21 October 1943; embarked from Halifax, 22 October 1943; disembarked in Britain, 30 October 1943, To No.6 (Observer) AFU, 8 February 1944. To No.20 OTU, 14 March 1944, To No.41 Base, 9 June 1944. To No.640 Squadron, 11 August 1944. Commissioned 27 October 1944. Promoted Flying Officer, 27 April 1945. To Repatriation Depot, 25 April 1945. Repatriated 14 May 1945. To Edmonton, 27 May 1945. To North West Air Command, 1 June 1945. To No.7 Release Centre, 6 August 1945. Retired 8 August 1945. Warehouse Manager with Miller Stationers. Died in Edmonton, 28 July 1979. He was five feet one inch tall, and his stature was commented upon.

Flying Officer Lukinuk has proven himself to be a skilful and courageous air bomber. Throughout a large number of operational missions these qualities have done much to ensure the successful completion of his sorties. In December 1944, while attacking Essen, his aircraft was severely damaged by fire from the ground defences. Unperturbed, this officer gave his captain excellent directions which enabled him to press home a telling attack. In the face of the enemy, Flying Officer Lukinuk has always displayed great skill, courage and devotion to duty.

Notes: On repatriation form dated 25 April 1945 claimed 37 sorties (231 hours 25 minutes) on operations, 157.55 non-operational time. Last sortie was 15 March 1945. Types on which he had flown were Anson (20.35), Wellington (87.15) and Halifax (281.30).

Assessed 22 May 1945 by S/L W.H.R. Whitty - "By his manner and behaviour, this officer has shown himself to be of average ability. He has completed an operational tour." On 24 May 1945, W/C R.H. Waterhouse adds, "A capable and efficient operational Air Bomber who carried out his duties in a satisfactory manner. Dress, deportment and discipline average." He had flown 572 hours 58 minutes, 147.30 in previous six months.

Training: Interviewed in Edmonton, date uncertain. "Short in stature. Has good spirit- not avoiding army call. Has taken active part in sports, Good chap - what there is of him. Intelligent and keen. OK if tall enough."

Course at No.4 ITS was 9 November 1942 to 22 January 1943. Courses in Mathematics (101/150), IDAO, whatever that is (58/100), Navigation (118/150), Airmanship (73/100), Anti-Gas (47/50), Armament (37/50), Aircraft Recognition (100/100), Drill (76/100), Signals (150/150), Meteorology (39/50). Placed 30th in a class of 50. "A lot of man in a small space. Intelligent, active and athletic."

At No.2 AOS, 7 February to 14 April 1943. Anson aircraft - 16.15 as first navigator by day, 16.05 as second navigator by day, 2.50 as first navigator by night. "Lost interest in Navigation when going got tough. Air and ground work in Navigation and other subjects quite weak. Has greater ability than he uses." General remarks - "Smart in appearance and action. Good aircrew material. Well liked by others and a good mixer. Could do better by applying himself." Further

report dated 7 May 1943 - "Believe he has the ability, if he worked hard, to become a navigator; however, has found the work hard and has not sufficient confidence in himself to make a good showing. Failed miserably in DR Examination in tenth week; has also made one or two poor showings in the air. Wants to stay in aircrew and should be able to cope with the Ait Bombers' Course."

Course at No.8 BGS was 31 May to 20 August 1943. Fired 325 rounds on 25-yard range, 900 rounds from ground turrets (Bristol, Boulton Paul, Fraser Nash). Spent 16 hours in turret manipulation. Flew in Bolingbroke (22.30 day bombing, 13.20 day gunnery) and Ansons (3.45 night bombing). Dropped 53 Mark 9A bombs high level and eight low level; dropped 18 CSBS bombs high level. Fired 200 rounds air-to-ground and 2,700 air-to-air (5.8 percent hits). Ground school grades in Bombing, written (214/300), Bombing, oral (143/200), Gunnery, oral (76/100), Gunnery, practical (162/200), Aircraft and Ship Recognition (90/100) and Signals (100/100). Rated 365/600 in Proficiency as Bomb Aimer and 269/400 in Proficiency as Air Gunner. "Good average type, quiet."

Course at No.2 AOS was 23 August to 1 October 1943. Anson aircraft - 19.05 navigation flying by day, 18.35 navigation flying by night, and 5.15 other flying by day. Air Work graded as follows - Air Navigation by Day (163/200), Air Navigation by Night (158/200), Bombing (219/300), Photography (252/300). Ground school marks were - Air Navigation, Elements (178/200), Aircraft Recognition (238/250), Reconnaissance (131/150) and Photography (146/150). "Has done good work on this course. Keen and conscientious. Good average."

Course at No.6 (Observer) AFU was 8 February to 7 March 1944. Flew 6.25 on bombing by day, 8.15 combined exercises by day, 15 minutes bombing by night, 2.40 combined exercises by night. Dropped 25 bombs medium level and two bombs in combined exercises. Rated 150/200 in day bombing and 142/150 in bombing theory. "Keen, worked well on course."

Course at No.20 OTU was 14 March to 7 June 1944. Wellington X aircraft - 7.45 local bombing by day, at controls 3.20 by day, 35.35 on day cross-country exercises, 15.00 day "other", 5.35 night bombing, 4.00 at controls by night, 31.00 on night cross-country exercises. By day took part in four high level bombing exercises (26 bombs) and nine stick exercises (18 bombs); four photographic simulations. By night was in three high level bombing exercises (24 bombs), eight stick exercises (16 bombs) and five infra-red simulations. Fired 2,000 rounds, air-to-sea and air-to-ground. Air work graded as follows - Bombing, Day (94/150), Bombing, Night (87/150), Map Reading, Day (144/200), Map Reading, Night (120/200), Photography, Day (67/100) and Photography, Night (69/100). Ground School marks in Bombing Theory (23/50), Bombing Drill, Panel Manipulation (115/200), Map Reading, AMBT (115/200), Photography (28/50), Signals (33/50). "Sergeant Lukinuk has proved a keen crew member and worked well in the air. Bombing was average, map reading good average. Not yet recommended for a commission."

At No.1652 Conversion Unit dropped nine bombs; flew 40.05 by day and ten hours by night. Worked with GEE (eight hours in air, eight hours on ground). "A good average Air Bomber who takes a keen interest in his job. Should make a good crew member.:

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LUMGAIR, WO Robert Oliver (R86155, later J87126) - **Distinguished Flying Cross** - No.408 Squadron - Award effective 3 November 1943 as per **London Gazette** dated 19 November 1943 and AFRO 166/44 dated 28 January 1944. Born in Thornhill, Manitoba, 27 August 1919; home

there (farmer); enlisted Winnipeg for General Duties, 20 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 31 December 1940. To Trenton, 20 January 1941. Promoted AC1, 20 March 1941. Reclassified for Wireless Air Gunner training and posted to No.1 Wireless School, 26 April 1941; promoted LAC, 29 May 1941; to No.1 BGS, 12 October 1941; graduated and promoted Sergeant, 8 November 1941. To "Y" Depot, 9 November 1941. To RAF overseas, 12 December 1941. Further trained overseas at No.14 OTU, Cottesmore. Promoted Flight Sergeant, 8 May 1942. Promoted WO2, 4 November 1942. Promoted WO1, 8 May 1943. Commissioned, 10 June 1944. Promoted Flying Officer, 10 December 1944. Repatriated 1 June 1945. To Moncton, 12 June 1945. To No.5 Release Centre, 16 August 1945. Retired 22 August 1945. Died in Morden, Manitoba, 2 July 2012 as per Legion Last Post.

As air gunner, Warrant Officer Lumgair has taken part in a large number of sorties involving attacks on industrial centres in the Ruhr and many other targets of importance. He is a most conscientious member of aircraft crew whose vigilance and skill have played a good part in the successes obtained. During an operation against Hanover in October 1943, his aircraft was attacked by a fighter. In the ensuing combat Warrant Officer Lumgair displayed excellent judgement in directing the necessary evading tactics, afterwards using his guns to such good effect in unison with the rear gunner that the attacker was shot down in flames. His efforts contributed materially to the success of the sortie.

NOTE: Public Record Office Air 2/5020 has recommendation by W/C W.D.S. Ferris dated 22 October 1943 when he had flown 21 sorties (121 hours five minutes).

Warrant Officer Lumgair has carried out 21 sorties over enemy territory. These operations have been carried out against the following heavily defended targets: Lorient; Cologne; Wilhelmshaven; Dortmund; Essen; Dusseldorf; Wuppertal; Bochum; Le Creusot; Krefeld; Aachen; Hamburg; Stuttgart; Hanover; Leipzig.

He has on more than one occasion saved his aircraft from enemy fighters by his cooperation, coolness and devotion to duty. On the night of the 18th October 1943, on a trip to Hanover, an enemy fighter was seen to be stalking Warrant Officer Lumgair's aircraft. Fire was withheld until the attack was committed, whereupon using excellent judgement and time, he gave his pilot instructions for evasive action and at the same time he and the rear gunner opened fire and brought down a night fighter in flames. His ability to make instant decisions and cool judgement averted damage to his own aircraft and the success of the sortie. I strongly recommend that this officer [sic] be granted the immediate award of the Distinguished Flying Cross.

Lumgair (as a Sergeant) was mid-upper gunner in Halifax D/408 on the night of 29/30 May 1943 (see entry for Sergeant B.D. Boynton, awarded DFM). On the night of 18 October 1943 the rear gunner was a Sergeant Hoyle. Combat Report read:

While on the outward journey to Hanover on the 18th October 1943, Lancaster aircraft "V", serial number DS761 of 408 Squadron, encountered an unidentified twin-engined enemy aircraft at a position 52° 41' N - 09° 43' E at 2009 hours while flying at 165 m.p.h. I.A.S. on a course of 117° magnetic at 20,000 feet altitude. Visibility was good, no moon, 7/10 cloud, tops at 16,000 feet.

The enemy aircraft was first sighted by the mid-upper gunner flying a parallel course on the starboard beam at a range of 800 yards; enemy aircraft appeared to be firing at another aircraft. The fighter carried no lights. "Monica" was not working. Enemy aircraft then turned into attack from the starboard beam at a range of 400 yards, and mid-upper gunner instructed the pilot to use Combat Manoeuvre by diving to starboard. Enemy aircraft and both gunners opened fire at same time, trace from enemy aircraft was seen to pass behind and above Lancaster. The port engine of the enemy aircraft was seen to burst into flame, and it was seen to dive straight down through the clouds. Mid-upper gunner instructed pilot to resume course, and an explosion was seen on the ground at the approximate position where enemy aircraft disappeared. This explosion was seen by the rear gunner, mid-upper gunner, and flight engineer. Enemy aircraft is claimed as destroyed.

There was no searchlight activity in the immediate vicinity before or during the encounter. The type of enemy armament is not known as no hits were scored on the Lancaster, although it is considered they were of heavy calibre due to large gun flash.

Mid-upper gunner expended 600 rounds from two guns with no stoppages and rear gunner 400 rounds from four guns with no stoppages.

Note: With No.14 OTU he was involved in the crash of Hampden P4318 on the Arkengarthdale Moors, 16 August 1942. The aircraft were undertaking a night-navigation exercise. When flying in poor weather the crew became disorientated and after they had flown away from their intended route they ended up over high ground. Having become lost the pilot reduced height to 2000 feet, assuming they were over low ground. The aircraft crashed soon after in the early hours of the 16th August around 0230hrs. The crew were as follows: Pilot: R98696 Sergeant J M Churchill, RCAF, seriously injured.; Observer: R106552 Flight Sergeant John M Henry, RCAF of Vancouver, died of injuries; WOP/AG R86155 Sergeant Robert O. Lumgair, RCAF, injured; WOP/AG R103788 Sergeant Thomas B Phillips, RCAF, died of injuries.

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LUMMIS, FS Floyd Bert (Can 9867) - Station Trenton - **George Medal** - Award effective 11 June 1942 as per **London Gazette** dated 11 June 1942 and AFRO 1000-1001/42 dated 3 July 1942. Born 14 November 1915. Home in Frankfurt, Ontario; enlisted Trenton 28 May 1938 as Airframe Mechanic. At Trenton as of 4 May 1939; held rank of LAC as of 1 November 1939. Promoted Corporal, 1 January 1940. To No.2 SFTS, 31 July 1940. Promoted Sergeant, 1 December 1940. To No.12 Technical Detachment, 12 February 1941. Promoted Flight Sergeant, 1 October 1941. Promoted WO2, 1 September 1942. Reclassified to Aero Inspector, 9 September 1943 and posted to No.1 Manning Depot. To AFHQ, 16 January 1944. To Rockcliffe, 1 April 1944. To No.1 ITS, 6 May 1944. To No.7 EFTS, 6 August 1944. Ceased pilot training and posted to No.12 Aeronautical Inspection District, 11 October 1944. To No.6 Repair Depot, 16 July 1946. Reverted to Flight Sergeant, 1 October 1946 and back to Aero Engine Mechanic trade. Master Aircraft Mechanic, 1 October 1948. Promoted WO2, 1 October 1949. Promoted WO1, 1 February 1952. Died in Peterborough, Ontario, 21 September 2010.

On the 22nd of December 1939, this airman was engaged in draining gasoline from an aircraft in a hangar at RCAF Station Trenton. As a result of an electric

light breaking into a gasoline can, the gasoline was ignited. Sergeant Lummis seized the flaming can and after two attempts succeeded in removing it from the hangar. In this act of bravery he showed total disregard for his personal safety and the greatest courage as by the time he got outside he was a mass of flames. He thereby saved 12 aircraft which, at this date, were invaluable to Canada's air training plan.

NOTE: DHist file 181.009 D.1721 (RG.24 Volume 20606) refers. He was not recommended for an award until 14 November 1941, when G/C T.A. Lawrence, Commanding Officer at RCAF Station Trenton, made the following submission, recommending the "Order of the British Empire for Merit". At the time of the deed he was with Maintenance, Central Flying School, Trenton, although when recommended he was at No.1 Equipment Depot, Toronto.

On December 22nd, 1939, Flight Sergeant Lummis was engaged in draining gasoline from an aircraft in a hangar at Central Flying School, Trenton. As a result of an electric light breaking in the container, the gasoline was ignited. Sergeant Lummis seized the flaming gasoline container and after two attempts, succeeded in rescuing it from the hangar. In doing so, he showed a total disregard for his personal safety, and great courage, as he was himself a mass of flames by this time. His bravery and devotion to duty, which rendered him unfit for duty for some months, was undoubtedly responsible for saving considerable valuable and essential equipment from destruction by fire.

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LUMSDEN, F/O John Peppiatt (J22982) - **Distinguished Flying Cross** - No.442 Squadron - Award effective 18 December 1944 as per **London Gazette** dated 29 December 1944 and AFRO 379/45 dated 2 March 1945. Born 6 April 1922 in Hamilton; home there; enlisted there 5 May 1941 and posted to No.1A Manning Depot. To Trenton, 2 June 1941. To No.1 ITS, 16 July 1941; graduated and promoted LAC, 20 August 1941 when posted to No.10 EFTS; may have graduated 7 October 1941 but not posted to No.1 SFTS until 10 October 1943; graduated and promoted Sergeant, 22 January 1942. To Trenton, 30 January 1942. To No.20 EFTS to instruct, 24 March 1942. Other postings unclear until he goes overseas. To "Y" Depot, 15 July 1943. To United Kingdom, 12 September 1943. Commissioned 1944. Repatriated 2 August 1945. Retired 22 September 1945. Died in Meaford, Ontario, 17 May 2007.

Flying Officer Lumsden has in a very short period of operational flying shown himself to be an extremely keen and efficient pilot. He has attacked the most heavily defended targets and has achieved noteworthy results. He has destroyed and damaged seventy mechanical vehicles and damaged fourteen locomotives. He has also participated in the complete destruction of a large ammunition train. In the air he has destroyed one enemy aircraft. At all times Flying Officer Lumsden has displayed a fine fighting spirit, determination and courage which have been highly commendable.

NOTE: DHist file 181.009 D.2833 (RG.24 Volume 20632) has recommendation dated 26 October 1944. As of that date he had flown 92 sorties (112 hours 25 minutes).

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LUNAN, LAC John Russell (R159509) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1647/45 dated 26 October 1945. Born 31 January 1922. Home in Asbestos, Quebec; enlisted Montreal, 9 March 1942 as Radio Mechanic and posted to No.3 Manning Depot. To Royal Military College, 26 April 1942. Promoted LAC, 15 August 1942 when posted to No.1 Manning Depot. To No.31 Radio School, 2 September 1942. To "Y" Depot, 20 October 1942. To RAF overseas, 22 November 1942. Repatriated 27 September 1945. Retired 6 November 1945. Living in Danville, Quebec as of June 1949. Died in Kempville, Ontario, 25 July 2013.

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LUNAU, FS Hughie Roy (R119164) - Western Air Command Headquarters - **Mention in Despatches** - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946. Born in Buttonville, Ontario, 25 August 1919. Educated in Ontario. Grocery clerk. Militia service, 20 March 1941 to 23 July 1941. Enlisted in Toronto, 24 July 1941 for General Duties and posted to No.1 Manning Depot. To No.5 BGS, 2 August 1941. Reclassified as Clerk, General, 6 August 1941. To Western Air Command, 22 September 1941. Promoted AC1, 17 December 1941. Promoted LAC, 1 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 1 June 1943. Reclassified as Clerk, Administration, 1 January 1944. Promoted Flight Sergeant, 1 December 1944. To No.3 Release Centre, 25 March 1946; retired 10 April 1946. Died in Scarborough, Ontario, 8 June 1990 as per **Legion Magazine** of June 1991.

No citation or recommendation has been found, but the following assessments offer some clues:

"Sergeant Lunau was employed in the Operations section for over a year. A very capable NCO. Thoroughly reliable. Has many good ideas and is not easily beaten down. Strongly recommended for Temporary rank." (F/L E.D. Power, Adjutant, Western Air Command Headquarters, 8 November 1943)

"Sergeant Lunau has been filling a Flight Sergeant's position in Officers Records since January 17, 1944. His work has been of the highest order and he is strongly recommended for promotion to Acting Flight Sergeant." (S/L J.D.D. Campbell, Western Air Command Headquarters, 23 November 1944)

"This NCO's services have at all times been highly satisfactory." (S/L J.D.D. Campbell, Western Air Command Admin Unit, 28 March 1945)

A WAC document dated 22 February 1946 (after his award) notes that he was NCO in charge of WAC Officers Records for 26 months, NCO in charge of WAC Secret Registry for 14 months, and Clerk in WAC Operations Room for 14 months. "This NCO has had an outstanding career in the Service - he has been called upon to accept responsibilities far in excess of requirements which he has done cheerfully and willingly. He is mature in his thoughts and is capable of accepting responsibilities that require the confidence of his employers."

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LUND, W/C Fred (C3356) - **Member, Order of the British Empire** - EAC Headquarters - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 21 November 1893 in Preston, England as per RCAF Press Release reporting award;

educated there. Tractor foreman with Nova Scotia Department of Highways before enlisting in Dartmouth, Nova Scotia, 19 April 1924 as Aero Engine Mechanic. As of 1 April 1939 he was a WO1. To Ottawa Recruiting Centre, 5 December 1939. To No.1 Training Command, 2 July 1940. Commissioned in Engineer Branch, 15 December 1940 with rank of Flying Officer. To No.116 (BR) Squadron, 31 July 1941. To No.117 (BR) Squadron, 22 May 1942. Promoted Flight Lieutenant, 1 June 1942. To "NNS" (might mean North Sydney), 23 June 1942. To "K", 1 December 1942. To No.117 (BR) Squadron, 28 February 1943. To No.10 (BR) Squadron, 20 April 1943. Promoted Squadron Leader, 1 June 1943. To Eastern Air Command Headquarters, 24 April 1944. Promoted Wing Commander, 1 December 1944. Also awarded Long Service and Good Conduct Medal, effective 11 October 1944 as per AFRO 2274/44 dated 20 October 1944. Remained in postwar RCAF, still with Eastern Air Command. To No.10 Group Headquarters, 1 April 1947. To "K", 3 April 1947. Retired 23 July 1947, settling in Halifax. Governor General's Records (RG.7 Group 26, Vol.59, file 190-I, dossier 7) has citation.

As Aeronautical Engineering Officer in Catalina, Canso and Liberator squadrons during the past four years, Wing Commander Lund has made an outstanding contribution to the operational efficiency of Eastern Air Command. Through tireless effort and superior ability to organize and direct his men, he has always maintained a high state of serviceability in his squadrons even under the most difficult conditions. His knowledge of men, coupled with his technical capabilities, has gained him the respect and loyalty of all who have served with him. His devotion to duty has been of a very high order.

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LUNDEEN, FS Clarence Philip (R87366, later J17061) - **Distinguished Flying Medal** - No.420 Squadron - Award effective 12 April 1943 as per **London Gazette** dated 20 April 1943 and AFRO 985/43 dated 28 May 1943. Born in Rockford, Saskatchewan, 8 March 1915; home in Preeceville, Saskatchewan; educated there; home there; enlisted Saskatoon, 19 February 1941. To No.2 Manning Depot, 8 March 1941. To No.37 SFTS (guard), 8 April 1941. To No.2 ITS, 3 May 1941; graduated and promoted LAC, 7 June 1941 when posted to No.8 EFTS; graduated 26 July 1941 when posted to No.3 SFTS; graduated and promoted Sergeant, 17 October 1941. To Embarkation Depot, 18 October 1941. To RAF overseas, 2 November 1941. To No.16 OTU, 10 March 1942. To No.420 Squadron, 10 June 1942. Commissioned 1 January 1943. To No.22 OTU, 9 February 1943. Promoted Flying Officer, 1 July 1943. To No.23 OTU, 10 August 1943. Promoted Flight Lieutenant, 5 June 1944. Special leave in Canada, 25 July to 25 September 1944. To No.61 Base, 10 October 1944. Attached to Dalton, 10 October to 1 November 1944. Attached to No.1664 Conversion Unit, 1 November to 11 December 1944. To No.424 Squadron, 11 December 1944. Repatriated 5 August 1945. Retired 21 September 1945. Rejoined RCAF Reserve as Personnel/Administration Officer, 1 February 1954, serving with University of Saskatoon; released 1 August 1957. Died in Preeceville, Saskatchewan, late 1983 as per **Legion Magazine** of December 1983. RCAF photo PL-43069 (ex-UK-20053) dated 9 April 1945 is captioned as follows: "F/L C.P. Lundeen, DFC, DFM, Preeceville, Saskatchewan, left extreme, and F/L J.F. Thomas, DFC, Vancouver, pilots with the Tiger Squadron of the RCAF Bomber Group, are shown here chatting with Sam Ross, Canadian war correspondent, outside the squadron offices."

This airman has participated in operations with admirable determination and skill. On one occasion over Hamburg his excellent airmanship made it possible for his gunners to shoot down an attacking enemy fighter. Although his own

aircraft was badly damaged, Flight Sergeant Lundeen flew it safely to base. Later, while on a daylight sortie over Germany, he successfully bombed the target and when the weather cleared unexpectedly, made skilful use of scanty cloud cover to evade three enemy fighters which were in the vicinity. This airman has set an example of high courage and devotion to duty.

The original recommendation was drafted 14 February 1943 when he had flown 26 sorties (165 hours five minutes) as a pilot; found in Air 2/8944 and reproduced in Ian Tavender, **The Distinguished Flying Medal Register for the Second World War** (London, Savannah Publications, 2000):

This Non-Commissioned Officer has carried out all his sorties with admirable determination and skill. On one occasion when making an attack on Hamburg he his aircraft was attacked by a Ju.88. Flight Sergeant Lundeen enabled his gunners to shoot down the Ju.88. Although his own aircraft was badly damaged, Flight Sergeant Lundeen returned safely to base. On another occasion, on a daylight sortie into Germany, Flight Sergeant Lundeen successfully bombed his target. Before leaving the target, the weather began to clear. By displaying superior airmanship and resourcefulness he made the best use of the dispersing cloud cover and was successful in avoiding three fighter aircraft on the return to Base. He has also carried out several mining sorties. Flight Sergeant Lundeen has set a high standard of devotion to duty and his habitual good humour has done much to help the morale of other aircrew members of his squadron.

LUNDEEN, F/L Clarence Philip, DFM (J17061) - **Distinguished Flying Cross** - No.424 Squadron - Award effective 30 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945.

Throughout his tour of operational duty this officer has displayed high qualities of skill and courage. His keenness and determination have always been evident and have set a very fine example. One night in December 1944 he piloted an aircraft detailed to attack Cologne. On the outward flight the port inner engine caught fire. Flight Lieutenant Lundeen feathered the propeller and the flames died away. Despite the loss of power from the unserviceable engine, Flight Lieutenant Lundeen flew on to the target and executed a good attack. His skill and resolution were most commendable.

The original recommendation drafted 22 January 1945 is found in DHH file 181.009 D.2611. (Library and Archives Canada RG.24 Volume 20627), drafted when he had flown 34 sorties (200 hours 20 minutes) of which six sorties (41 hours) had been since his previous award.

30 May 1942 - Cologne (6.00)
1 June 1942 - Essen (6.10)
17 June 1942 - St, Nazaire (7.55)
21 June 1942 - Lorient (3.10, duty not carried out)
23 June 1942 - Lorient (7.30)
26 June 1942 - Lorient (7.15)
3 July 1942 - sea sweep (5.00)
8 July 1942 - Wilhelmshaven (5.40)
9 July 1942 - Frisians (5.30)

13 July 1942 - Lorient (6.40)
22 July 1942 - sea sweep (4.45)
25 July 1942 - Duisburg (3.15)
26 July 1942 - Hamburg (6.35)
29 July 1942 - sea sweep (4.20)
23 October 1942 - Krefeld (6.30)
9 November 1942 - Hamburg (6.20)
10 November 1942 - Bochum (4.05)
16 November 1942 - Nordernay (5.05)
22 November 1942 - Stuttgart (7.45)
25 November 1942 - Brest (7.05)
26 November 1942 - St. Nazaire (6.50)
6 December 1942 - Mannheim (8.20)
9 December 1942 - Turin (7.00)
16 December 1942 - Brest (6.25)
8 January 1943 - Frisians (3.50)
15 January 1943 - Lorient (5.15)
23 January 1943 - sea sweep (4.00)
26 January 1943 - Lorient (7.20)
* * * * *
18 December 1944 - Duisburg (6.20)
26 December 1944 - St. Vith (6.55)
28 December 1944 - Opladen (6.05)
29 December 1944 - Oberlan (7.00)
30 December 1944 - Cologne (6.55)
2 January 1945 - Ludwigshaven (7.45)

On the night of the 30th of December 1944, whilst attaining altitude over base, prior to attacking Cologne, the port inner engine of Flight Lieutenant Lundeen's aircraft caught fire. By taking immediate action, the propellor was feathered and the fire extinguished. Showing the greatest determination to press on with the attack, this pilot and his crew set course ten minutes early, in order to reach the target on time. Unable to climb above 15,000 feet on three engines, Flight Lieutenant Lundeen carried out a skilful attack at this height and successfully brought his aircraft and crew back to base.

This is Flight Lieutenant Lundeen's second tour of operations and his high degree of skill and determination to carry on are a fine example to all. I strongly recommend this officer for an immediate Distinguished Flying Cross.

RCAF photo PL-42984 (30 March 1945) is captioned as follows: "Awarded the DFM on completion of his first tour of operations, as a Flight Sergeant, F/L C.P. Lundeen, Preeceville, Saskatchewan, a pilot on his second tour with the Tiger squadron of the RCAF Bomber Group has been awarded the DFC for his feat in piloting a Lancaster bomber to the target to drop its bomb load after one engine had 'packed up' a few minutes after he had become airborne over his home base."

Public Record Office Air 50/252 has the following Combat Reports related to his service with No.420 Squadron:

25/26 June 1942 (annotated "Hampden vs Ju.88", "Leyden" and "0145 hours"):

Captain - Sergeant Lundeen. On the night of 25/26th while flying on a course 287 magnetic at a height of 16,000 feet, Hampden 314Q sighted a twin engine single tail aircraft which the rear gunner identified as a Ju.88. When first sighted the Ju.88 was on the starboard quarter 100 feet below and 500 yards away; it then turned in astern. Hampden took evasive action by turning to starboard and diving into a cloud. Nothing more was seen of Ju.88

26/27 June 1942 (annotated "Hampden vs Ju.88", "0100 hrs to 0115 hours" and "13,000 down to 300 feet"):

On the night of 26/27 Hampden 436 D was flying on a course of 129 magnetic at a height of 13,000 feet at a position five miles S.W. of Maldorf, sighted a Ju.88 on port quarter at 200 yards range coming out of dark part of the sky. Hampden took immediate evasive action by turning to port but Ju.88 obtained strikes on the port wing of the Hampden. Both gunners of Hampden returned fire, firing approximately 350 rounds. The Ju.88 broke off the attack, diving beneath Hampden. It is thought the Ju.88 was hit as it was last seen diving vertically downwards.

Within three minutes of first attack breaking off another Ju.88 was seen on the port quarter slightly below the Hampden. It climbed to the starboard beam 500 feet above and then dived to attack. Hampden turned to starboard and climbed, the Ju.88 passed under the Hampden and came in astern and slightly below. The rear gunner fired approximately 200 rounds without any apparent effect. The Ju.88 was next seen on the starboard bow and it circled to the port quarter and dived into attack again from this direction. Hampden took evasive action by turning and climbed to port, the Ju.88 breaking away below and to starboard. The enemy aircraft was next sighted on the starboard, climbing to attack and firing as it closed in. In this attack the Ju.88 succeeded in hitting the Hampden, putting intercom out of action. As the pilot of the Hampden could now receive no assistance from his gunners due to the breakdown of the intercom he turned and dived and corkscrewed into cloud cover. The Ju.88 was lost.

Conditions: IFF and jamming switch were on. Cloud 5/10th at 2,500 feet, full moon, visibility good.

Comment: The cooperation between the pilot and gunners was excellent and it was undoubtedly due to that, that they succeeded in evading the numerous attacks made on them.

Notes: Accident, 22 August 1942, No.420 Squadron (Wellington X3809, "O". Day training. "One of the crew stepped off the catwalk thus puncturing the hydraulic pipe, whereupon the hydraulic fluid poured out. As I had lost my flaps I decided to land at Topcliffe owing to the long runway. As I was nearing the end of my run my tail wheel collapsed."

As instructor, slightly injured 17 October 1943 ar No.22 OTU (Wellington HF669) when a pupil at controls suffered starboard engine failure on takeoff and crash-landed.

Training: Interviewed in Saskatoon, 7 December 1940. "Good character, healthy, rugged,

confident, clean, deliberate, sincere, with training should make a good pilot or observer. Good loving country boy, keen on flying. Recommended.”

Course at No.2 ITS was 4 May to 4 June 1941. Graded in Mathematics (82/100), Armament, practical and oral (75/100), Signals (99/100). Hygiene and Sanitation (29/40), Drill (80/100), Law and Discipline (49/60), Navigation (156/200) and General Studies (88/100). Placed 21st in a class of 205.

Course at No.8 EFTS was 9 June to 27 July 1941. Tiger Moth aircraft - 30.35 dual, 28.40 solo; was 5.30 on instruments; logged ten hours in Link. “Average in all sequences.” Ground courses in Airmanship (183/200), Airframes (88/100), Aero Engines (81/100), Signals, practical (92/100), Theory of Flight (68/100), Air Navigation (153/200), Armament (160/200). Graded 140/200 on Qualities as an Officer. Placed second in a class of 30. “Above average ability in ground work, average ability in flying. Slow, steady and conscientious.”

Course at No.3 SFTS was 28 July to 17 October 1941. Anson aircraft - 44.30 day dual, 37.40 day solo, 3.05 night dual, 6.55 night solo. Was 19.50 on instruments, logged 17 hours in Link. “Slow progress, erratic under hood. Shows inability to think quickly. Trouble with stick, turns and precautionaries. Lacks confidence near ground.” Courses in Airmanship and Maintenance (140/200), Armament, written (71/100), Armament, practical (73/100), Navigation and Meteorology (134/200), Signals, written (98/100) and Signals practical (49/50). Placed 49th in a class of 55. “Slow start but has worked hard to reach average standard.”

At No.1664 Conversion Unit, his crew consisted of J10676 F/L V. Rolfe (navigator, later DFC), J19176 F/O W.E.C. Morris (air bomber, awarded DFC with No.415 Squadron), J10871 F/L G.T Cousins (WOP/AG, later DFC), R141991 Sergeant C. Belua (flight engineer), J85973 P/O R.J. Milne (mid-upper gunner) and J17003 F.C. Cooper (air gunner). Overall described as follows - “An above average captain and crew. Showed considerable enthusiasm. Nav team is very good.”

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LUNN, F/O Ross Raymond (J85179) - **Distinguished Flying Cross** - No.434 Squadron - Award effective 6 January 1945 as per **London Gazette** dated 16 January 1945 and AFRO 508/45 dated 23 March 1945. Born 1923 in Millbrook, Ontario; home there; enlisted Toronto, 29 April 1942. Trained at No.6 ITS (graduated 9 October 1942) and No.4 AOS (graduated 22 January 1943). Commissioned 1944. Served in postwar RCAF (30717) and still on Reserve strength as of 1970. Died in Ottawa, 21 August 2010. Bomb aimer in F/O A.B. Gardner's crew. RCAF photo PL-31959 (ex UK-14213 dated 24 August 1944) shows P/O Bev Stevens (left, Saint John, New Brunswick), P/O R.R. Lunn (centre, Millbrook, Ontario) and F/L A.D. Lewis (gunnery leader, Lethbridge), on return from mission to Kiel by Bluenose squadron. No citation other than "completed...numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." DHist file 181.009 D.3080 (RG.24 Vol.20636) has recommendation (undated) when he had flown 39 sorties (192 hours 40 minutes), 22 October 1943 to 12 September 1944.

Flying Officer Lunn has completed a tour of operations totalling thirty-nine operations, seven of which were against heavily defended German targets. He has also participated in minelaying operations in the Kiel and Baltic areas. He has invariably displayed a high degree of courage and skill and his example has

been worthy of emulation. His fine offensive spirit has been an example to all crews.

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LUNNY, F/L Kenneth Urban (J36682) - **Mention in Despatches** - No.145 Squadron - Award effective 23 February 1946 as per **Canada Gazette** of that date and AFRO 280/46 dated 15 March 1946. Born 30 October 1922. Home in Westmount, Quebec; enlisted Montreal 28 June 1941 and posted to No.1 Manning Depot. To No.31 BGS (guard), 8 August 1941. To No.1 ITS, 13 September 1941; graduated and promoted LAC, 8 November 1941 when posted to No.4 AOS; graduated 28 February 1942 when posted to No.4 BGS; graduated and promoted Sergeant, 11 April 1942; posted that date to No.2 ANS graduated 11 May 1942 and posted next day to Halifax. To No.145 (BR) Squadron, 1 June 1942. Promoted Flight Sergeant, 1 December 1942. Promoted WO2, 1 June 1943. Subsequently commissioned, backdated to uncertain date; promoted Flying Officer, 26 February 1943. To "Y" Depot, Lachine, 27 December 1943. Taken on strength of No.3 PRC, 20 January 1944. Trained at No.1666 Conversion Unit as part of the crew of F/L F.J. Horan (later DFC). Repatriated 14 May 1945. Retired 26 June 1945.

On October 30th, 1942, Sergeant (now Flight Lieutenant) Lunny was navigator on a Hudson aircraft engaged in convoy escort from Torbay, Newfoundland, which participated in a brilliantly executed attack on an enemy submarine. According to information received from German sources there is every reason to believe that this attack resulted in the destruction of the submarine. The contribution of this non-commissioned officer as a member of the crew was meritorious and a deciding factor in the success of the attack.

Note: DHH file 181.009 D.2618 (Library and Archives Canada RG.24 Volume 20627) has a recommendation (not approved) for a DFC drafted 15 May 1945 by W/C K.A. France, No.432 Squadron. He had flown twenty sorties (130 hours 55 minutes). The sortie list and text were as follows:

6 October 1944 - Dortmund (6.40)
9 October 1944 - Bochum (6.30)
12 October 1944 - Wanne Eickel (5.20, duty not carried out)
14 October 1944 - Duisburg (5.20)
14 October 1944 - Duisburg (6.00)
28 October 1944 - Cologne (5.40)
18 November 1944 - Munster (6.05, day)
21 November 1944 - Castrop Rauxel (2.00, duty not carried out)
30 November 1944 - Duisburg (6.10)
2 December 1944 - Hagen (6.50)
5 December 1944 - Soest (6.45)
24 December 1944 - Dusseldorf (4.45, day)
13 January 1945 - Saarbrucken (7.20)
14 January 1945 - Gravenbroich (6.10)
28 January 1945 - Stuttgart (7.15)
4 February 1945 - Osterfeld (6.00)
7 February 1945 - Goch (5.15)
8 February 1945 - Wanne Eickel (6.30)
13 February 1945 - Bohlen (9.05)

14 February 1945 - Chemnitz (8.30)
24 February 1945 - Kamen (8.40, day)

Flying Officer Lunny has successfully completed twenty operational sorties over enemy territory on his second tour. During a most successful tour this officer has proved to be a most valuable member of his squadron and has invariably made the utmost effort to complete his sorties. For his inspiring example, his fine record of achievement and devotion to duty, this officer is strongly recommended for the award of the Distinguished Flying Cross (non-immediate).

The website <http://www.yorkshire-aircraft.co.uk/aircraft/yorkshire/york44/np703b.html> has the following incident recorded:

HALIFAX NP703 DAMAGED BY FLAK, RETURNED TO EAST MOOR AIRFIELD

On 14th October 1944 432 Squadron and 415 Squadron were instructed supply aircraft for two raids on Duisburg, one during the day and the second overnight. 432 Squadron supplied sixteen for the first and seventeen for the second. Halifax NP703 took part in the first and was hit by flak causing damage to the port outer mainplane. The pilot was able to fly the aircraft back to the UK, believed to be back to base and landed safely. The aircraft did not take part in the second raid but it's crew did using Halifax NP803. Pilot - F/Lt Francis Joseph Horan RCAF (J.10491), of Kenora, Ontario - awarded DFC; Navigator - F/O Kenneth Urban Lunny RCAF (J.36682) - Mentioned in Despatches; Bomb Aimer - F/O Robert East MacKerrow RCAF (J.36233), of Toronto, Ontario - awarded DFC and Mentioned in Despatches; Wireless Operator/Air Gunner - F/O Charles John Traynor RCAF (J.22854) - awarded DFC; Air Gunner - F/Sgt J. H. Fraser RCAF (R.213160); Air Gunner - F/Sgt D.J. Nicholson RCAF (R.183281); Flight Engineer - Sgt G. D. Davison RAF (1633395).

On the night of 2nd / 3rd December 1944 F/Lt Horan and crew were flying an operational flight when their aircraft was hit by flak injuring the navigator. With the ground forces making progress after the months after D-Day this crew landed at Antwerp due to a fuel shortage which would have prevented their crossing the North Sea. They returned to England soon after.

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LUPIEN, Sergeant Joseph Andre (Can 2627) - **Mention in Despatches** - No.425 Squadron (No.62 Base in AFRO) - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 425/45 dated 9 March 1945. Born 8 November 1914. Home in Lac a la Tortue, Quebec; enlisted in Montreal, 12 July 1939 for General Duties. Promoted AC1, 12 January 1940. Reclassified as Aero Engine Mechanic, 1 April 1940. Promoted LAC, 1 October 1940. To No.1 Manning Depot, 18 February 1941. To Embarkation Depot, 6 March 1941. To RAF overseas, 28 April 1941. To No.400 (Fighter) Squadron, 30 April 1941. To No.409 Squadron, 2 July 1941. Promoted Corporal, 9 August 1941. Promoted Sergeant, 1 October 1942. Repatriated 13 December 1944. To No.3 Training Command, 25 December 1944. To St. Hubert, 15 January 1945. To No.2 Release Centre, 23 October 1945. Retired 30 October 1945. No citation in AFRO. Recommended for MiD, July 1944 at which time he was a Fitter IIE with No.425 Squadron. Recommendation noted he had served 21 months in Canada, 39 months overseas (including six months in North Africa), and had attained his present rank on 27 December 1943. Described in

part as:

A Fitter II.E of outstanding ability...Throughout his service career, Sergeant Lupien has been noted for his devotion to duty and for the willingness with which he passes on his knowledge to others. While serving with No.425 Squadron in North Africa, this highly efficient NCO, without help from the Maintenance Section, kept in a state of serviceability the aircraft for which he was responsible during a period covering 48 offensive sorties.

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LUPTON, F/L Hugh William (J3988) - **Commended for Valuable Services in the Air** - No.11 SFTS - Award effective 26 October 1943 as per **London Gazette** of that date and AFRO 2386/43 dated 19 November 1943 - Born in Regina, the son of RCMP Staff Sergeant P.R. Lupton; enlisted there 20 June 1940 (had previously obtained pilot's license) - Trained at No.1 ITS (graduated 3 October 1940), No.4 EFTS (graduated 25 November 1940), and No.6 SFTS (graduated 10 February 1941). Instructed at No.11 SFTS. Left No.11 SFTS, November 1944 and posted overseas. An expert on instrument flying. Served in post-war RCAF, rising to Group Captain by 1961 (24325). Postwar service included instructional duties and command of No.426 Squadron. Awarded Queen's Coronation Medal, 23 October 1953 while Wing Commander at Station Lachine. Died in Kingston, Ontario, 9 March 1981 as per **Airforce Magazine**, Summer 1981.

This officer employed on flying instructional duties for the past two years has displayed outstanding ability and devotion to duty. His continuous good work and splendid example have made a generous contribution to the high standard of pilot training at this unit.

LUPTON, S/L Hugh William (J3988) - **Air Force Cross** - No.11 SFTS (but see notes below) - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/46 dated 25 January 1946 - No citation to AFC in biographical file. DHist file 181.009 D.3050 (RG.24 Vol.20634) has a letter dated 8 March 1945 from W/C J.L. Berven, Officer Commanding No.1 IFS to AOC, No.1 Air Command, stating that he had recommended Lupton for an AFC but that Lupton had been posted overseas. The intended recommendation or citation was to read:

Squadron Leader Lupton as Chief Instructor of this unit since November 1944, has been an extremely diligent worker. He has converted the S.B.A. school to the Instrument Flying Wing to qualify pilots for the Instrument Rating Card. This he was able to do so quickly and effectively that the first course started early in January and graduated on time although handicapped by a considerable shortage of suitable equipment. By his untiring efforts and the performance of duties over and above those normally expected he has made an extremely valuable contribution to this unit.

Governor General's Records (RG.7 Group 26 Volume 59, file 190-I, dossier 8) has citation. When recommended he had flown 1,957 hours as instructor, 757 hours in previous 12 months.

This officer has carried out the duties of Instructor, Flight Commander, Examining Officer and Squadron Commander at a Service Flying Training School. His continuous good work and splendid example have played a very great part in the high standard of pilot training, and he has displayed outstanding ability and

devotion to duty.

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LUSSIER, Sergeant (now F/O) Kenneth Edward (R204124/J85500) - **Mention in Despatches** - No.408 Squadron - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1600/45 dated 12 October 1945. Born 30 December 1924 in Ottawa (birth date on MI.9 report); home there (student and clerk). Enlisted in Ottawa, 16 November 1942. Granted Leave Without Pay until 27 April 1943 when posted to No.5 Manning Depot. To No.9 Repair Depot, 9 June 1943; to Technical Training School, 27 June 1943. To No.1 Air Gunner Ground Training School, 23 July 1943. Promoted LAC, 4 September 1943 when posted to No.9 BGS. Graduated and promoted Sergeant, 15 October 1943. To "Y" Depot, 29 October 1943. Taken on strength of No.3 PRC, Bournemouth, 31 October 1943. Further trained overseas at No.1679 Conversion Unit, Wombleton. Forced to abandon aircraft, 24/25 February 1944; evaded capture and returned to United Kingdom on 24 March 1944. Commissioned 5 April 1944. Repatriated 19 April 1944. To "Y" Depot again, 31 May 1944; taken on strength of No.3 PRC, 16 June 1944. Promoted Flying Officer, 5 October 1944. Repatriated again, date uncertain. Served in postwar RCAF from 1 October 1946 onwards (204124) including Air Armament School (23 June 1948), No.413 Photo Squadron (22 September 1948) and Air Navigation School (1 November 1950 onwards); promoted Flight Lieutenant, 1 January 1952. Killed on flying operations, 25 April 1952 (20428 F/L K.E. Lussier, DFC). Unit identified in AFRO only as "Overseas"; proper unit identified in DHist file 181.009 D.1725 (PAC RG.24 Box 2067). DHist file 181.009 D.1763 (RG.24 Vol.20610) has recommendation for a Non-Immediate DFC dated 5 April 1945 when he was an Flying Officer with No.420 Squadron. He had by then flown 32 sorties (206 hours 45 minutes), with two trips on 24 February 1944 and 25 February 1944; the balance were 4 November 1944 to 25 March 1945. This may have been the basis of the MiD, although the short time lapse from date to recommendation to date of gazetting suggests otherwise. The recommendation form gives sorties as 31 and 32; the first (24 February 1944) was an early return which may explain the discrepancy.

This officer has participated in 31 operational sorties which included some very heavily defended targets such as Schweinfurt, Augsburg, Karlsruhe, Hanover, Saarbrücken, Magdeburg, Essen, Cologne, Hamburg, Münster and Chemnitz. While on his second trip to Augsburg, February 25th, 1944, his crew ran into trouble near the target. One engine failed going into the target, one failed coming out and when over France, the third engine failed. This officer bailed out with the other members of the crew and evaded the enemy for some days, finally making contact with the Marquis, returning to England after a month in enemy territory. He was crewed up again and completed his tour of operations with 420 Squadron.

LUSSIER, F/O Kenneth Edward (J85500) - **Distinguished Flying Cross** - No.420 Squadron - Award effective 8 September 1945 as per **London Gazette** dated 25 September 1945 and AFRO 1768/45 dated 23 November 1945. NOTE: The citation is rather grand, suggesting a pilot rather than an air gunner. However, the original recommendation (DHist file 181.009 D.2618, RG.24 Vol.20627) says he was an air gunner, recommended 5 April 1945 after 32 sorties (206 hours 45 minutes) from 24 February 1944 to 15 March 1945. Bailing out incident was 25 February 1944 (his second missions). Not back on operations until 4 November 1944.

This officer has participated in a large number of operational sorties including

attacks against some of the most heavily defended targets in Germany. On one occasion in February 1944, whilst en route to Augsburg, one engine of his aircraft failed. Nevertheless he pressed on and bombed his objective. Later the remaining two engines failed and he was forced to leave the aircraft by parachute. Flying Officer Lussier landed in enemy occupied territory and successfully evaded the enemy. On his return to the United Kingdom a month later, this officer resumed operational flying with undiminished enthusiasm. Throughout he has displayed outstanding courage and determination.

The original recommendation with sortie list was as follows:

24 February 1944 - Schweinfurt (8.30)
25 February 1944 - Augsburg (6.30, shot down)
1 November 1944 - Julich (4.35)
4 November 1944 - Bochum (3.10, early return)
18 November 1944 - Munster (6.15)
21 November 1944 - Castrop Rauxel (7.05)
30 November 1944 - Duisburg (7.15)
2 December 1944 - Hagen (7.05)
4 December 1944 - Karlsruhe (7.10)
5 December 1944 - Soest (6.45)
6 December 1944 - Osnabruck (6.15)
5 January 1945- Hanover (5.45)
6 January 1945- Hanau (7.00)
13 January 1945- Saarbrucken (7.25)
14 January 1945- Grevenbreich (6.20)
16 January 1945- Magdeburg (6.40)
17 February 1945 - Wesel (7.25)
20 February 1945 - Monheim (6.50)
21 February 1945 - Worms (6.55)
23 February 1945 - Essen (5.10)
24 February 1945 - Kamen (6.15)
2 March 1945 - Cologne (5.55)
5 March 1945 - Chemnitz (9.00)
7 March 1945 - Hemminghstadt (6.20)
8 March 1945 - Hamburg (5.55)
11 March 1945 - Essen (5.55)
14 March 1945 - Zweibrucken (6.40)
15 March 1945 - Castrop Rauxel (6.00)
19 March 1945 - Witten (7.20)
21 March 1945 - Rheine (5.20)
22 March 1945 - Borstein (5.05)
25 March 1945 - Munster (5.55)

This officer has participated in 31 operational sorties which included some very heavily defended targets such as Schweinfurt, Augsburg, Karlsruhe, Hanover, Saarbrucken, Magdeburg, Essen, Cologne, Hamburg, Munster and Chemnitz. While on his second trip to Augsburg, February 25th, 1944, his crew ran into trouble near the target. One engine failed going into the target, one failed coming out, and when over France, the third engine failed. This officer bailed out

with the other members of the crew and evaded the enemy for some days, finally making contact with the Maquis, returning to England after a month in enemy territory. He was crewed up again and completed his tour of operations with 420 Squadron. It is strongly recommended that this officer be awarded the non-immediate Distinguished Flying Cross.

Public Record Office WO 208/3319 has MI.9 report of evasion (filed jointly with F/O Russell Edward Barnlund, RCAF), based on interview of 25 March 1944. They had been members of a crew that included FS P.E. Fillion (RCAF pilot, POW), FS E.S. Hetherington (RCAF navigator, POW), F/O A.W. Bockus (RCAF wireless operator, POW), Sergeant Gigg (RAF flight engineer) and Sergeant S. Thorvaldson (RCAF rear gunner, POW). Aircraft took off from Linton-on-Ouse about 2130 hours, 24 February 1944 to bomb Augsburg. Owing to engine failure the Lancaster did not reach the target; crew jettisoned bombs and CS Fillion ordered them to bale out. Lussier's portion of the report read as follows:

I landed in a field near Chepy (Sheet 4, M 6579). While I was coming down a fighter dropped a flare right beside me. Just before I reached the ground I heard a whistle blow and a green flare was sent up. I hit the ground hard and, leaving my parachute, ran down the road. I walked into a field and went to sleep. In the morning I woke up and found I was quite near a farm house. I heard some German voices singing and I hid in a cattle stall on the side of the hill all day. The Germans spent that day searching the countryside. In the afternoon a German officer came right up to me and saw me lying in the stall, but he passed on.

In the evening of 25 February I went up to a deserted house nearby and slept in a chicken coop. I remained there all next day. About 1600 hours (26 February) a man left the house. I followed him and hid for a few hours by the railway track. I then went back to the house and on the way met two men. I had no option but to speak to them (I speak a little French) and I told them I was in the RAF. I asked them for some food and for some civilian clothes. An hour later two men arrived on bicycles. I took one of the bikes and we walked through the village to a livery stable. I spent the night at a house belonging to one of my helpers. I hid all next day in a haystack, and while I was there a man came to see me and asked to see my identity discs and identity bracelet. At night I cycled with a guide to a house in St. Blimont (M 5887). A few days later I was taken to a house in Escarbotin (M 5885) where I met F/O Barnlund. From this point our journey was arranged for us.

The following is from a website dealing with Escape and Evasion and in particular the Paris operation of Réseau Francois-Shelburn <http://www.conscript-heroes.com/escapelines/EEIE-Articles/Art-22-Francois-Shelburn.htm>

F/O Russell E Barnlund (1859) and Sgt Kenneth E Lussier (1860) were crew of Lancaster DS845 on a raid to Augsburg the night of 25/26 February 1944 when the engines began to fail and the aircraft was abandoned near Abbeville. Barnlund came down near Escarbotin where he was helped and taken to St Blimont. Lussier came down near Chepy and was picked up a local man and taken to St Blimont and then Escarbotin where he met Barnlund and their journey was arranged. On 17 March, they were taken to meet Paul Brickwood (1854) and next day all three were taken to Abbeville for one night then on to

Paris with a M Rouen. They went to an apartment belonging to a woman named Bertha then to a café near Montparnasse station and on to a flat belonging to a married couple, where they spent the night. Next day, Barnlund and Lussier were taken to stay with Maurice Cavalier at the Lycee St Louis while Brickwood went to Genevieve Schneegans at 62 rue Tiquetonne. At 0700 on 21 March, they were taken to Montparnasse station where they met four USAAF evaders and two guides – a boy and a girl – who took them by train to Guingamp.

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LYBBERT, F/O Daniel Harden (J24246) - **Distinguished Flying Cross** - No.432 Squadron - Award effective 4 November 1944 as per **London Gazette** dated 14 November 1944 and AFRO 239/45 dated 9 February 1945. Born 15 August 1917 in Glenwoodville, Alberta; home there (butcher); enlisted Calgary 11 April 1942 and posted to No.3 Manning Depot. To No.1 ANS (guard duty), 1 June 1942. To No.2 ITS, 15 August 1942; graduated and promoted LAC, 9 October 1942 but not posted to No.3 AOS until 7 November 1942; graduated and commissioned 5 March 1943. To "Y" Depot, 19 March 1943; to RAF overseas, 27 March 1943. Promoted Flying Officer, 5 September 1943. Repatriated 28 October 1944. To No.2 Air Command, 6 December 1944; to No.3 SFTS, 10 December 1944; retired 8 January 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 10 July 1944 when he had flown 31 sorties (147 hours 20 minutes), 13 March to 9 August 1944.

Flying Officer Lybbert is an above average navigator who has always shown a high degree of skill and courage. This has been demonstrated in thirty-one successful sorties over many targets. His cheerful disposition, coupled with complete confidence and ability to successfully impart his knowledge to others, has been instrumental in developing new crews.

For his fine record of achievement, intense loyalty and strong sense of duty, this officer is recommended for the award of the Distinguished Flying Cross.

The sortie list was as follows:

13 March 1944 - Le Mans (5.10)
15 March 1944 - Stuttgart (7.50)
18 March 1944 - Frankfurt (4.45)
20 April 1944 - Lens (4.25)
22 April 1944 - Dusseldorf (5.35)
24 April 1944 - Karlsruhe 6.40)
26 April 1944 - Essen (4.40)
30 April 1944 - Somain (4.20)
8 May 1944 - Haine St. Pierre (4.00)
11 May 1944 - Boulogne (3.25)
12 May 1944 - Louvain (4.35)
19 May 1944 - Le Clipon (3.35)
22 May 1944 - Le Mans (4.50)
6 June 1944 - Coutrances (4.15)
7 June 1944 - Ancheres (4.45)

12 June 1944 - Cambrai (4.10)
15 June 1944 - Boulogne (3.50)
16 June 1944 - Sterkrade Holten (4.15)
21 June 1944 - St.Martin l'Hortier (2.40, duty not carried out)
23 June 1944 - Bienbougues (3.50)
27 June 1944 - Foret d'Eany (3.40)
28 June 1944 - Metz (6.45)
3 July 1944 - Biennais (3.40)
5 July 1944 - Biennais (4.40)
7 July 1944 - Caen "B" (4.15)
8 July 1944 - Mont Condon (3.35)
24 July 1944 - Ferfay (3.50)
28 July 1944 - Hamburg (4.55)
1 August 1944 - Ferme de Forrestel (3.45)
3 August 1944 - Foret de Nieppe (3.50)
5 August 1944 - St. Leu d'Esserent (4.30)
7 August 1944 - La Hogue (4.20)
9 August 1944 - Chantilly (4.00)

RCAF Press Release No.6856 dated 2 October 1944 from F/O Fred Jackson, transcribed by Huguette Oates, reads:

WITH RCAF BOMBER GROUP OVERSEAS: -- Worst part of a "shaky-do" is afterwards, according to F/O Dan Lybbert of Glenwood, Alberta, who has finished a tour of operations with the Leaside squadron. "When the fighters come and the guns bark and the skipper takes evasive action, things happen so quickly that there really isn't time to ponder over the consequences", he explained. "Later on, you begin to get the jitters as you think of it all."

F/O Lybbert had his share of excitement. Parked by his navigator's table, he sat through three fighter attacks. A Ju88 came in three times over Sterkrade; there was a Focke-Wulf on the bombing run at Karlsruhe and a Ju88 just before bombs were dropped on Essen. Flak touched his aircraft only once and that was on the Karlsruhe attack the night the fighter came in. "We picked up only one hole though", said the navigator. "We were up pretty high and the skipper was able to take evasive action. It was generally predicted stuff and if you are keeping a sharp lookout you can, with luck, slip away from it."

Lybbert did a spot of prospecting and trapping in Northern Ontario and the North West Territories in pre-war days. When he gets back home though, there is a general store in Glenwood that's going to get some attention.

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LYLE, F/L Hilliard Coats (C11378) - **Mention in Despatches** - Overseas - Award effective 14 June 1945 as per **London Gazette** of that date and AFRO 1478/45 dated 21 September 1945. Born 5 September 1906. Home in Winnipeg; enlisted there 1 May 1942 in Administration Branch and posted to No.1 Manning Depot. To No.4 EFTS, 16 May 1942. To "S", 4 June 1942. Promoted Flying Officer, 1 October 1942. To "Y" Depot, 31 October 1942. To RCAF Overseas Headquarters, 19 November 1942. Promoted Flight Lieutenant, 9 July 1943. Repatriated 10

September 1945. Retired 23 October 1945. Died in Vancouver, 6 June 1978 as per British Columbia Vital Statistics.

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LYMBURNER, P/O Joseph Arthur Laurent (J16573) - **Distinguished Flying Cross** - No.425 Squadron - Award effective 21 October 1943 as per **London Gazette** dated 29 October 1943 and AFRO 2457/43 dated 26 November 1943. Born St. Vincent, Alberta, 17 May 1920; home in Montreal; enlisted there 26 February 1941. To No.4 Manning Depot, 14 March 1941. To No.1 WS, 4 May 1941; to No.3 ITS, 9 June 1941; graduated and promoted LAC, 15 July 1941 when posted to No.13 EFTS; ceased training 19 August 1941 when posted to Trenton; to No.9 AOS, 11 October 1941; graduated 16 January 1942 and posted next day to No.6 BGS; graduated and promoted Sergeant, 28 February 1942 when posted to No.2 ANS; graduated 30 March 1942 and posted next day to "Y" Depot. To RAF overseas, 30 April 1942. On 12 July 1942 he was in Wellington R1414, No.23 OTU when it was wrecked; pilot, Sergeant R.R. Foltz (RCAF) landed with wheels retracted. Aircraft burned but Lymburner unhurt. Commissioned 30 November 1942. Promoted Flying Officer, 30 May 1943. Promoted Flight Lieutenant, 30 November 1944. After tour with No.425 Squadron he flew with No.1409 Flight, which photographed Bomber Command targets. On 27 February 1945, on a sortie to Mainz (Mosquito XVI NS731, "H"), his aircraft was attacked by three fighters and then hit by flak. His pilot, S/L R.D. McLaren, DFC (Canadian in the RAF) crash-landed the Mosquito, but it caught fire and exploded; McLaren killed. Lymburner was initially treated in a German hospital, but on 22 March he was repatriated to England; two days later he was admitted to East Grinstead. He has suffered severe leg burns and was treated over a period of four months, during which time several successful skin grafts were carried out. Repatriated 4 September 1945. To No.1 Composite Training School, 12 September 1945. To No.4 Release Centre, 6 February 1946. Retired 8 February 1946. Portrait drawn by F/O Charles Goldhamer while at Queen Victoria Hospital (Canadian War Museum 11262). RCAF photo PL-19814 (ex UK-5373 dated 28 September 1943 shows four members of No.425 Squadron in London - P/O Laurent Lymburner (navigator, Verdun, Quebec), P/O Henri Marcotte, DFC (Montreal), P/O Armand Meilleur (WAG) and P/O Denis Turenne (pilot, Saint Pierre, Manitoba); an English "bobby" assists. Photo PL-35311 shows him.

This officer has completed a tour of operations over German and Italian territory. He has participated in attacks against some of the most heavily defended targets such as Essen, Duisburg, Wilhelmshaven, Stuttgart and Cologne. On several occasions he has navigated his aircraft accurately to the target and back in adverse weather. A skilful navigator, Pilot Officer Lymburner's cheerful confidence throughout his tour of operational duty has inspired a high standard of morale and courage in his crew.

LYMBURNER, F/O Joseph Arthur Laurent, DFC (J16573) - **Bar to Distinguished Flying Cross** - No.1409 Flight (AFRO gives unit only as "Overseas") - Award effective 12 January 1945 as per **London Gazette** of that date and AFRO 471/45 dated 16 March 1945. Cited with F/L Robert Duncan McLaren (RAF).

Flying Officer Lymburner and Flight Lieutenant McLaren, as observer and pilot respectively, were detailed for a reconnaissance far over enemy territory. The complete success achieved on this difficult mission reflects the greatest credit on the skill, courage and determination of these members of aircraft crew.

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LYNASS, Sergeant Agnes McCree (V300244) - **British Empire Medal** - No.1 Bombing and Gunnery School. Award effective as of 1 January 1945 as per **London Gazette** of that date and AFRO 89/45 dated 19 January 1945. Born 14 April 1915 in Calgary (RCAF press release 4907 announcing award). Attended Normal School in Calgary and taught in Fairview, South Dakota. Enlisted 21 December 1941 in Calgary as "Driver". To No.6 Manning Depot, 26 January 1942; to No.15 SFTS, 21 February 1942; to No.6 Manning Depot, 25 March 1943; promoted AW1, 21 April 1942; to No.9 SFTS, 27 April 1942; to "H", 7 May 1942; to No.1 BGS, 21 June 1943; promoted LAW, 28 July 1942; promoted Corporal, 1 December 1942; promoted Sergeant, 19 June 1943. To No.9 BGS, 6 February 1945. To Mountain View, 10 April 1945. To Release Centre, 30 August 1945. Released 4 September 1945. Postwar worked as Veterans Employment Officer, University of Alberta.

This instructress, by her efficiency, patience and unceasing effort, has raised aircraft recognition training at this unit to a high standard. She consistently spends her spare time in giving extra assistance to pupils. Her proficiency in her trade and her outstanding devotion to duty have been a very fine example and inspiration to pupils and instructors of aircraft recognition at this station.

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LYNCH, F/L Francis Edward (J8143) - **Distinguished Flying Cross** - No.428 Squadron - Award effective 1 December 1944 as per **London Gazette** dated 8 December 1944 and AFRO 337/45 dated 23 February 1945. Born 4 April 1921 in Toronto; home in Mimico (druggist apprentice); enlisted Toronto 19 December 1940 and posted to No.1 Manning Depot. To No.1A Manning Depot, 8 January 1941. To Trenton, 27 January 1941. To No.1 ITS, 10 April 1941; graduated and promoted LAC, 14 May 1941 when posted to No.19 EFTS; may have graduated 15 July 1941 but not posted to No.11 SFTS until 26 July 1941; graduated and commissioned 7 October 1941. To "Y" Depot, 11 October 1941. Struck off strength to overseas, 3 November 1941; promoted Flying Officer, 1 October 1942. Promoted Flight Lieutenant, 7 October 1943. Repatriated 12 March 1946; volunteered for Interim Force and posted to Air Navigation School, 8 May 1946. To No.2 Release Centre, 8 August 1946; released 12 August 1946. Lived in Pembroke, Ontario after war. Died in Cobden, Ontario, 27 November 2006. No citation other than "...in recognition of gallantry and devotion to duty in the execution of air operations against the enemy." DHist file 181.009 D.3260 (RG.24 Vol.20637) has recommendation dated 11 September 1944 when he had flown 36 sorties (194 hours five minutes), 20 April to 29 August 1944.

Flight Lieutenant Lynch has at all times displayed exceptional keenness and determination in the air with an obvious desire to press home the attack. He has flown thirty-six sorties with the squadron, and his targets include Wesseling, Kiel, Stuttgart, Hamburg, Brunswick, Russelsheim, Stettin, and many French targets. He has reached and bombed the target on each occasion and has proved himself a very capable captain of aircraft. On the ground, Flight Lieutenant Lynch has shown great co-operative spirit and ability as Deputy Flight Commander and has held the interests of the squadron foremost.

For his all-round ability and spirit, I recommend the non-immediate award of the Distinguished Flying Cross with high priority.

The sortie list was as follows:

20 April 1944 - Lens (4.45, second pilot)
27 April 1944 - Aulnoye (5.20, second pilot)
3 May 1944 - Gardening (5.15)
5 May 1944 - Gardening (5.05)
9 May 1944 - Gardening (5.05)
10 May 1944 - Ghent (5.00)
12 May 1944 - Gardening (4.00)
14 May 1944 - Gardening (5.55)
27 May 1944 - Gardening (5.05)
31 May 1944 - Boulogne (3.15)
3 June 1944 - Gardening (3.40)
5 June 1944 - Merville (5.40)
6 June 1944 - Coutrances (5.05)
10 June 1944 - Gardening (6.15)
11 June 1944 - Gardening (7.00)
17 June 1944 - Gardening (4.50)
18 June 1944 - Gardening (4.15)
24 June 1944 - Darmares (4.40)
27 June 1944 - Ardouvale (4.25)
17 July 1944 - Caen (4.15, day)
18 July 1944 - Wesseling (5.55)
23 July 1944 - Kiel (5.30)
24 July 1944 - Stuttgart (8.35)
25 July 1944 - Stuttgart (9.35)
28 July 1944 - Hamburg (5.50)
1 August 1944 - Acquet (4.15, day)
3 August 1944 - Bois de Casson (4.50, day)
4 August 1944 - Bois de Casson (5.10, day)
5 August 1944 - St. Leu (4.45, day)
7 August 1944 - Mer de Magna (4.25)
8 August 1944 - Foret de Chantilly (5.25)
9 August 1944 - Coulon Villiers (4.15)
12 August 1944 - Brunswick (6.25)
14 August 1944 - Falaise (4.25)
25 August 1944 - Russelheim (5.10)
29 August 1944 - Stettin (5.35)

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LYNCH, F/O Robert (J8354) - **United States Air Medal** - No.111 Squadron, Alaska - Award effective 23 December 1942 as per AFRO 272/43 dated 19 February 1943. Born 2 December 1916. Home in St.Vital, Manitoba; enlisted Winnipeg, 27 February 1941. To No.2 Manning Depot, 6 March 1941. To No.7 Equipment Depot, 9 April 1941. To No.2 ITS, 15 May 1941; graduated and promoted LAC, 20 June 1941; posted that date to No.2 EFTS; graduated 7 August 1941 when posted to No.2 SFTS; graduated and commissioned 24 October 1941. To

No.111 Squadron, date uncertain. Promoted Flying Officer, 1 August 1942. To No.1 Flying Instructor School, 20 August 1943; to No.4 SFTS, 15 October 1943; to No.165 (Transport) Squadron, 28 August 1944; to Release Centre, 31 October 1945; discharged 7 November 1945

On 25th September 1942, they voluntarily flew with United States Army combat pilots, accompanying heavy bombers in making a hazardous five hundred mile overwater flight in order to press home an attack on the enemy at Kiska Island, Alaska. Although the mission of protecting the bombing planes from anti-aircraft fire and enemy fighters was completed, the fighters returned to strafe all enemy installations with remarkable success. All planes returned safely to base.

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LYNCH-STANTON, W/C Victor Martyn (C2757) - **Officer, Order of the British Empire** - No.1 Composite Training School - Award effective 1 January 1946 as per **Canada Gazette** of that date and AFRO 82/45 dated 25 January 1946. Born in Hamilton, Ontario, 16 May 1904. Attended Royal Military College, 24 August 1920 to 18 August 1923. Attended McGill University, 1923-1925 and Law School, University of Montreal, 1925-1926. Lieutenant, Royal Hamilton Light Infantry, 24 September 1925 to 14 December 1936 when placed on Reserve of Officers. Practiced law with Stairs, Dixon, Claxton, Senecal and Lynch-Stanton for 14 years. Enlisted in Montreal, 13 September 1940 in Administrative Branch. To No.1 Manning Depot, Toronto, 12 October 1940. To No.3 Training Command Headquarters, 27 October 1940 to be Judge Advocate General but this was interrupted by admin course and liaison duty to RAF at No.31 GRS, Debert. To Station Trenton, 16 November 1940 to attend School of Administration; passed at the top of the class. To No.3 Training Command again, 16 December 1940 To Station Trenton, 19 January 1941 (Senior Instructor, Officers Administrative Course). Promoted Flight Lieutenant, 15 September 1941. To No.4 Wireless School, Guelph, 17 February 1942. To Western Air Command, 31 May 1942 (Assistant Judge Advocate General). Promoted Squadron Leader, 1 September 1942. To Patricia Bay, 15 February 1943. To AFHQ, Ottawa, 10 March 1943. Promoted Wing Commander, 24 March 1944. To No.1 Composite Training School, Trenton, 25 March 1944. To No.301 Composite Unit, Dorval, 3 January 1945. To No.1 Composite Training School again, 12 February 1945. Awarded Efficiency Decoration, 27 June 1945 as per DRO 144. To No.4 Release Centre, Toronto, 30 August 1945. Retired 3 September 1945. Died in Montreal, 1967. The Victor Martyn Lynch-Stanton Award, given since 1971, is made to Canadian artists judged outstanding in their mid-careers (see Wikipedia).

This officer was one of the first non-flying list administrative officers appointed to the service after the outbreak of hostilities. His outstanding abilities were quickly recognized and he was responsible in a large measure for the successful training of many administrative officers in the Royal Canadian Air Force. He has since filled, with outstanding success, many appointments as a staff officer and for the past year has been Commanding Officer of the Composite Training School. His exceptional ability in administrative duties, unswerving loyalty and high sense of duty have resulted in this officer making a most significant contribution to the Royal Canadian Air Force.

Recommended much as above, 1 September 1945 by Air Commodore A.D. Ross, Chief Staff Officer, No.1 Air Command, Trenton. Endorsed 4 September 1945 by A/V/M E.E. Middleton, Air Officer Commanding, No.1 Air Command. Noted on 16 November 1945 "Recommended for the OBE, New Year List, 1946" (Air Commodore M. Costello).

Selected Assessments: Recommended for "Any senior administrative post, but will do more valuable work in direct contact with the problems than in a Headquarters." To this is added, "A most exceptional officer, combining an unusually good education, legal training and pleasant personality with a good sense of military discipline, He requires variety of work to maintain full interest. He is strongly recommended for promotion to Acting Wing Commander/" (G/C G.R. McGregor, Patricia Bay, 4 February 1944)

"First rate organizer; has developed Composite Training School into a highly efficient unit in all its branches; his development of the syndicate method of instruction for advanced courses has been most successful and highly creditable." (G/C A.D. Bell-Irving, Station Trenton, 13 June 1944).

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LYNDE, F/O Carl Edward (J43624) - **Member, Order of the British Empire** - No.142 Squadron - Award effective 20 March 1945 as per **London Gazette** of that date and AFRO 721/45 dated 27 April 1945. Born 9 August 1914 (but headstone says 3 June 1913); home in Lethbridge, Alberta. Enlisted in London, Ontario, 10 July 1942. To "H", 24 July 1942. To Mountain View, 4 September 1943. To No.10 AOS, 30 October 1943; graduated and commissioned 24 March 1944. To No.2 Advanced Gunnery Training School, 7 April 1944. To "Y" Depot, Lachine, 9 May 1944; taken on strength of No.3 PRC, 25 May 1944. Promoted Flying Officer, 24 September 1944. Repatriated 17 September 1945; to Western Air Command, 22 July 1945. Released 10 September 1945. Name later changed to "Lynds". Died in Lethbridge, 3 June 2003. Public Records Office Air 30/186 has citation as submitted to Buckingham Palace. The opening sentence reads, "One night in December 1944 a Mosquito aircraft crashed on landing" but otherwise is identical to that published.

One night in December 1944 an aircraft crashed on landing. Fire broke out immediately in the cockpit and Flying Officer Lynde, the navigator, was enveloped in flames. By the time the aircraft had come to a standstill the complete structure was burning furiously. Flying Officer Lynde, having already jettisoned the top hatch, climbed out on the port wing, the starboard side being ablaze. Finding the pilot had failed to get to safety, Flying Officer Lynde returned to the blazing aircraft, released the pilot's harness and dragged him to safety through the top hatch, receiving severe burns while so doing. His prompt and courageous action undoubtedly saved the pilot's life.

The incident was on 23 December 1944, Mosquito KB421, Gransden Lodge, Cambridgeshire. Pilot was NZ 415701 F/O A.S. Keogh, RNZAF. Aircraft had taken off at 1510 for operation to Sieberg. Crashed on return, 1900 hours, bursting into flames. Both men badly burned; hospitalized at Ely.

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LYNDON, F/O Alfred Borden Secord (J16674) - **Distinguished Flying Cross** - No.105 Squadron - Award effective 2 October 1944 as per **London Gazette** dated 13 October 1944 and AFRO 2637/44 dated 8 December 1944. Born 15 December 1917 in Regina; home in Bracebridge, Ontario (clerk); enlisted Toronto, 24 June 1940. To No.2 ITS, 30 June 1940; graduated and promoted LAC, 1 September 1940 although posting to No.2 AOS dated 31 August 1940;

graduated 23 November 1940 and posted next day to No.2 BGS; graduated and promoted Sergeant, 4 January 1941 when posted to No.1 ANS; graduated 3 February 1942 and posted to Embarkation Depot. To RAF overseas, 5 April 1942. Commissioned 18 December 1942. Promoted Flying Officer, 18 June 1943. Promoted Flight Lieutenant, 27 October 1944. Repatriated 13 May 1945. To No.1 Air Command, 27 May 1945. To No.16 SFTS, 27 June 1945. To No.1 Air Command, 22 September 1945. To No.1 SFTS, 22 October 1945. To No.4 Release Centre, 9 December 1945. Retired 11 December 1945. Died in Bracebridge, Ontario, 1 March 1998 as per **Legion Magazine** of September 1998. No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty". Public Records Office Air 2/9026 has recommendation dated 19 July 1944 when he had flown 45 sorties (260 hours).

First Tour

1-3 July 1941 - Ferrying, England-Gibraltar-Malta-Egypt (27.20)
10 Aug 41 - Benghazi (7.40)
15 Aug 41 - Benina (8.15)
22 Aug 41 - Benghazi (7.55)
25 Aug 41 - Benghazi (7.30)
13 October 1941 - Benghazi (7.45)
3 September 1941 - Derna (5.50)
13 September 1941 - Heraklion (5.20)
27 September 1941 - Rhodes (5.20)
28 September 1941 - Bardia (3.35)
6 November 1941 - Derna (6.05)
12 November 1941 - Derna (5.50)
13 November 1941 - Benghazi (7.50)
16 November 1941 - Bardia (4.25)
23 November 1941 - Benina (8.00)
25 November 1941 - Benghazi (7.45)
30 November 1941 - Benghazi (8.10)
6 December 1941 - El Adem-Acroma Road (4.35)
7 December 1941 - Tobruk-Gazala Road (5.15)
9 December 1941 - Derna (8.10)
23 December 1941 - El Agheila (8.35)
27 January 1942 - El Agheila (6.40)
3 February 1942 - Benina (7.35)
7 February 1942 - Benghazi (7.30)
11 February 1942 - Heraklion (6.55)
21 February 1942 - Ferrying to Malta (7.45)
24 February 1942 - Tripoli (4.00)
25 February 1942 - Tripoli (6.15)
27 February 1942 - Tripoli (5.45)
2 March 1942 - Palermo (2.45)
12 March 1942 - Ferrying, Malta-Egypt (6.55)

Second Tour

17 June 1944 - Aulnoye (2.45)
22 June 1944 - Le Grand Verdret (2.48)

23 June 1944 - Boues (2.55)
25 June 1944 - Homberg (3.16)
27 June 1944 - Scholven (2.59)
1 July 1944 - Homberg (3.01)
3 July 1944 - Homberg (3.00)
5 July 1944 - St.Martin l'Hortier (2.08)*
7 July 1944 - St.Leu d'Esserant (3.04)*
9 July 1944 - Le Catelliers (2.16, day)*
11 July 1944 - Homberg (2.52)
13 July 1944 - Homberg (3.09)
14 July 1944 - Anderbelck (2.23)*
18 July 1944 - Cagny (2.41, day)*

After a first tour in the Middle East, where he carried out 31 sorties, Flying Officer Lyndon commenced operating with Pathfinder Force in June last, and has now completed a further fourteen sorties. As a navigator his work has been of the highest standard and he has shown himself possessed of exemplary courage and devotion to duty under all conditions.

LYNDON, F/L Alfred Borden Secord, DFC (J16674) - **Bar to Distinguished Flying Cross** - No.105 Squadron - Award effective 5 April 1945 as per **London Gazette** dated 13 April 1945 and AFRO 824/45 dated 18 May 1945.

Flight Lieutenant Lyndon has continued to operate with courage and determination. Since the award of the **Distinguished Flying Cross** he has participated in many further sorties against vital targets in Germany. A skilful navigator, this officer has materially contributed to the successful completion of many missions. His devotion to duty at all times has been most praiseworthy.

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LYNK, WO (now P/O) John Henry (R104429/C87843) - **Mention in Despatches** - No.22 Operational Training Unit - Award effective 1 January 1945 as per **London Gazette** of that date and AFRO 379/45 dated 2 March 1945. Born 25 June 1921. Home in Canning, Nova Scotia; enlisted Halifax 28 September 1941. Released 26 July 1946. Served again in RCAF, 21 March 1952 to 27 October 1968 (203666), retiring in Greenwood, Nova Scotia. Died in Canning, 13 December 2003 as per Royal Canadian Legion "Last Post" website and **Legion Magazine** of September/October 2004. No citation in AFRO. Recommended for MiD, 21 July 1944 when he was an air gunner with No.432 Squadron. Recommendation noted that he had completed 31 1/2 sorties "in which he has displayed much ability and skill as an air gunner. Both in the air and on the ground his work is of a consistently high standard. He is a most valuable crew member and has set an example for all other gunners of the squadron."

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LYNN, F/O John Patrick (J25705) - **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 3 March 1921 in Capreol, Ontario; home in Ashdod or Mount St.Patrick, Ontario (student); enlisted Ottawa 2 May 1942. Trained at No.3 ITS (graduated 18 December 1942), No.4 BGS (graduated 7 March 1943) and No.9 AOS (graduated 20 April 1943). Commissioned April 1943. Later an Air Traffic Controller. Remained in postwar RCAF (28534)

and retired in Ottawa, 26 January 1969. Died 2 December 1990 as per **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." DHist file 181.009 D.5557 (RG.24 Vol.20668) has recommendation dated 13 December 1944 when he had flown 37 sorties (175 hours 55 minutes), 22 March to 13 September 1944.

Having completed thirty-seven 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:

22 March 1944 - Kiel (6.30)
26 March 1944 - Essen (5.35)
9 April 1944 - Villeneuve St. George (6.25)
10 April 1944 - Ghent (4.00)
18 April 1944 - Noisy le Sec (5.30)
20 April 1944 - Lens (4.10)
24 April 1944 - Karlsruhe (7.45)
26 April 1944 - Essen (4.25)
9 May 1944 - St. Valery (4.00)
11 May 1944 - Boulogne (4.00)
27 May 1944 - Bourg Leopold (4.35)
31 May 1944 - Mont Couple (3.15)
10 June 1944 - Versailles Matelot (5.15)
21 June 1944 - St. Martin l'Hortier (4.00, day)
23 June 1944 - Bientiques (3.50, day)
24 June 1944 - Bernieres (4.00)
28 June 1944 - Metz (6.40)
1 July 1944 - Biennais (3.45)
5 July 1944 - Biennais (4.00)
6 July 1944 - Coquareaux (4.35)
8 July 1944 - Mont Condon (3.00, day)
12 July 1944 - Thiverny (4.10, day)
24 July 1944 - Farfay (4.05)
25 July 1944 - Stuttgart (8.00)
1 August 1944 - Ferme de Forestec (3.50, day)
3 August 1944 - Foret de Nieppe (4.00, day)
4 August 1944 - Bois de Casson (4.45, day)
5 August 1944 - St. Leu d' Esserent (4.25, day)
7 August 1944 - La Hogue (5.10, day)
12 August 1944 - Mont Richard (5.15)
14 August 1944 - Bons Tassilly (4.30, day)
15 August 1944 - Brussels (3.25, day)
18 August 1944 - Bremen (5.05, day)
28 August 1944 - Brest (5.00, day)
11 September 1944 - Castrop Rauxel (5.15, day)
12 September 1944 - Bochum (4.55, day)

13 September 1944 - Osnabruck (4.40, day)

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LYON, WO (now P/O) Armstrong (R108340/J92830) - **Distinguished Flying Cross** - No.214 Squadron - Award effective 5 February 1945 as per **London Gazette** dated 16 February 1945 and AFRO 563/45 dated 29 March 1945. American in the RCAF. Born 7 November 1919, Philadelphia, Pennsylvania; home in Marbarth, Pennsylvania; enlisted Montreal 25 June 1941 and posted to No.5A Manning Depot. To No.5 SFTS (guard duty), 9 August 1941. To No.5 ITS, 27 October 1941; to Trenton, 14 November 1941; promoted LAC, 9 December 1941; to No.9 BGS, 13 December 1941; to No.6 BGS, 15 January 1942; graduated and promoted Sergeant, 16 February 1942. To "Y" Depot, 17 February 1942; to RAF overseas, 23 March 1942. Promoted WO2, 16 February 1942. Promoted WO1, 16 August 1943. First tour was with No.75 (NZ) Squadron, in crew of F/O Desmond Alexander. Commissioned 24 November 1944. Promoted Flying Officer, 24 May 1945. Repatriated 9 February 1945. To No.1 Air Command, 26 February 1945. To No.16 SFTS, 29 March 1945. To Mountain View, 22 April 1945. To AFHQ, 13 May 1945. To Eastern Air Command, 15 July 1945. To No.10 Explosive Depot, 17 July 1945. To Western Air Command, 18 September 1945. Returned to Eastern Air Command, 23 November 1945. To No.1 PTU, 20 January 1946. To No.1 Composite Training School, 10 April 1946. To Air Armament School, 24 September 1946. Retained in RCAF as Gunnery Officer as of 1 October 1946 (20502). No citation other than "completed... numerous operations against the enemy in the course of which [he has] invariably displayed the utmost fortitude, courage and devotion to duty." Public Records Office Air 2/8830 has recommendation dated 16 November 1944 when he had flown 56 sorties (288 hours 35 minutes). It is a particularly interesting document in that the Station CO, G/C T.C. Dickens, writes on 19 November that Lyon is "A really excellent Air Gunner...The personal successes of the Warrant Officer have proved an inspiration to all aircrew on the Station, in that over two operational tours this Air Gunner is officially credited with four enemy night fighters destroyed (one shared) and two damaged."

(* denotes jamming operation; ** is window sortie; + is Big Ben operation; all others are standard bombing or mine-laying missions)

First Tour

18 April 1943 - Frisiens (4.00)*
10 Aug 43 - Nuremburg (8.00)
12 Aug 43 - Turin (8.15)
16 Aug 43 - Peenemunde (7.25)
23 Aug 43 - Berlin (8.00)
26 Aug 43 - Nuremburg (8.00)
30 Aug 43 - Munchen Gladbach (4.00)
31 Aug 43 - Berlin (7.30)
16 February 1943 - Paris (5.30)*
19 February 1943 - Le Havre (3.00)*
20 February 1943 - Paris (5.00)*
22 February 1943 - Cherbourg (3.50)*
13 July 1943 - Aachen (4.55)
24 July 1943 - Hamburg (6.30)
25 July 1943 - Essen (4.55)

27 July 1943 - Hamburg (6.30)
29 July 1943 - Hamburg (4.25)
22 June 1943 - GARDENING Frisiens (4.40)
24 June 1943 - Wuppertal (4.30)
25 June 1943 - Gelsenkerchin (4.15)
8 March 1943 - Nuremburg (6.10)*
3 October 1943 - Kassel (3.00)
4 October 1943 - Frankfort (6.00)
8 October 1943 - Bremen (5.00)
8 September 1943 - Boulogne (2.50)
15 September 1943 - Mont Lucon (6.40)
16 September 1943 - Mondaine (7.50)
22 September 1943 - Hanover (5.50)
23 September 1943 - Mannheim (6.35)

Second Tour

25 May 1944 - Kiel (5.45)*
27 May 1944 - Nantes (5.05)*
5 June 1944 - Normandy (4.30)*
4 July 1944 - Villeneuve St.Georges (5.00)*
9 July 1944 - St.Leu d'Esserent (4.30)
14 July 1944 - Revigny (8.00)
17 July 1944 - France (2.00)**
19 July 1944 - Belgium (3.45)**
20 July 1944 - France (3.00)**
24 July 1944 - France (3.00)**
25 July 1944 - Stuttgart (9.00)*
13 Aug 44 - Belgium (2.00)**
16 Aug 44 - Kiel (5.00)*
17 Aug 44 - Dutch coast (3.15)*
18 Aug 44 - Sterkrade (3.30)*
13 September 1944 - Gelsenkirchen (4.50)+
14 September 1944 - Wilhelmshaven (2.35)*
16 September 1944 - The Hague (2.25)+
19 September 1944 - France (5.20)**
21 September 1944 - Holland (5.30)+
5 October 1944 - Saarbrucken (5.00)*
6 October 1944 - Germany (5.20)**
8 October 1944 - Brunswick (7.00)*
19 October 1944 - Nuremburg (6.15)*
26 October 1944 - Denmark (4.15)**
30 October 1944 - Germany (5.15)**
31 October 1944 - Cologne/Franfort (6.15)**

This Warrant Officer is a most excellent Air Gunner who has flown on almost 60 operational sorties. He has always shown himself ready to engage the enemy wherever the least opportunity has arisen. By his aggressive spirit and by a thorough knowledge of his guns he has engaged and destroyed many enemy night fighters. He has set a splendid example to his fellow gunners which they have

been quick to follow.

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LYON, LAC George Francis William (R82698) - **George Medal** - Station Torbay - Award effective 13 August 1943 as per **Canada Gazette** dated 21 August 1943 and AFRO 2198/43 dated 29 October 1943. Born in Castor, Alberta, 1 December 1916. Home in Ottawa; enlisted there 27 January 1941 as Airframe Mechanic and posted to No.1 Manning Depot. To Technical Training School, 14 February 1941. Promoted AC1, 5 July 1941; to No.2 SFTS, 9 July 1941. Promoted LAC, 1 April 1942. To Torbay, 19 November 1942. Promoted Corporal, 1 February 1943. To No.10 (BR) Squadron, 25 May 1943. Promoted Sergeant, 1 May 1944. To No.11 (BR) Squadron, 27 August 1944. To Release centre, 18 September 1945 but retained for Interim Air Force. To Station Rockcliffe, 2 January 1946. Reverted to Corporal in postwar RCAF, 1 October 1946 (service number 20292). To Central Experimental and Proving Establishment, 1 March 1947. To Station Lachine, 8 August 1950. Promoted Sergeant, 1 October 1950. To Rockcliffe, 2 April 1951. To No.414 Squadron, Bagotville, 16 November 1952. To No.414 Squadron, Baden Soellingen, 11 August 1953. Promoted Flight Sergeant, 1 October 1953. To North Bay, 12 August 1954. Promoted WO2, 1 April 1958. To No.4 Wing, 21 April 1961, for service with No.419 Squadron. To No.4 Wing Headquarters, 1 January 1963. To Air Material Command Headquarters, 12 February 1964. Retired 31 May 1967. Died in Clear Lake, Ontario, 18 August 1971. Medals with Canadian War Museum (AN 19790059-001).

On the night of December 12th, 1942, the Knights of Columbus Hostel at St. John's, Newfoundland was completely razed by fire with the loss of ninety-nine lives. This airman, who was in the vicinity when the fire broke out, realizing the possibility of jamming at exits, immediately ran to the building, smashed a window and climbed to the opening, a position of extreme danger, in the hostel from where he shouted to people to come to the window. He lifted at least eight persons, mostly girls, through the opening to safety. After being thrown to the ground by a burst of flame and severely burned, he returned to another window and continued to aid others to safety until just before the collapse of the building. By his prompt and extremely courageous actions and total disregard for personal safety this airman, although badly burned and bleeding profusely from numerous cuts caused by broken glass, undoubtedly was responsible for the saving of at least ten lives.

Recommendation raised 1 April 1943 by G/C R.S. Grandy, in accordance with a report by the Hon Mr. Justice Dunfield. Lyon's file has a newspaper account (source and date not shown), text as follows:

Hon. Mr. Justice Dunfield, special commissioned to enquire into the Knights of Columbus Hostel fire, which occurred on December 12th of last year, has now filed his supplementary report dealing with courageous efforts at life saving during that fire. The report, which was filed yesterday, follows:-

To His Excellency the Governor of Newfoundland in Commission - Your Excellency:

I have now the honour to submit my promised supplementary report dealing with cases of courageous efforts at life-saving during the fire at the Knights of

Colombus Hut on December 12th, 1942, This is to be read in conjunction with the account of the progress and speed of the fire given in my general report of the 18th ultimo.

The regretted delay in the completion of this supplementary report is due to expenditure of time on an effort to establish the identity of the sailor, deceased, whose case is dealt with first. I have been able by circumstantial evidence and a process of deduction to establish his identity to my own satisfaction, but I do not know whether the evidence will meet the standards of those who have to do with the official recognition of deeds of gallantry. I therefore, in order to avoid the risk of possible disappointment to the relatives, mention him in this report, which Your Excellency may see fit to publish as an unknown sailor, but I enclose a private memorandum setting forth the evidence as to his identity, which may be considered by the proper authorities.

The following is a list of cases where (a) the action was of conspicuous merit and (b) information regarding it is reasonably adequate, and © there is corroboration from some source outside the story of the man himself.

Lyon, George F., LAC, RCAF. Own Story: Was outside the building in company with Hollingshead and Gallup; saw the first flames and people emerge from the front entrance; ran to the building. There was a jam of people in the doorway and the flames seemed to level everyone. He and those with him broke out the window of the reading room, immediately west of the entrance. There was heavy black smoke inside and flames could be seen rolling along the ceiling outside the reading room and restaurant. He shouted to people to come to the window, and quite a few came and he pulled out several, about eight or ten, mostly girls. The last one he had hold of was a girl and he had her by the hands, but the crowd had her jammed, and he could not pul her up, though he was standing on the window ledge. Then a flash of flame came out the window and blew him on to the ground; it caught his hair only. Hollingshead was helping girls out through the window until he got his arm cut very badly by the glass. He, Lyon, could not go back to that window where he got up. A couple of the soldier's tunics were torn and the girls' dresses were on fire. He got one more girl and an airman out of the window further over on the west side. The airman was very badly burned.

Corroboration

Gallup, Milton, AC.1, RCAF, confirms their going to the building: says Hollingshead got cut breaking windows with his fist; says Lyon was dragging people out of the window. He was reaching up his hands over his head. Hollingshead says he thought it was the reading room and says that when flames came out Lyon "just stuck there" and flames got the side of his head; that is when he got his face burned. Does not know that Lyon went to another window after the flames knocked him off that one.

McArthur, Jack, AC1, RCAF says that one of the RCAF men present as a witness, he did not know his name, had been there and he, McArthur, saw him taking out three people who were screaming but not on fire. There was no fire in the door

or window where he was doing this. He was getting them out of the window of the ladies' toilet (this is no doubt the window further to the west referred to). Asked to point out the man he meant, pointed out Lyon.

Hollingshead, Albert, :AC, RCAF, recounts being with Lyon and Gallup outside the Hostel. They reached the window of the front of the building, which opened into the reading room, jumped up and broke bottom panes of glass with his fist and smoke poured out. Lyon was at the window or opening of some sort and Hollingshead remembers him pulling out a soldier and passed him down. Hollingshead then noticed that his hand was bleeding badly and he went for treatment. When he left, Lyon was still at the window or opening.

Case, William F., District Inspector, Newfoundland Constabulary, mentions finding the body of a female by the east window of the reading room. This is possibly the one that Lyon says he tried to get out.

I think this case may be regarded as proved.

The following also did good work in saving or attempting to save life. They are not dealt with specially because either (a) there is no independent corroboration of their own story, or (b) the actions are less outstanding, or © the available information is scanty, or for two or more of these reasons. There may be, and I think there are, some among them who did just as good work as those specially mentioned, and outstanding work may have been done by some of those who perished, of which we may never hear. However, I report only upon the evidence before me.

Davis, Hubert, LAC, RCAF

Duffy, Randolph, LAC, RCAF

Selected Assessments: "This NCO is employed as crew chief on Lancaster aircraft has shown continued interest in his work and the welfare of his men. A good all-round mechanic." (F/L J.F. Murphy, MTCE Experimental Establishment, 29 April 1949).

"Sergeant Lyon has been employed as NCO in charge control room in Station Workshops and as NCO in charge Technical Library during the past year and has shown outstanding organization and administrative abilities. He has no known weakness that in any way affects his efficiency. Because of his wide service knowledge it is felt that he would be well suited to employment as an instructor or on liaison work. He is interested and active in organizing Station sports." (F/L R.J. Clarke, Station Rockcliffe, 10 December 1952)

"Flight Sergeant Lyon is a voluble person who likes to hold the centre of attention wherever he goes. He can be very entertaining with his repertoire of anecdotes and jokes. His financial and family affairs are well in hand and he managed them very well. This NCO will look after the men under his control and is concerned with their welfare. He has been active in sports in his younger days and still takes an active spectator interest. His personal living habits are very good and he can mix and conduct himself socially very well. This NCO has definite opinions on most subjects and is inclined to be a little dogmatic at times. He would make a good instructor in his trade." (F/O R.K. Swartmen, No.414 Squadron, 20 May 1954).

"Flight Sergeant Lyon has been employed as NCO Superintendent in charge of a Repair and Inspection phase at this unit for some considerable time. He has carried out all assignments with despatch and efficiency, always keeping the interests of those under his jurisdiction uppermost in his mind. He requires little or no supervision, often going out of his way to do extra work and produce ideas for the betterment of his section. He is considered well worthy of promotion pending attainment of his Group 4." (F/L W.J. Brown, Station North Bay, 1 June 1955).

"WO2 Lyon is an above average Warrant Officer. He commands the complete respect of all airmen working under him. His technical knowledge is of a very high standard and his method of putting this knowledge to use is an asset to the Service. His marital and financial affairs are above reproach. The interest he shows in the personnel under his control is outstanding; not only in their personal welfare but in trade advancement and general service knowledge. Warrant Officer Lyon sets a high service standard, and consistently lives up to it." (F/L W.J. Brown, Station North Bay, 13 May 1958).

"WO2 Lyon, though relatively junior in his rank, is a mature and responsible Warrant Officer whose vast experience in the field of aircraft maintenance stands him in good stead. He is currently in charge of the squadron's repair and maintenance department where his organizing and administrative ability ensure a maximum output with the best use of manpower and material. His forceful nature and sense of fair play guarantee quality work and high morale. In many cases this Warrant Officer is required to make important decisions without the benefit of prior consultations with his superiors. These decisions are always well-founded and in the interest of efficient operation. WO2 Lyon is in charge of the Wing Guard of Honour where his disciplinary capabilities and highly demonstrated. He is a reliable man in all aspects and is strongly recommended for promotion." (F/L R.W. Holdershaw, 4 Fighter Wing, 20 October 1961).
"WO2 Lyon is most impressive in his appearance and bearing and commands the respect as well as the good will of all his associates. He is determined in his approach to work and life, and this coupled to his ability to express himself extremely well makes him an outstanding Warrant Officer. Highly recommended for promotion." (F/O C.D. Grant, 4 Wing, 13 September 1963).

"WO2 Lyon is at present employed in the supply logistic area of AMCHQ which has been given duties and responsibilities that, although not those normally assigned to an AMSupt, are such that he is contributing fully to the management of the RCAF Instrument inventory. His present assignment of reviewing instrument repair and overhaul forecasts has proven a worthy challenge to his vast knowledge. His experience is a high contributing factor to the sound approach and conclusions that are being obtained. WO2 Lyon's manner and attitude is of a high standard. His personal affairs appear to be in good order. He is recommended for promotion to the next highest rank." (F/L N.R. Barrett, AMCHQ, 14 October 1964).

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LYON, F/O Henry Gordon (J5698) - **Commended for Valuable Services in the Air** - No.3 OTU - Award effective 28 May 1943 as per **London Gazette** of that date, **Canada Gazette** dated 2 June 1943, and AFRO 1459/43 dated 30 July 1943. Born in Bruce County, Ontario, 17 November 1909. Attending University of Toronto (Commerce). Home in Toronto; enlisted there 10 October 1940. To Trenton, 23 October 1940. To No.1 ITS, 22 December 1940; graduated and promoted LAC, 27 January 1941 when posted to No.9 EFTS; graduated 29 March 1941 when posted to No.1 Manning Depot; to No.5 SFTS, 10 April 1941; graduated and commissioned, 21 June 1941. To No.13 (Operational Training) Squadron, 29 June 1941. Promoted Flying Officer,

22 June 1942. Promoted Flight Lieutenant, 1 April 1943. To No.4 (BR) Squadron, 14 July 1943. To Boundary Bay, 22 October 1944. To No.4 Release Centre, 26 September 1945. Retired 2 October 1945. No citation to commendation at DHist offices. DHist file 181.009 D.1753 (RG.24 Vol.20609) has recommendation dated 7 December 1942 for an AFC, downgraded to Commendation on 27 February 1943 by A/V/M L.F. Stevenson.

This officer has been with 13 OTS (now 3 OTU) since June 1941 as a Flying Instructor during which time he has carried out his duties in a most efficient manner. He has shown qualities of reliability, cheerful devotion to duty and perseverance of a high degree which has set an excellent example for other instructors. He is tireless in his efforts and has completed over 700 hours Flying Boat Instructor in a little more than a year.

LYON, F/L Henry Gordon (J5698) - **Air Force Cross** - No.4 Squadron (Canada) - Award effective 6 January 1945 as per **London Gazette** dated 13 March 1945 and AFRO 132/45 dated 26 January 1945. As of recommendation he had flown 1,880 hours including 620 operational hours (45 sorties).

This officer, who is a most capable and efficient pilot, has displayed outstanding devotion to duty throughout his flying career. He has carried out many operational patrols under adverse weather conditions, and has displayed cheerfulness and resourcefulness throughout. His good leadership has done much to promote the efficiency of his squadron and his cheerful and co-operative spirit has been an inspiration to other aircrew members.

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LYON, FS John Henri (R99347) - **British Empire Medal** - No.10 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 23 March 1908 in Glassville, New Brunswick; educated there and at Normal School in Fredericton. Home in Lakesville, New Brunswick; teacher with Gordonsville Car Company; enlisted 13 May 1941 in Moncton as Armourer and posted to No.1 Manning Depot. To Air Armament School, 27 June 1941 To No.2 Air Navigation School, 23 September 1941. To Air Armament school, 30 October 1942. To No.9 BGS, 29 December 1942. To No.10 BGS, 8 March 1943. Retired 2 June 1945. Dates of promotion unclear. DHist file 181.009 D.1422 (PAC RG.24 Vol.20598) has recommendation which includes a list of his inventions - Turret Manipulation Trainer which projects several aircraft images on wall for trainees to follow with their sights, Hits Recorder and Fire Interrupter for zone allowance turret training at 200 yards, Computer for Camera Gun which indicates correct point of aim on film for assessment purposes, Hunt's mirror trainer for Range Estimation training.

This non-commissioned officer has displayed outstanding ability, initiative and unremitting persistence throughout his service career. He has devoted all his ingenuity and efforts to the furtherance of efficient training and has originated synthetic training devices which have been adopted and proved to be very useful. This non-commissioned officer's contribution to gunnery training has been of great value. His loyal and devoted service has been highly meritorious.

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LYON, F/L Peyton Vaughan (J9565) - **Commended for Valuable Services in the Air** - No.5 OTU - Award effective 14 June 1945 as per **Canada Gazette** of that date and AFRO 1127/45 dated 6 July 1945. Born 1 October 1921 in Manitoba (obituary notice). Enlisted in Winnipeg, 7 November 1940 and posted to No.1 Manning Depot. To No.22 Munitions Depot, 17 December 1940. To No.3 ITS, 23 March 1941; graduated and promoted LAC, 20 April 1941 when posted to No.2 EFTS; ceased training and posted to Trenton, 24 May 1941; to No.10 AOS, 20 July 1941; graduated 10 October 1941 when posted to No.4 BGS; graduated and promoted Sergeant, 21 November 1941; posted next day to No.2 ANS; graduated and commissioned, 22 December 1941. To No.31 GRS, 16 December 1941. Attached to Ferry Command, Montreal 13 April 1942. Departed Montreal, 22 April 1942 in Hudson FH367 to Presqu'ile, Maine. Returned to Montreal. Departed Montreal 28 April 1942 in Hudson FH384 to Goose Bay. Departed there, 3 May 1942 and arrived in Britain on 4 May 1942. Promoted Flying Officer, 1 October 1942. Returned to Ferry Command at Montreal, 7 June 1943. Departed there 12 July 1943 in Liberator BZ829 to Goose Bay; completed flight to Britain, same day. Promoted Flight Lieutenant, 22 December 1943. Repatriated, date unclear but posted to No.5 OTU, 19 May 1944. Retired 28 August 1945. Following the war he attended University of Manitoba and Oxford (Rhodes scholar). Joined the Canadian Diplomatic Corps, starting with a posting to Bonn, Germany. Subsequently taught at University of Western Ontario and then at Carleton University, where he served for a term as Chairman of the Department of Political Science. His obituary noted, "Peyton was a remarkably committed and productive academic. He was an excellent teacher and devoted to his students. His commitment to Canada took him far beyond the ivory tower. All his life he engaged with passion and intelligence in the public debates of the time, supporting and contesting popular positions as his convictions dictated. He became a noted expert on Canadian foreign policy, with an emphasis on Europe and NATO. Author of several books and numerous publications, he was sought after as a media commentator. Peyton maintained a large and varied circle of contacts in diplomatic and political circles, and he was a friend and mentor to many. Later in life he became an ardent advocate for Palestinian justice in the Middle East. He was an inveterate writer of letters to the editor". Died in Ottawa, 24 March 2011.

Flight Lieutenant Lyon arrived at this unit shortly after its inception and since that time has worked incessantly for its betterment. He is outstanding in his lecturing and organizing ability in carrying out his duties as a navigation course instructor. His previous knowledge of navigational equipment on Liberator aircraft has been used to great advantage in this phase of the training. He utilizes every spare moment to carry out research work and has put forward many excellent suggestions which have been incorporated, giving marked improvement of navigational results. His conscientious application to his work has earned the respect of both staff and trainees and inspired all concerned to greater efforts.

On 21 November 1942 he was navigator in Wellington HX578 of Temporary Wellington Flight, Waterloo, on a convoy escort flight. On its completion the aircraft was to land at Robertsfield. The crew consisted of J8430 P/O F.P. Bartkiewicz (WOP/AG, killed), R69363 Sergeant J.J. De Marco (WOP/AG, killed), J8218 P/O C.J. Radford (pilot, injured, survived), 119657 P/O A.E. Abraham, RAF (second pilot, survived). J9565 P/O P.V. Lyon (navigator, injured survived) plus J11211 P/O R. Gillin, passenger. Radford had 189 hours 20 minutes flying on type and 396 hours 45 minutes total. Problems began after about 90 minutes flying and 60 miles from the convoy. The aircraft crashed at 6 degrees 50 minutes North, 13 degrees 10 minutes west. Aircraft was cruising when a knocking developed in port engine and smoke was seen to issue

from the port engine cowling. There was as yet no apparent loss of power. Oil began streaming over port nacelle. After some time there was an explosion and the top of the port cowling burst open. From this point onwards power dropped. Pilot attempted to jettison depth charges but they hung up. Normal release system also failed. The engine then failed completely and pilot tried to ditch, closing the bomb doors before alighting at about 60 knots. Apparently preoccupied by a DC-3, pilot did not jettison petrol, and aircraft sank within seconds of ditching, taking down one crewman. The dinghy had inflated about 50 feet away and the crew boarded it; they were eventually spotted by a Hudson and picked up by ASR launch and six and one-half hours after ditching. His subsequent testimony at the crash inquiry was as follows:

I am a Navigator of the Temporary Wellington Flight, Waterloo. At 1020 hours on the 17th November 1943, I was a member of the crew of Wellington HX578, which took off from Waterloo to carry out a convoy patrol, afterwards landing at Robertsfield. On this flight and three subsequent flights from Robertsfield no trouble from the engine was experienced.

At 0700 hours on the 21st November 1942, the aircraft took off from Robertsfield to carry out a convoy patrol with instructions to land at Waterloo. Before taking off I noticed that two gill plates were missing from the port engine. In the air, however, the aircraft was giving a better than normal performance, i.e. our I.A.S. was 120 knots instead of the usual 116 knots.

At 0827 hours I heard a popping noise from the port engine. The first pilot asked me for a course to the nearest land. A minute later he asked for a course to Waterloo, on which we flew until the aircraft ditched. At the time of setting course we were 120 miles south of Waterloo. I gave our position and E.T.A. to the Wireless Operator on two separate occasions and he replied each time that the messages had been received by shore stations. At 0845 hours the first pilot announced over the intercom that he was preparing to ditch the aircraft. I started to jettison loose articles but as we were losing height very rapidly I gave it up and took my ditching station beneath the astro-dome. I saw the second pilot and passenger also braced and the rear gunner in his turret. The initial impact was comparatively slight, but the aircraft commenced sinking rapidly. It was at that moment intact. I found myself on the surface of the water and the aircraft had broken up. The first pilot, second pilot and passenger were also on the surface and conscious. We found Pilot Officer Bartkiewicz, the Wireless Operator, floating on the surface with his Mae West inflated but he was unconscious. We placed him in the half-inflated dinghy which had also come to the surface, but later discovered that he was dead. As there was no prospect of rescue at that time we came to the conclusion that it would be better to bury him at sea.

We were later spotted by a Hudson and picked up by a high speed launch after approximately six and a half hours in the water.

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LYSTER, FS Richard George (R60703) - **Mention in Despatches** - No.423 Squadron - Award effective 1 January 1946 as per **London Gazette** of that date and AFRO 388/46 dated 12 April 1946. Born 14 December 1920. Home in Edmonton; enlisted there 31 May 1940 as Aero Engine

Mechanic. To technical Training School, St. Thomas, 17 July 1940. Promoted AC1, 23 November 1941. To No.6 SFTS, 27 November 1940. Promoted LAC, 1 April 1941. To No.16 SFTS, 12 August 1941, To "Y" Depot, 16 March 1942. To RAF overseas, 30 April 1942. Promoted Corporal, 1 July 1942. Promoted Sergeant, 9 September 1943. Promoted Flight Sergeant, 1 December 1944. Repatriated 7 August 1945. Retired 25 September 1945. A DHist card says he was "ground crew member who did considerable flying about the time of D-Day landings."

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LYTTLE, F/O Alexander Lawrence (J28573) - **Distinguished Flying Cross** - No.502 Squadron - Award effective 19 July 1945 as per **London Gazette** dated 27 July 1945 and AFRO 1672/45 dated 2 November 1945. Born 24 August 1917 in Ottawa; home in Vancouver where he was educated. Forestry worker, 1935 to 1942. Brief Militia service with Second Battalion, Irish Fusiliers of Canada (Vernon, British Columbia), January and February 1941. Enlisted in Vancouver, 23 March 1942. To No.3 Manning Depot, Edmonton, 31 July 1942. To No.2 BGS, Mossbank, 12 September 1942. To No.2 ITS, Regina, 11 October 1942; graduated and promoted LAC, 19 December 1942 but not posted to No.19 EFTS, Virden until 24 January 1943; to No.17 SFTS, Souris, 4 April 1943; graduated and commissioned 23 July 1943. To No.31 GRS, Charlottetown, 31 July 1943. To "Y" Depot, 16 November 1943. Embarked from Halifax that date. Disembarked in Britain, 24 November 1943. To No.3 PRC, Bournemouth, 25 November 1943. Promoted Flying Officer, 23 January 1944. To No.21 (Pilots) AFU, 4 April 1944; to No.502 Squadron, 13 June 1944. Reported missing (prisoner of war), 3/4 October 1944. Held in Stalag Luft III. Safe in United Kingdom, 10 May 1945. Repatriated via Lachine, 21 May 1945. To Western Air Command, Vancouver, 31 May 1945. To No.8 Release Centre, 1 August 1945. Retired 2 August 1945. Died at East Redonds Island, British Columbia, 23 February 1959 as per British Columbia Vital Statistics. Cited with F/L Patrick J. McManus (RCAF, awarded DFC). For more on this incident in question (3/4 October 1944) see McManus entry.

Flight Lieutenant McManus was first pilot and captain of aircraft and Flying Officer Lyttle was second pilot of an aircraft detailed for an attack on enemy shipping in the Skagerrak. Intense anti-aircraft fire was encountered and the aircraft was so badly damaged it was forced down onto the sea. From the moment the aircraft was hit til its final plunge into the sea these two officers remained at their posts and by their calm efficiency inspired the other members of the crew with confidence. Although badly cut about the head, Flight Lieutenant McManus continued in a rough sea to look to the safety of the others. In these difficult circumstances these two officers displayed cool courage and devotion to duty and averted disaster and saved the lives of all nine members of their crew.

Notes: Notwithstanding the citation, not all the crew survived; see below.

Interviewed for RCAF, 13 March 1942, at which time it was noted, "Good type. Gets a little seasick in small boats. Clean cut, intelligent."

Circumstantial Report of loss of Halifax aircraft HR686, No.502 Squadron, airborne at 2308 hours, 3 October 1944 for an anti-U-boat and anti-shipping mission. Crew consisted of J14588 F/O P.J. McManus, pilot (POW), J28573 F/O A.L. Lyttle, co-pilot (POW), 142463 F/O I.E. Osbourne, navigator (POW), J10019 F/L S.A. Winchester, WOP/AIR (POW), J86034 F/O H.T. Conlin, WOP.AIR (lost), J18647 F/O J.A.R.L. Lapalme, WOP/AIR (lost), 643195 Flight Sergeant G.

McLaughlin. WOP/AIR (lost), 1397157 Sergeant R.G. Allen, flight engineer (lost), and 76222 W/C C.A. Maton,, DSO, carried as Navigator "R". (POW) Subsequently reported that aircraft ditched about 12 miles off Swedish coast.

Maton's son, C.M. Maton, subsequently wrote an account of Wing Commander Maton (published in the **Journal of the Orders and Medals Society** (Spring 1992). The portion dealing with this adventure read as follows:

On May 24, 1944 he was appointed Commanding Officer of No.502 Squadron and promoted to Wing Commander. The Squadron Record Book noted this appointment as follows:- "...On 24th May 1944, S/L C.A. Maton was appointed to the acting rank of Wing Commander and assumed command of No.502 Squadron. Wing Commander Maton is the first Air Gunner in Coastal Command to command a squadron and No.502 Squadron is rightly proud and honoured by this choice. It is hoped his tour of duty will be most successful and add another glorious page to the history of this Auxiliary Squadron from Northern Ireland."

He flew with most crews in the squadron, led a low-level raid on U-boats in St. Peter Port, Guernsey, attacked shipping in the vicinity of St. Malo and Isle de Croix, attacked a blockade runner at La Rochelle Harbour apart from many boring hours on patrols off the Norwegian coast, often returning to the debriefing with "nothing to report". On the night before he was due to relinquish command of the squadron and, to his dismay, was being posted back to a desk at Coastal Command Headquarters, he decided to undertake one last sortie with a mainly Canadian crew.

Their mission on the night of 3 October 1944 was to patrol the Skaggerak and Kattegat looking for enemy shipping to attack, especially troopships moving German soldiers back to Germany under cover of darkness. Their aircraft that night was a Halifax II ("J", HR686) piloted by Flying Officer P.J. McManus, a 22-year old Canadian with a crew of eight. After flying out over the north of Scotland and reaching landfall at the southern tip of Norway, they flew a creeping line ahead pattern working their way back and forth until they were 25 miles northwest of Copenhagen. They then planned a zig-zag course back up the Kattegat as far as the mouth of the Oslo Fjord.

They had just approached the turn to their next course when they picked up a contact on their radar. The aircraft was into heavy rain and had dropped down to 800 feet when they broke out of cloud and suddenly right ahead of them at 1/4 mile was a ship brightly lit up. Thinking it to be neutral they broke off the attack but the ship opened fire and shot them down [the ship turned out to be an armed escort vessel proceeding independently in the Skaggerak].

After six hours in the icy water during which three members of the crew were drowned. They were picked up by the ship that shot them down. The pilot, F/O McNanum, did a wonderful job in keeping the crew together including holding up my father in the water for some considerable time. For his gallantry during the ditching F/O McManus and the co-pilot, F/O C.A. Lyttle, also a Canadian, were eventually awarded the DFC.

My father and the remaining members of the crew were taken to Kristiansand in Norway and then entrained and delivered into the hands of the Gestapo in Oslo. Because of my father's someone exalted rank and his air gunner's brevet, the Germans insisted that the crew were on a spying mission and repeatedly threatened them with the firing squad. F/O McManus recalled this aspect of their capture when being interrogated by the Sturmbannfuhrer..."Your stupid bosses thought they could disguise a spy as an airman but it didn't work. Why did they dress him in the uniform of a Wing Commander and an Air Gunner? Everyone knows that no air gunner ever reached that rank."

Eventually the Gestapo released the crew to the Luftwaffe Intelligence and Evaluation Centre at Auswertstelle West, near Frankfurt, for further interrogation, after which they were sent to Stalag Luft III at Sagan.

In January 1945 Stalag Luft III was evacuated in a six day march in the middle of winter back into Germany to avoid the prisoners falling into the hands of the Russians. The Germans had apparently hoped to exchange the RAF prisoners for Luftwaffe officers held by the Russians. The camp was eventually re-established as Stalag Luft IIIA at Luckenwalde south of Potsdam where, after being held by the advancing Russians, they were eventually liberated by the Americans...

Upon repatriation Lyttle reported he had flown twelve sorties (100 operational hours) plus 150 non-operational hours.

Training:

Described at ITS as follows: "He is a quiet and confident airman who seems to have the qualifications for making a good pilot. He has done good work with average results, there being no particular weakness in any subject. He works well with his fellow trainees and has taken an active interest in flight activities."

At No.19 EFTS described as follows: "General flying average. Learns easily and retention is good. Has been a first class student in Ground School but did not show as well in final Airmanship exam as expected. Department good." Flew Tiger Moths (30.05 day dual, 29.10 day solo, 2.10 night dual and 50 minutes night solo. Took eight hours dual to first solo. Flew nine hours on instruments. Also logged ten hours in Link.

At No.17 SFTS assessed as follows: "Average pupil; would make a good, steady twin engine pilot. Flew Anson aircraft (89.20 day dual, 44.05 day solo, 10.55 night dual, 11.45 night solo. These figures included 12.05 formation flying and 26 hours on instruments. Also in navigation flying - 29.50 dual and 13.30 solo. Logged 26 hours in Link.

Course at No.31 GRS was 9 August to 8 October 1943. Flew in Anson aircraft (43.50 by day, no night flying). Courses and marks as follows: DR Navigation Interim (72/100), DR Navigation Final (240/300), DR Navigation air work (231/300), Reconnaissance (138/200), Reconnaissance air work (82/100), Astro Navigation (88/100), Compasses and Instruments 165/200), Meteorology (129/200), Signals (66/100), Coding (73/100), Ship Recognition (189/200), Photography (85/100), Visual Signals (pass). Placed 18th in a course of 24. "A quiet type of officer, displaying average intelligence and keenness. His results generally are fairly good. He should be satisfactory in General Reconnaissance work."

While on strength of No.3 PRC he attended a course at Station Sidmouth, 13 December 1943 to 8 January 1944, Described as an "ACOS" course, it seemed to be about High Speed Launches

Course at No.21 AFU was 5 April to 12 June 1944. Oxford aircraft (5.40 day dual to first day solo, 24.05 day dual total, 36.05 day solo; 1.15 night dual to first night solo, 5.35 night dual total, 7.45 night solo plus 3.20 as passenger and 8.55 in Link. Flying Tests in General Flying (275/400), Applied Flying (135/200), Instrument Flying (170/250), Night Flying (70/100) and Link (30/50). "A steady average pilot, has shown consistent progress during the course." (W/C C.D. Stenner).

Detached to No.1511 Beam Approach raining Flight, 9-15 May 1944 for 11 hours 45 minutes of instruction on beam flying (Oxford aircraft)..

Retirement

At the time of his release he was returning to the post of Managing Director of a sawmill in North Vancouver, continuing the work of his father (recently deceased). "Has excellent knowledge and experience in the industry. Fully aware of market conditions and also of labour situation. Has studied his work well and is quite prepared to face any situation that arises." (F/L N.A. Vose, No.8 Release Centre, 2 August 1945).

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